



Rubber-handled grips at top of frame let operator drive chiseled steel tines into the ground. Shop vac extension tube goes down the center.

How To Dig Post Holes With A Shop Vac

You can dig postholes with a shop vac and a new device called a Bull Digger. Chiseled steel tines break up hard packed dirt or gravel, and the shop vac sucks it away. Although Thomas Menna designed the device, it was his wife who had the idea.

"I was breaking packed dirt for a hole with a steel bar and stopping to move the dirt out every few minutes," recalls Menna. "My wife came alongside me with the shop vac and started vacuuming away the dirt as I broke it up. It worked great."

In fact, it worked so great that Menna devised the Bull Digger to take advantage of the idea. The tool has four steel bars that form a framework for the extension tube of a shop vac. Two rubber gaskets, one at the top of the framework and the other at the bottom, hold the tube in place. The tube extends through the second gasket to within two inches of the chiseled ends of the bars. Rubber-handled grips at the top of the framework let the operator drive the chiseled ends into the ground, while a quick twist breaks the compacted material up.

"It's the chiseled ends that do the digging," he says. "Then the vac takes over."

Menna says the Bull Digger works great in gravel, clay, sand or even crushed stone. To dig in loose sand or crushed stone, he suggests placing a pvc or fiber tube sleeve with a 6-in. diameter around the Bull Digger. The sleeve keeps material from caving back into



Broken-up ground is sucked away by shop vac.

the hole. The Bull Digger weighs only 15 lbs. and costs \$69.00 plus shipping. To work in remote locations without access to electricity, you need to install an electrical inverter on your pickup or tractor to plug the shop vac into.

Contact: FARM SHOW Followup, Bull Digger Industries, 859 Goucher Street, Johnstown, Penn. 15905 (ph 814 255-1354; tom@bulldiggeronline.com; www.bulldiggeronline.com).



Rear-drive 3-wheeler is powered by a 5 hp Briggs & Stratton engine. The driveshaft chain-drives the rear axle.

Rear-Drive 3-Wheeler

Scott Werling, Decatur, Ind., has a lot of fun with this rear-drive 3-wheeler at tractor shows. It's easy to drive and runs at walking speed when at idle.

The single wheel drive came from a walking plow. Most people would have attached a sulky to the back but he wanted to be a little different.

The front axle came from an old steam tractor. "I used square tubing to connect the front and back. A T handle is used for steering

and I made a frame to hold two padded seats. It's powered by a 5 hp Briggs & Stratton motor with an idler belt pulley/tightener. The driveshaft chain-drives the rear axle. It's tightened by a lever on the steering shaft."

The machine is very well-built and painted AC orange.

Contact: FARM SHOW Followup, Scott Werling, 302 W. 400 N., Decatur, Ind. 46733 (ph 260 724-4190).

Hydraulic-Operated Top Link Built For Heavy-Duty Use

"It's built heavy and is fitted with a depth indicator gauge that makes it easy to set the depth of an implement," says Jerry Tuft, Tough-T Mfg., Glenfield, N. Dak., about his company's new hydraulic-operated top link. It replaces the top link on a 3-pt. hitch, making it easy to adjust the top link from the cab.

The hydraulic top link is designed for Cat. II and III 3-pt. hitches and is equipped with a 3 by 8-in. cylinder with 32-in. stroke and a 1 3/4-in. dia. bore. It has 1 1/4-in. dia. pin holes.

A decal with ruler marks on top of the cylinder, and a long metal bar attached to one end of the cylinder, make it easy to determine implement depth.

"It's designed for heavy duty use. Most commercial hydraulic-operated top links come with 1-in. dia. pin holes and a 1 1/2-in. dia. bore," says Tuft. "The depth indicator gauge makes it easy to keep machines or implements working at the proper level. Works great when using implements such as forklifts and snowblowers."

Sells for \$349.

Tuft also offers a heavy duty Category III



Hydraulic-operated top link has a decal with ruler marks on top that makes it easy to set implement depth.

model for big 4-WD tractors equipped with 3-pt. hitches. It's equipped with a 2-in. dia. bore. "It works great with 3-pt. mounted hydraulic rock diggers or anything else that puts a lot of stress on the top link."

Sells for \$399.

Contact: FARM SHOW Followup, Tough-T Mfg., Inc., P.O. Box 40, Glenfield, N. Dak. 58443 (ph 701 785-2555; fax 701 785-2556; jerry@tough-t.com; www.tough-t.com).



"It lets me deliver wood through my basement's outside door and right up to my wood furnace," says Goetsch about the 2-wheeled trailer he pushes in front of his ATV.

Wood-Handling "Push" Trailer For ATV

"After wiping out several times on the snow and ice with a wheelbarrow full of wood, I decided there had to be a better way," says James Goetsch, Merrill, Wis., who built a 2-wheeled trailer that he pushes in front of his Honda 4-wheeler ATV.

"It lets me deliver wood through my basement's outside door and right up to my wood furnace. It's a lot easier to push the trailer through the door than to back it in," says Goetsch.

He used four lengths of metal tubing - the siderails off a hospital bed - to build the trailer. The wheels are off an old riding mower, with a 3/4-in. dia. cold rolled rod serving as the axle. The trailer's tongue is made from sq. tubing and rides on an angle iron bracket equipped with a ball hitch. The bracket clamps onto the ATV's front axle with four bolts. The front axle assembly was strong enough to support the hitch, but not strong enough to push the trailer. So for reinforcement, he ran a 1 1/4-inch dia. pipe from the

angle iron bracket under the 4-wheeler and back to the rear hitch.

"I just push the trailer into the basement, lift the hitch off the ball, and roll the trailer the rest of the way into the basement by hand. The load is well balanced so there's very little weight on the hitch," says Goetsch. "The trailer can haul enough wood to last for three days. Once I get the trailer through the basement door, I pull a spring-loaded 'dog' to drop a triangle-shaped stand down from the trailer's tongue and push the trailer in the rest of the way by hand."

He used a conduit bender to bend the siderails. Two pieces of oak wood on each end of the trailer keep the rails from bending. "I drilled holes through the wood pieces to clamp the rails in place. They keep the pressure evenly divided on all four rails," he notes.

Contact: FARM SHOW Followup, James Goetsch, 8011 Meadow Dr., Merrill, Wis. 54452 (ph 715 675-4203).

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