



Gerald Thorsen pulls this home-built log skidder behind his Honda 450 ATV. Skidder's 7-ft. high hinged boom raises and lowers the log.

Log Skidder Built For \$450

"After I had a heart attack I decided to take it a little easier, so I built a small log skidder that does the lifting for me," says Gerald Thorsen, Christopher Lake, Sask., who pulls his home-built rig behind his Honda 450 ATV.

He started with the front axle off an old car and cut it down to a width of 4 ft. so it would trail directly behind the ATV. He used 2-in. sq. tubing to build a 7-ft. high hinged boom that attaches to a frame built on the axle. Cable from a 3,000-lb., 12-volt winch runs through a pulley on top of the boom and raises and lowers the log. Another cable that's attached to the top of the boom manually adjusts the boom angle. The cable attaches to a short length of chain that drops into a groove on a steel bracket welded to the frame, allowing Thorsen to shorten or lengthen the chain.

"The photo shows the skidder pulling a small birch tree that came down in a recent windstorm. The skidder can handle logs up to 12 in. in diameter," says Thorsen.

He also equipped the skidder with a



Cable attached to top of boom manually adjusts boom angle.

toolbox to carry a chainsaw, chains, gas and oil.

"It's a handy contraption," says Thorsen. "Larry Shultz did the welding and fabricating. I use a 2-button remote control on an 8-ft. cable to operate the winch. I spent about \$450 to build it, which I think was very reasonable."

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Tilman Jones converted a small square hay bale elevator into this 16-ft. long firewood conveyor. A V-shaped rubber funnel keeps the wood in contact with the chain.

Firewood Elevator

"It's a real labor saver that didn't cost much to build," says Tilman Jones, Stanley, N. Dak., who converted a small square hay bale elevator into a 16-ft. long firewood conveyor.

He uses a 5 1/2 hp gas engine to power the conveyor and converted an old pull-type mower into a transport trailer.

"The engine mounts on a 2-wheeled base, which makes it easy to move the elevator to my wood pile," says Jones.

He removed three 8-ft. sections from the middle of the elevator, keeping the two end sections that contain the drive and idler sprockets to operate the elevator's chain. He bolted the two sections together and shortened the chain to fit. The chain came with pairs of 3-in. high steel "fingers" on it spaced 15 in. apart. He rebuilt the chain so the pairs of fingers are now spaced 18 in. apart. Then he reinstalled the chain on the sprockets.

"The two fingers are 1 1/2 in. apart from each other, which is just enough to catch the split wood and push it upward," says Jones.

He used lengths of rubber belting to make a V-shaped funnel that runs the length of the elevator. To install the belting he drilled matching holes in the belting and conveyor and then wired it on. "The funnel always keeps the wood in contact with the chain," says Jones.

A home-built mast equipped with a boat winch is used to raise and lower the elevator. The mast is built out of 2-in. tubing and sets on a 24-in. dia. disk blade. An adjustable arm built out of 1 1/2-in. sq. tubing is welded to the top part of the winch and sets on a 16-in. dia. disk blade. Cable from the winch runs over a small pulley on top of the mast and down to the arm.

The engine came mounted on a pair of rubber wheels, making it easy to move around. Jones mounted a 2-in. pulley on the engine's output shaft, allowing the engine to belt-drive a large 14-in. dia. pulley already on the elevator. A rubber tarp strap keeps tension on the belt.

He converted an old International pull-type mower into a 2-wheel trailer for the elevator, stripping away everything except for the wheels, axle and frame. He also welded a pipe onto the tongue to extend it about 4 ft.

"It isn't a fancy setup but it's very cost effective," says Jones. "I cut trees to firewood length at a friend's place and load them into my pickup. Then I drive home and split the firewood."

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Dave Boriack uses a 34 hp Kubota 4-WD tractor to pull his home-built, 3-pt. mounted log skidder. It's fitted with a hook and a pair of log tongs.

Kubota Log Skidder, Brush Rake

"I built my 3-pt. mounted log skidder, and also loader-mounted brush rake using material from my scrap pile," says Dave Boriack, Fall Creek, Ore. "I use both units to clean up dead trees and brush on my property. They mount on my 34 hp Kubota 4-WD tractor."

Log Skidder

The log skidder's frame was built from an aftermarket spare tire rack that was originally designed to mount on front of a 1968 Ford pickup.

He cut the rack's frame down to fit the tractor's 3-pt. hitch and added some bracing and a cross piece near the bottom. He welded some steel onto the cross piece at an angle and cut a slot in it where a chain can be secured to drag logs.

He also made a slot on top of the frame to secure a short length of chain that's fitted with a hook and a pair of log tongs. "I use the tongs to pull logs out anywhere I don't want to leave deep ruts," says Boriack. "Lifting the end of the log out of the dirt allows me to drag a much bigger log with my little tractor. To remove the tongs I just lift the chain up out of the slot."

"The only new materials I used to build the log skidder frame were the 3-pt. hitch pins. My total cost was about \$35."

Loader-Mounted Brush Rake

Boriack uses his brush rake to pick up logs and brush to load onto a trailer or move them to a burn pile. The one-piece rake consists of a 5-ft. wide, 4-ft. high piece of expanded metal welded to a frame made from angle iron, 2 by 4-in. tubing, and a length of channel iron that's on top and also extends underneath the bucket. A series of 42-in. long, 1 1/4-in. dia. steel forks are spaced about 6 in. apart at the bottom. The entire unit fits inside the bucket and is held in place by five 1/2-in. bolts. Boriack drilled 3 holes in the bottom of the bucket and bolted the bottom side of the frame on. Two more bolts secure the middle part of the expanded metal frame to the top of the bucket.

The forks are welded onto a rectangular-



Bucket-mounted brush rake is made from expanded metal welded to an angle iron frame.



A series of 42-in. long steel forks are spaced 6 in. apart at bottom of rake.

shaped piece of metal and the 6-in. length of channel iron. "When I push the forks down against the ground, all the pressure goes onto the frame instead of the bolts," says Boriack. "To remove the rake I just remove the bolts, then lower it down to the ground and back up the tractor until the rake drops off."

To counteract the weight of the loaded rake, he mounted an old water tank on back of the tractor. The tank sets on a 3-pt. mounted forklift attachment made by Rear's Mfg., a local manufacturer, which Boriack modified. He bolted a receiver hitch on back and uses it to move his wood splitter and trailer around his place.

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Wooden chainsaw "holster" bolts to metal basket on back of 4-wheeler.

Simple Chainsaw Carrier

Dale Pringle made a nifty "holster" for his chainsaw out of a couple 2 by 4's that lets him carry his saw safely on his 4-wheeler.

The holster simply bolts to the back of one of the baskets. He makes a slot in the block

of boards for the bar to fit into.

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