

4-WD Articulated Log Skidder

"It works great to drag logs out of the woods. Great traction and it floats over even the roughest ground," says Gerald Sundberg, Duluth, Minn., about his home-built 4-WD articulated log skidder.

He built it out of 2 Farmall F12 rear ends and an Allis Chalmers WC engine and transmission. It's equipped with a 7-ft. wide "pusher blade" on front and an 8,000-lb. electric winch on back with 150 ft. of 3/8-in. cable.

The skidder's engine is coupled to both rear ends by No. 100 roller chain at a 1 to 1 ratio. The machine steers by bending in the middle via an orbital steering valve and 2 hydraulic cylinders. The 2 halves of the skidder are independent of each other so all wheels stay on the ground.

The 2 Farmall rear ends face each other and are connected by a shaft that's held in place by a pair of bearings. Double U-joints are located between the shaft and the skidder's back end.

To make the articulation joint, Sundberg used a torch to cut out a 3/4-in. thick round steel plate and welded it on between the rear ends. He machined holes in the plate and installed needle bearings, then welded a pair of hinge pins into the center of the plate - one on top and one on the bottom. He also machined a 6-in. long pipe to fit the bearings, which support a shaft that connects both rear ends.

"It operates much like a big articulated 4-WD tractor. I built it about half the size of a factory-built log skidder because it's easier to get around our woods and trails with a smaller machine," says Sundberg. "My wife and I use it to cut our own firewood, about 10 to 12 cords every year. With the winch we don't have to drive up to the log to hook up. We just pull the log out to the trail and go. We also use the skidder to pto-drive our wood processor."

The steering wheel is off a Simplicity riding mower. "It steers so easy that I can use just one finger. The steering wheel won't jerk out of my hands, no matter how rough the ground is," says Sundberg.

The pusher blade is raised and lowered by a pair of hydraulic cylinders. "After we winch about 10 trees in from the woods, I use the blade to push them into a pile and then cut them to length," he says.

Sundberg has displayed the skidder at several antique threshing shows and says many people tell him it looks factory built.

"I spent almost 3 years collecting all the parts I needed to build it. I spent about \$4,000 to build it and used only high quality parts because I wanted to do the job right."

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Gerald Sundberg built this 4-WD articulated log skidder out of 2 Farmall F12 rear ends and an Allis Chalmers WC engine and transmission. The rear ends face each other and are connected by a shaft and double U-joints.

Heavy-Duty Dump Trailer

"I recently finished building a 10-ft. long, 7-ft. wide dump trailer," says Steve Nichols, Galesburg, Ill. "I bought new dual axles and wheels, springs and a complete tongue with coupler and jack. All of these components had been removed from a cargo trailer by someone who used the box for some other purpose. The axles came with 15-in. tires, which I replaced with new smaller 10-in. wheels.

"I used 3-in. square tubing to build the frame and some light I-beams salvaged from a semi truck trailer to build the floor cross-supports. I used treated lumber for the box's floor and sides and kept the sideboards low.

"I also bought a used 10,000-lb., 12-volt winch equipped with a remote control for \$100. The box dumps at a 55 degree angle.

"I've already used the trailer to get rid of some brick and concrete, and it worked great.

"I wanted the smaller wheels in order to put the box low to the ground for ease of loading with the mini loader I made for my Deere garden tractor. I bought the wheels at an auction for \$20 apiece. The original 15-in. wheels had virtually no miles on them, so I was able to sell them for about as much as it cost me to build the trailer.

"When I built the box I kept the sideboards low so that with the smaller wheels I can easily load it from the sides with my mini loader and garden tractor."

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Steve Nichols built this dual axle dump trailer, mounting a 10,000-lb., 12-volt winch equipped with a remote control on front. Box dumps at a 55 degree angle.



A 12-in. metal step attached to top edge of bucket makes it easier for Chuck Virtue to climb into his skid loader. A cotter pin holds step in place.

Simple Step Makes Skidsteer Climb Easier

Chuck Virtue finds it easier to get into his skidsteer since he added a step about a year ago.

He bent a rod to make about a 12-in. step and welded washers on top that slip over the ends of a rod that fits inside the step on the top of his skidsteer's bucket. A hairpin cotter pin holds it in place, and makes it easy to remove the step if necessary.

So far the step hasn't gotten in the way of using the bucket, Virtue says.

"I leave it on all the time," he says. "I'm almost 70, and it's hard to get up without the step. Plus, it's safer too, so I don't slip."

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AutoRust Warrior corrosion control module hooks up to vehicle's battery and body frame, releasing a charge every 8 seconds to slow rust and corrosion.

AutoRust Warrior Slows Corrosion

Folks who live in wet environments or cold climates where road salt is used can stop rust with the AutoRust Warrior corrosion control module that hooks up to a vehicle's battery and body frame to release a charge every 8 seconds. The negative charges create a barrier between the air and the metal to deter rust and corrosion.

It doesn't completely stop rust, but it significantly slows the process, says Arty Nelyubov, representative of the Canadian company.

The technology is not new. Marine and

mining industries have used similar devices to combat rust for a long time. But at \$119, AutoRust Warrior is affordable for individual use.

The module is about 4 by 6 in. and is mounted under the hood. AutoRust Warrior comes with a 3-year warranty and is available through the website and can be shipped to residents of Canada and the U.S.

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