

## Carrier Makes Log Hauling Easy

Anyone who burns firewood knows it can be hard work hauling wood, but Ron Fogg of Aurora, Colorado took a lot of the effort out of it when he built a handy cart to help with the job.

Fogg's upright carrier is based on the furniture dolly concept, with two 4-in. pneumatic wheels on a 3/4-in. axle in the back, but it has a basket built onto the front that holds 50 to 70 standard fireplace sized logs.

"The whole unit is made with 1-in. sq. tubing that's 1/8 in. thick. Ron's son, Vance, (who's in the photos) painted the whole thing, and it looks and works great," says Fogg. "It's 5 ft. tall, 14 in. wide, and the basket is 2 ft. 6 in. deep. The wheel base is 18 in. from the center of one tire to the other."

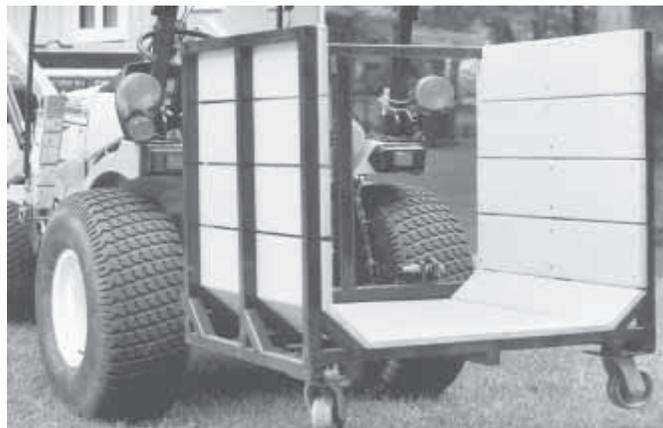
"It moves easily in deep snow or on rough terrain where there's a lot of debris."

Fogg says anyone who's interested in his invention is welcome to call him. He may consider custom building them or selling the plans.



Upright carrier rides on two 4-in. pneumatic wheels.

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Jim Harkness made this 40-in. wide firewood carrier out of 1 1/2-in. sq. tubing and 8-in. wood boards painted yellow to match his Cub Cadet tractor.

## Rolling Firewood Hauler Fits 3-Pt. Hitch

Jim Harkness wanted to use his Cub Cadet to haul firewood to his walk-in basement, so he made a hauler that rolls right down into it.

He made the 40 in. wide carrier out of 1 1/2 in. square tubing and 8-in. wood boards painted yellow to match the tractor. Harkness welded three 5 in. casters to the bottom for rolling it around.

The cart mounts on the 3-pt. hitch. After unpinning the carrier from the tractor, he wheels it into the basement.

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After unpinning the carrier from tractor, he can wheel it into his basement.



Hinged bracket allows 3-pt. snow blade to mount on side of Brandt's tractor.

## Side Snow Blade Lifted By Pulley

"I just kept thinking about it until I came up with an idea that works," says Abe Brandt of Manitoba, who mounted a snow blade on the side of his 165 Massey Ferguson tractor.

The blade originally mounted on the 3 pt. behind the tractor but he didn't like using it back there. So he made a hinged bracket to mount it to the loader's side arm.

A 1/4 in. dia. steel cable runs from the blade up through a pulley on the side of the tractor and out to the bucket.

To use the blade, Brandt raises the loader arms a little and tips the bucket.

Brandt uses both the bucket and the blade to clear snow. The blade can be hooked to the tractor in the raised position when he wants to use the loader for regular use.



Steel cable runs from blade up through a pulley on side of tractor and out to bucket.

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## Double Blades Shorten Snowplow Time

Ted Gaura wanted to reduce snow plowing time. The 2020 Deere he used to clear snow already had a blade on the back. He decided to find an inexpensive way to put one on the front as well.

Gaura bought a used truck plow, and put a piece of poly sheeting over it to ensure that snow wouldn't stick. He also added "wings" to each side.

He made the wings out of a 30-in. dia. piece of steel pipe cut in half. "It was almost a perfect curve for it," he says.

He then bolted the whole thing to the loader by making brackets that bolt onto the bucket then pinned the frame of the truck snow plow into the brackets. "When it's off, it's completely off; there are no brackets left in the bucket," Gaura says.

The hydraulic pump that came with the plow turns the whole thing right and left while the tractor's arms raise and lower it.



Ted Gaur a already had a blade on back of his Deere 2020 tractor. He put one on his loader as well, by converting a used truck plow. He put a piece of poly sheeting over it to keep snow from sticking.

He also added a heated cab to the tractor by modifying a 4020 cab to fit.

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Cameron Gackstetter mounted a 10-ft. wide snow blade on front of this airplane tug.

## Airplane Tug Makes Great Utility Tractor

"When I was thirteen years old, in the early 1970's, my father and I built a snowplow from an old military 4-WD truck," says Cameron Gackstetter, Fairbanks, Alaska.

"Twenty years later, I was wandering through one of the local junkyards in Fairbanks when I spotted a military airplane tug. I figured it would make an even better snow moving rig and the owner of the yard let me have it for \$2,500," Gackstetter says. "The tug is powered by a flat-head 6-cyl. with an Allison torque converter and a four-speed manual transmission."

He tapped into the tug's hydraulic system to provide hydraulic power. He made a 10-ft. wide snow blade out of a piece of 50-in. pipe from the Alaska oil pipeline. He cut it length-wise into quarters.

To provide a cutting edge, he used an old, serrated grader blade. The backing of the cutting edge is a piece of 3 by 3/8-in. angle iron that's welded to the bottom of the blade. He welded nuts on the back of the blade so he could attach the cutting edge to it.

Gackstetter then welded three lips at the top and bottom of the blade so that when he

inserted a sheet of Teflon, it could rest against the top of the cutting edge.

"I used the Teflon because it 'rolled' the snow and made snow slide more easily at low speeds," he explains. "I welded some 24-in. wings onto the ends of the blade and made them adjustable."

Finally, Gackstetter added a boom, which is located on the flat deck behind the cab. The cab sits high and provides good visibility. The driver can easily see all four corners, he says. The extension boom pivots 360 degrees and will easily pivot and lift 500-lbs. without outriggers.

With outriggers, he says it will lift about 1,200 pounds. The total weight of the tug, with plow and boom, is 13,000 lbs.

"I use it year-round, for snow-removal in the winter and for blading the road in the summer. The boom's great for all kinds of lifting jobs. It has become indispensable," he says.

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