



Home-built, 3-pt. mounted log splitter uses an old railroad rail as the main beam.

3-Pt. Mounted Log Splitter

Leonard Seltzer, Manhattan, Ill., used an old railroad rail to build a 3-pt. mounted log splitter.

The rail serves as the splitter's main beam and is turned upside down. A single blade with spreader fins welds in place at the far end of the rail, and a vertical metal bracket that attaches to the 3-pt. is welded to the other end. The bracket supports a 4 by 24-in. hydraulic cylinder attached to a 2-in. ram, as

well as a control valve. The cylinder operates off tractor hydraulics.

To use the splitter, Seltzer simply lowers the rail to ground level.

"I built it in 1979 and have used it to split a lot of logs. It'll take logs up to 20 in. long," notes Seltzer.

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Add-On Box Builds Road Shoulders Fast

A simple bottomless three-sided box hanging from the back end of a gravel truck helps Norm Pierce keep local township roads in shape.

"It works great, and there are no moving parts," says Pierce, a township highway supervisor in Poplar Grove, Ill. "It cost less than \$100 to make, and I've run hundreds of tons of gravel as well as hot and cold asphalt through the box."

The idea is simple. The box is 1/4-in. steel plate and measures 36 in. front to back and 18 in. side to side. The sides taper from 12 in. in the back to 6 in. in the front. A piece of 1-in. round stock is welded to the front lower edge of the two sides, providing support and holding them rigid.

The box hangs from a framework that is bolted to the frame of a dump truck equipped with an auger at the tailgate. When the box is in place, material is augered to drop into the "gravel" box. As it falls onto the road shoulder, the backside of the box strikes it off at the desired level. "The sides keep it restricted to the 18-in. width," says Pierce. "Dumping to the left allows the operator better visibility of the box and better control over release of materials."

The framework has a rigid upper cross bar running from the plate that bolts to the truck frame to a point flush with the left hand tire. A short length of 3-in. by 3-in. tubing is welded to the outside end of the cross bar. A 30-in. length of 2 1/2 by 2 1/2-in. tubing slides through it and down to engage the round stock at the front of the box. When the box slides out to the working position flush with the tire, the round stock slides through and is supported by the vertical tubing.

To lock the box in place vertically, Pierce tightens down on an L-shaped bolt that is turned through a nut welded to the side of the sleeve. As it turns, the bolt jams against the sliding steel tube and fixes it in place.

A second 16-in. upright is welded to the secured end of the framework. A short section of 1 1/8-in. pipe is bolted at one end to the upright with the other end extending to-



Material is augered into bottomless three-sided box, which hangs from back end of gravel truck.



Add-on box can be used to deliver gravel as well as hot and cold asphalt.

ward the gravel box. A second length of 1 1/2 6-in. pipe is attached to the rear of the gravel box and slides through the larger pipe. A similar L-shaped bolt turned through a nut welded to the outside of the pipe jams against the inner pipe to hold the box in place. To slide the box in and out of position, the bolt is loosened.

A final support for the box is a chain that is attached to the top of the box's rear plate. It slides back and forth through a piece of twisted round stock on the auger and catches to help maintain pan position.

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Side-mounted blade is operated by two hand controls, both located at floor level in front of passenger seat. Home-built plastic windshield extends over the dash.

Snowplow Blade For Deere Gator

William Richardson, Oakfield, N.Y., came up with a snowplow blade that attaches to the passenger side of his Deere Gator.

The blade measures 4 ft. long by 20 in. high. He used a brake in his shop to bend the metal.

The blade has two hand-operated controls, both located at floor level in front of the passenger seat. A crank with a cable attached to it is used to raise the front, or inside, part of the blade. A mechanical lever is used to raise or lower the rear, or outside, part of the blade. Both controls are attached to brackets that bolt to the front part of the Gator.

The blade is supported by a pair of metal

pipes that clamp onto the Gator frame.

"We use the blade to clear our long, winding drives. It can be pushed outward for light snow and brought in for heavy snow. It can also be raised for winging back," says Richardson.

He also mounted a homemade plastic windshield on the Gator. The windshield extends over the dash and also on both sides of it. It's bolted to wooden strips that bolt onto both sides of the Gator.

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"It's light enough that one person can slide it into a pickup," says Rodney Inglis, who used cattle panels and sheet metal to build this inexpensive livestock carrier.

Pickup Livestock Carrier Made From Cattle Panel

If you're looking for a cheap livestock carrier to haul small animals in your pickup, all you need is some cattle panels and sheet metal, says Rodney Inglis, Urich, Mo.

"It's light enough that one person can slide it into a pickup," says Inglis.

The carrier measures 48 in. wide by 52 in. long. He bends a 16-ft. cattle panel into a "U" shape to make the top and two sides. Then, using a second panel, he cuts the remaining two sides, cutting out a door in one of the sides with baling wire serving as hinges. He welds the four sides together and then welds

a piece of 14-ga. sheet metal onto the bottom to form a floor.

"We use it in our Ford 3/4-ton pickup. Works great for hauling calves, sheep and goats. It's heavy enough that even with the pickup's tailgate down, we can drive it across our pasture without it going anywhere. Our total cost was only about \$30," he notes.

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