

## 4-WD Articulated Log Skidder

Pennsylvania farmer Wayne Bashore says he gets good use out of the 4-WD articulated log skidder he built that has a winch mounted on a telescoping boom and a drawbar for pulling a home-built 13-ft. long dump trailer.

The front axle is off a Chevrolet 1-ton truck and the rear axle off a Ford 1-ton truck. Power comes from a 318 cu. in. Plymouth car engine and the tractor's fitted with a 4-speed transmission from an old truck. The transmission is driven by a hydraulic pump, providing hydrostatic drive. The log skidder is mounted on 20-in. Army truck tires. The rear-mount boom telescopes 3 ft. and can be raised up or down.

"I use it to drag logs from the woods to cut into firewood," says Bashore. "It has great traction and floats over even the roughest ground. The four drive wheels provide great traction and the low profile lets me travel across slopes without fear of tipping. I can kick the rear wheels out of gear for road use.

"The boom really comes in handy for grabbing hold of tree tops that the log skidder can't reach. It also works great for carrying equipment in and out of my shop. It's built so heavy that it can even pick up a garden tractor. I put brackets on the end of the boom so I can fit it with a 15-ft. extension when needed. I used it recently to raise the roof on my machine shed so I could fit a skid steer loader under it.

"I control the hydrostatic transmission with a simple forward-reverse lever

mounted beside the driver's seat. The more I push on the lever, the faster it goes. It'll go up to 20 mph or run at a slow creep, even in fourth gear. There are four other levers - one to raise or lower the boom, one to extend or retract the boom, one to engage the winch, and one to raise or lower the trailer. It has a tilt steering wheel which makes it easy to get into."

Bashore made a fold-up drawbar for pulling the trailer which he uses to haul about 14 loads of firewood each year to heat his house. The drawbar consists of a length of flat iron with each end welded onto a hinged brace to make the drawbar rigid. "When I'm not pulling the trailer I can fold the drawbar up out of the way and pin it onto a bracket mounted on the back of the log skidder," says Bashore. "The trailer has a seat mounted on front which my wife uses so she doesn't have to stand on the log skidder. She can activate the brakes on all four wheels by using a brake pedal mounted in front of her. It really helps out on hills."

A pair of hydraulic cylinders control up and down movement of the boom, and another pair of cylinders telescope the boom in or out. There are three hydraulic pumps - one for power steering, one to operate the winch, and one to drive the transmission.

Bashore used heavy channel iron to build the log skidder's frame. He used semi tractor wheel rims to make his own wheels for the Army truck tires. He welded spokes into the rims and made hubs to fit onto the car axles.



The log skidder bends in the middle by means of a pair of 2 1/4-in. dia. hydraulic cylinders that act on a 2 1/2-in. dia., 14-in. long kingpin.

The trailer's 14-in. wheels are off an old car and are mounted on tandem walk-

ing beam axles.

Bashore spent about \$3,000 to build the log skidder.

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## Lightweight, Simple Stock Rack

Here's a nifty way to make a lightweight stock rack that's easy to remove from the pickup and folds up flat for storage.

Erich Cochran, New Carlisle, Ohio, needed a way to haul hogs to the local locker plant with his pickup. He decided to do the job with full-height stock panels.

Panels were cut to fit the inside of the box. Corners are wired together in several places. Side panels are stapled to 2 by

4's bolted to the top edge of the box. The rack stands by itself and works well for loads of small animals. To remove, Cochran simply takes out the bolts and folds the rack flat.

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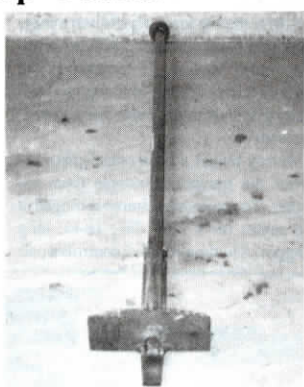


## Hand-Held "Skip" Planter

"This is not a high-tech piece of equipment but it gets the job done and saves me a lot of bending over," says Robert White, Mackinaw, Ill., about his hand-held "skip" planter.

"It consists of an old flat file welded to a 3 1/2-ft. long piece of 1/2-in. conduit with a pipe reducer welded to the top to act as a funnel. A piece of scrap sheet metal, with a 1/2-in. hole drilled in it, is welded to the bottom of the conduit for depth control. The file extends about 2 in. past the bottom of the conduit and below the depth control plate. I sharpened the bottom end of the file.

"I carry seed in an old nail apron and walk through the field looking for skips. When I plant a spot, I stab the tool into the ground with the file side away from me. I then push the top of the tool forward about 2 ft. and put my foot on the depth control plate before pulling the tool back toward me. The file opens up about a 1 1/2-in. deep hole. I then drop two or three seeds into the top of the conduit and it falls to the bottom of the hole. As I walk forward, I step on the spot I just planted to



cover the seed.

"I've tried it in no-till corn and didn't have any trouble getting seed down through trash."

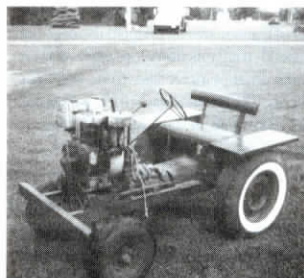
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## 15 Hp "Toy" Tractor

"My children learned to drive tractor on this 3-ft. high 'toy' I built in 1962. My grand children still use it all day long. It has a lot of miles on it," says Ted Safranski, Argyle, Minn.

The tractor is powered by a 15 hp Briggs & Stratton gas engine. It has 15-in. car tires on back and small tires off an old potato digger in front. The 4-speed transmission was salvaged from a 1948 1-ton Dodge pickup and the rear end from an old car. The transmission is belt-driven through a large pulley mounted on front of the transmission that gears it down.

"It has a 3-pt. hitch that can be raised or lowered manually with a hand lever. I use it to pull a 1-row cultivator for the garden and to tow augers around the farm yard. It goes up to 20 mph," says Safranski.



He made the seat out of wood and covered it with leather. The steering sector came from an old car. He used 2-in. sq. steel tubing to build the front axle.

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