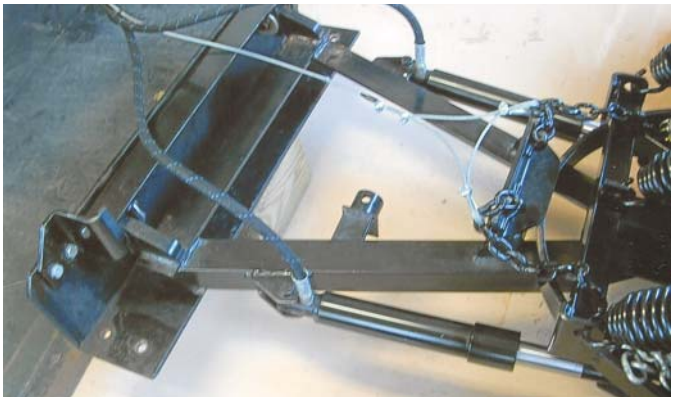
Oscillating bucket mount plow has a heavy rubber cutting edge, allowing you to use a skid loader for snow removal "without leaving a scratch".



Angle iron mounting plate bolts onto edge of loader bucket.

Skid Steer Snowplow Mounts On Bucket

You can use a skid steer for snow removal without digging up the lawn, scratching cement, or ripping out paving stones with this new oscillating bucket mount plow that has a heavy rubber cutting edge.

"I remove snow for 20 customers and I can squeegee a brick driveway without leaving a scratch," he says. "Putting the plow out ahead of the bucket lets me use the bucket to carry shovels, salt and even a snowblower."

Schultz prefers the versatility and maneuverability of the skid steer to a pickup-mounted snowplow. But he wanted a blade that would oscillate to follow the ground surface.

"Most skid steer attachments are too close to the machine and too rigid. By mounting the snowplow to the bucket, I can push snow away from the drive and out onto the lawn without the wheels leaving the drive. It also lets me raise the snowplow 10 ft. in the air to push snow into piles."

Schultz started with the standard 6-ft. wide pickup style snowplow. Using 3/8-in. thick, 36-in. long, 12-in. wide steel plate, he fabricated a 6 by 6-in. angle iron mounting plate. He drilled 4 holes on one face to match the 4 universal holes in the loader bucket edge and bolted that face flat. A second angle iron, also of 3/8-in. steel, but 24 in. long and with 3 by 3-in. sides was fabricated with tabs to match the snowplow's A-frame mounting pins. It mounts to the snowplow bracket with its horizontal face up.

To mount the two angle irons together and provide the desired oscillation for the snowplow, Schultz drilled a hole top-center of the 6 by 6-in. angle iron and centered on the vertical face of the 3 by 3-in. angle iron. When bolted together, the horizontal face of the 3 by 3 is flush with the top of the vertical face of the 6 by 6.

Schultz used a #8 hardness, 1-in. dia. bolt to fasten the two angle irons together. Double nuts on the bolt are tightened only enough to allow the angle irons to swivel against each other, giving them up to 2 in. oscillation. At the ends of the 6-ft. snowplow, that translates into considerably more lift.

To provide float, Schultz hooked lengths of chain from each corner of the bucket to the end of the snowplow frame closest to the plow. They allow the plow to flex upward over a rise in the surface. However, they prevent it from dropping into a trench.

Schultz realized that if one end of the plow struck a curb or buried object, the torque might be enough to rip out even a 1-in. bolt. To prevent that, he fabricated two brackets that he mounted to the vertical face of the 6 by 6 at the ends of the oscillating 3 by 3 angle iron.

"The brackets have tabs that extend over the end of the 3 by 3 angle iron," explains Schultz. "They serve as stops to hold it in place if need be."

To provide more flexibility and squeegee action, Schultz bolted a 4-in. wide strip of heavy-duty conveyer belt to the bottom edge of the snowplow blade. This added edge also allows him to keep the bucket bottom about 4 in. above the surface to be cleared.

"The belting won't tear up grass or lawn; it just passes over the top of it," says Schultz. "If I hit packed snow, I just tip the bucket so the edge points down, and I chisel the heavy stuff loose."

Schultz also covered the face of the snowplow with a layer of urethane plastic used in building stock cars. "It's tough to bend, and I needed to use strips of angle iron to retain it against the bucket," he says. "But even wet snow just slides off it."

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Doug Creswell built a 6 by 10-ft. hay wagon on an old running gear. A pair of 6-in. sq., 8-ft. long wooden beams support wagon bed.

He uses the wagon to give hay rides to his grandchildren "and to any adults who want to relive their youth".

Old Running Gear Converted To Sturdy Hay Wagon

"I'm 75 years old and had never built a hay wagon before. So when a friend gave me an old running gear I took it as a challenge and built a 6 by 10-ft. hay wagon on it," says Doug Creswell, Mount Airy, Md.

Creswell made his living as a computer systems engineer but now lives on a small acreage. He uses the wagon to give hay rides to his grandchildren "and to any adults who want to relive their youth."

A fellow member of an antique farm machinery club gave the rusty old running gear to Creswell. The running gear had been sitting in a farm field for two years. However, it had minimal surface rust, and the welded joints were still in good shape. The tires, though, were trashed.

"It was a homemade running gear, and no one seemed to know if it had been used as a grain wagon or what," says Creswell. "The wheels and hubs were off an old car, but I didn't know what kind. The tie rods were so badly corroded that I could hardly turn the bolts, so I started looking for new tie rod ends."

First he went to a local auto shop. "They had all kinds of tie rod ends but none matched. The manager looked through lots of catalogs but he couldn't find anything."

Then Creswell searched the internet and found Gary Blakemore's eBay store called "cruisinautoparts" (email address: glblakemore@sbcglobal.net). He sells all kinds of antique car and truck parts. "He asked me to send him the exact size of the threaded bolts and the dimensions. He figured out that the wheel hubs on this running gear came from a 1955 Ford car. I bought both tie rod ends from Blakemore for only $19 – a very good price. All the parts he sells are original and made in the U.S. In fact, the tie rod ends he sold me were still in the original box."

A pair of 6-in. sq., 8-ft. long wooden beams support the wagon bed. Creswell used 1/2 by 10-in. galvanized bolts to attach the beams to the frame.

The wheel rims and tires that came on the running gear were "a mess".

"The front tires had 15-in. rims but the rear ones 17-in. rims, so I threw all of them away and bought new tires and rims from Tractor Supply Co. The 5-stud bolt pattern on the wheel hubs matched the 1955 vintage car hubs perfectly," says Creswell.

He used 5 1/2-in. wide, 3/4-in. thick, pressure treated deck boards and coated deck screws to build the wagon's sides and floor, and screwed the floor down solid to the running gear's cross beams. He bolted metal stake brackets onto the sideboards for the stakes, and also screwed the stakes onto the sideboards. The corner posts are 2 by 4's secured to a 4 by 4 base.

He modified a Reese hitch and attached it to fit the wagon's round tongue. The hitch's edges were ground off round so the hitch can slide into the tongue.

To clean up the running gear he wire brushed the frame by hand and then applied Rust Reformer, which was followed by two coats of heavy-duty truck paint.

There's a bench and backrest on front of the wagon. Loose straw is placed elsewhere.

Tailgate boards on back of the wagon slide into slots. "I just lift the boards out and then place a small stepladder to provide access to the wagon. I may add a ladder in the future."

The fully assembled wagon is built solid and rigid. "Everyone who rides in it is amazed at how sturdy it is," notes Creswell.

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