

Talbott mounted green and yellow mailboxes on front of the restored Deere tractor.

RESTORED 1937 DEERE "B" WELCOMES MAILMAN, VISITORS He Made His Own "Tractor Mailbox"

"It's the most expensive mailbox I've ever owned, but it sure catches everyone's eye," says Gene Talbott, Potomac, Ill., who restored a 1937 Deere "B" tractor to perfect condition, then mounted green and yellow mailboxes on front.

"My wife and I had been wanting to build a tractor mailbox for a long time. We finally found a 1937 Deere B and paid \$100 for it," says Talbott. "I didn't care how it ran because I didn't plan to drive it, but the engine could probably be restored to running condition. The tractor had rotten rubber tires with solid cast iron hubs, but I wanted spoked wheels. Deere wanted \$400 apiece

for spoked wheels so I ended up buying spoked wheels made for an Oliver tractor."

Talbott and his family scraped, sandblasted, painted and repaired the old tractor. They welded the exhaust pipe shut and applied silicone around various hood openings to keep out moisture. They used several coats of primer and paint to protect the tractor from weather. Talbott mounted the mailbox on a metal support that's bolted to the front of the tractor. The last step was to apply Deere decals to the sides of tractor.

Contact: FARM SHOW Followup, RR 2, Box 42, Potomac, Ill. 61865 (ph 217 987-6357).



The hydraulic motor can be operated with the same tractor being used on a grinder mixer, silo blower or grain elevator.

FEATURES HYDRAULIC-DRIVE CONVEYOR Self-Unloading Gravity Box

"It's safer and more convenient than a pto-drive," says Lynn Walker of his company's new self-unloading gravity box with hydraulic drive. "Works especially good for unloading wet, sticky material, such as high moisture corn."

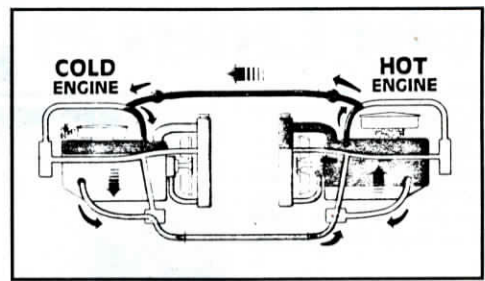
Output of the hydraulically-driven, roller chain conveyor is easily regulated to achieve optimum flow rate. The hydraulic motor can be operated with the same tractor being used on a grinder mixer, silo blower or grain elevator. Removing the drive unit for use on one or more additional boxes, or on other equipment, is as easy as pulling one pin.

Discharge of the 21-in. wide conveyor can be to the right or left. Pto-drive available as an option.

The standard box, constructed of 14 ga. steel, holds 200 bu. (256 bu. with extensions). Larger boxes available on special order.

Retails for right at \$2,500, including hydraulic drive unit but not the running gear. The box can also be mounted on a truck bed.

Contact: FARM SHOW Followup, Walker Bros. Mfg., 150 Industrial Park Ave., Augusta, Wis. 54722 (ph 715 286-2242).



"BETTER THAN JUMPER CABLES" Warm Start For Cold Engines

"We've started big Caterpillar diesel engines off small 4-cylinder Toyotas," says Bob Edman, manufacturer of a new quick-start system for tractor, truck or car engines that are hard to start in cold weather.

Water from a warmed-up pickup, car or truck is circulated through the cold engine using a special two-way transfer hose. A "master" vehicle, which should be the easiest starting engine on the farm, is fitted with a small 1 to 1 1/2 gal. per minute pump and quick-connect couplers. All "slave" vehicles, those with engines that are most likely to need a wintertime boost, are fitted with quick-connect couplers so that when a hot boost is needed, all you have to do is plug the transfer hose in between the two engines and turn on the pump. In 10 to 15 min., the "slave" engine warms up enough to start.

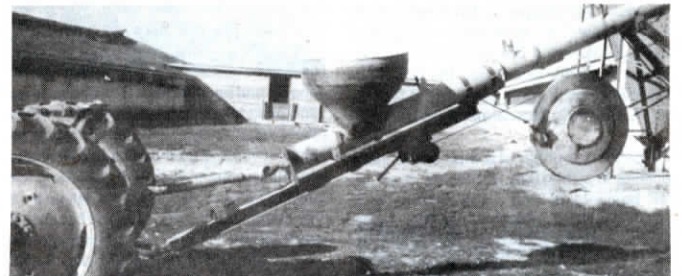
"It saves on starters, batteries and wear and tear on engines," says Edman who's been field-testing the system for the past

two years. One of the biggest problems in putting the system together was finding a dependable low-volume pump. "It warms the cold engine gradually so there's no thermal shock to the engine. It'll raise the temperature of a cold engine 90° in 10 to 15 minutes and lower the temperature of the 'master' engine 10 to 15°."

The 12-volt pump attaches to the engine block and is plumbed into the fluid lines at two points. Fittings on "master" and "slave" engines take only about 1/2 hr. to install, according to Edmond.

Total cost to equip a master and a slave engine is less than \$500. Cost to equip additional slave vehicles is less than \$100 apiece. "The total cost of the system is less than the cost of a starter on many big diesel engines," says Edmond.

For more information, contact: FARM SHOW Followup, Thermal Fluid Start, Inc., P.O. Box 2231, Joliet, Ill. 60434 (ph 815 498-3774 or 727 3021).



Mabeus cut a hole in the top of the auger tube and welded a new hopper over the hole.

AUGER DRIVES DIRECTLY OFF PTO Rebuilt Auger Works "Better Than New"

If you've got an auger with a damaged gearbox or a broken driveline, you'll like this inexpensive do-it-yourself repair by Iowa farmer Leroy Mabeus that put the auger back to work "better than new".

When the gearbox gave out on his 8-in. by 56-ft. Westfield auger, Mabeus first cut away the hopper and the bottom of the auger tube and then cut a hole in the top of the auger tube about 1 1/2-ft. from the bottom of the auger. He welded a new hopper over the hole. He used a small round pig waterer for the hopper.

Next, he welded an 8-in. flange to the end of the auger tube and bolted a 1/4-in. thick steel plate over the auger opening. A 1 1/4-in. bearing block that supports the 1 1/4-in. shaft on the end of the auger bolts to the end

plate. The pto couples directly to the auger shaft. Mabeus notes that he plans to put a heavy rubber shield over the pto joint.

The hitch consists of two pieces of 4-in. channel iron welded together that mount on the bottom side of the auger tube and hitch to the tractor drawbar. "I have 7 different bulk bins to fill so I just leave the auger hooked up to the tractor and load feed into the auger hopper from the my grinder mixer," says Mabeus, noting that the final modification was to move the winch that raises and lowers the auger about 4 ft. lower on the auger tube so he can easily reach it from the ground.

Contact: FARM SHOW Followup, Leroy D. Mabeus, Rt. 1, Box 21, Wever, Iowa 52658 (ph 319 372-5146).