

Loader Cart Dumps Itself

By Jim Ruen, Contributing Editor

No hoist is needed to dump this "push me" cart attached to my ATV's loader arms. I built it because I figured it would handle bigger loads than a bucket.

I got the idea from a couple of stories in FARM SHOW two issues back (Vol. 31, No. 1, p. 19). Delbert Luna showed a push trailer he uses with his ATV. This past issue (Vol. 31, No. 2) I wrote about the folks at Ashland Industries, who developed a push-type scraper that hooks onto the arms of a skid steer.

Why not combine the ideas and build a trailer with caster wheels that would hook onto loader arms? With the help of Sheldon Kinneberg, Preston Ironworks, I fine-tuned my plan.

What we came up with is a simple cart made out of 3-in. angle iron welded at the corners. Pieces of 1-in. strap cross to opposite corners and are welded in place to help handle the torque that will occur traveling over uneven surfaces.

A piece of 4-in. steel strap is welded left to right across the center of the cart, further reinforcing the frame and providing a base to

weld the yoke plates for two 12-in., 600-lb. load caster wheels.

Kinneberg then welded two brackets on the rear end to match my loader arms. I brought the cart home, cut up a couple of pieces of treated plywood for a floor, and tried it out.

It worked great. I pulled up to a couple of big chunks of oak log that had lain at the side of the road for nearly a year. To move them with the loader would have required multiple trips, as the total weight would have overbalanced the ATV.

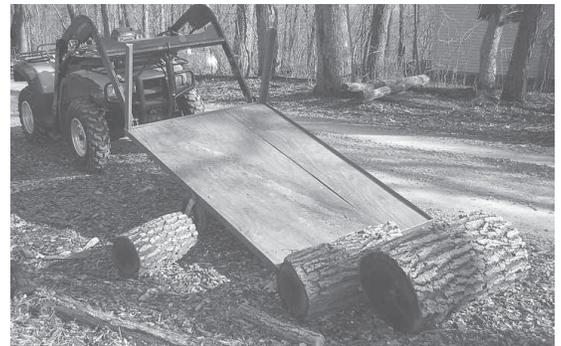
Boy, did I feel good about my great idea. Second trip for more logs and something wasn't right. Checking the caster wheels, one was twisted and rubbing against its yoke. The pressure of turning on soft ground was too much for it.

It was time to adjust. I knew the idea worked. I just need some heavier wheels, which I'm going to look for at local salvage yard operations.

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Trailer with caster wheels hooks onto ATV's loader arms (above). The operator simply lifts the loader arms to dump the load.



"Fail-Safe" Trailer Coupler

We've seen a lot of guidance devices for hooking up trailers, but this is the first ball hitch that guides and also hooks onto the ball automatically.

Invented by Mark Lambros, Lexington, N.C., the Quickbite coupler has an automatic dual jaw locking system that grabs onto the ball hitch.

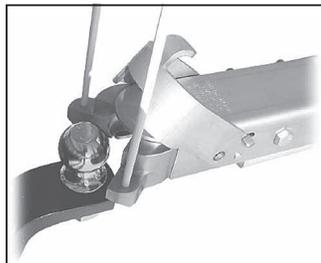
"It's extremely easy to hook up to, and you never have to worry if you have a good connection or not. It's all but impossible for the trailer coupler to come loose, and impossible to move the trailer unless it's properly locked," says Lambros. "Another advantage is that the coupler's inner jaws provide a 5-in. horizontal capture area for the ball mount, so there's no need to line up the coupler perfectly with the ball.

"It's also one of the strongest couplers on the market. The 1 7/8 to 2-in. model is rated at 10,000 lbs. and the 2 5/16-in. version is rated at 15,000 lbs."

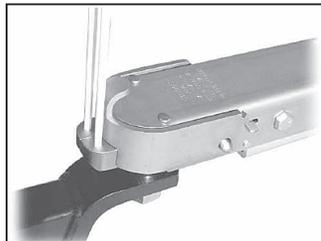
The coupler is fitted with a pair of vertical fiberglass rods attached to the jaw tips. "As the jaws close together, so do the rods," notes Lambros.

Prices start at \$75 and range up to \$125 for an all stainless steel model.

Contact: FARM SHOW Followup, Quickbite Couplers, 115 Green Needles Drive, Lexington, N.C. 27292 (ph 336 956-



Coupler is fitted with a pair of vertical fiberglass rods attached to jaw tips.



As the jaws close together, so do the rods. 1956; fax 336 956-7877; info@quickbitecouplers.com; www.quickbitecouplers.com).

Wheelbarrow "Sidecar" Saves Steps

A wheelbarrow mounted sidecar-style on an old motorcycle makes life easier for Alvin Hook on his Butler, Indiana, hog farm.

"I do a lot of moving from one barn to another, fixing things," Hook says. "Invariably, I don't have the right wrench."

Rather than buy an ATV with a cargo box, he decided to adapt his 1973 250cc Yamaha motorcycle instead. He paid \$300 for it in 1978 and drove it a lot when he was a young man.

He found an old hay baler axle and a spare donut tire that he attached to the cycle. He welded three braces to the axle and bolted the other ends of the braces to the frame of his motorcycle.

The addition didn't work well with the motorcycle's back shock absorbers, so Hook removed them and replaced them with solid pipe.

He welded an inexpensive wheelbarrow (minus handles and wheel) to the braces.



Instead of buying an ATV with a cargo box, Alvin Hook decided to mount a wheelbarrow sidecar-style on an old Yamaha motorcycle.

Hook uses it to haul everything from seed and straw to tools. "I use it many times a day, even in the winter," Hook says.

Contact: FARM SHOW Followup, Alvin Hook, 7857 CR 40, Butler, Indiana 46721 (ph 260 868-2661).

Garden Weeder Simple But Effective

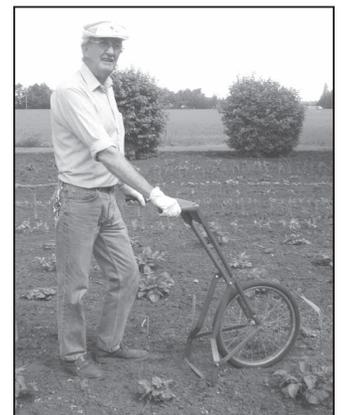
This garden tool takes advantage of man's greatest invention - the wheel.

Mel Primrose of Westlock, Alberta doesn't mind weeding his garden since he made this simple tool that does most of the work for him. Primrose took the handles from an old rototiller and fastened them to the front wheel fork assembly of an old bicycle. Then he added a 16-in. wide, sharpened bar made from flat steel, and braced it to both the handle and wheel center.

The flat section of metal is the cutting bar as Primrose pushes the tool along in his garden. It drags behind, slicing under the dirt's surface, uprooting any weeds in its path.

"It makes short work of weeding," he says. "I like that it is fast and lightweight, so it's easy to maneuver in between plants in my rows. I especially enjoy the fact that it didn't cost me anything, really, since it was all salvaged materials."

Contact: FARM SHOW Followup, Mel Primrose, Site 10, Box 1, R.R. 1, Westlock, Alberta, Canada T7P 2N9 (ph 780 349-2477).



Mel Primrose fastened the handles off an old rototiller to the front wheel fork assembly of an old bicycle. Then he added a 16-in. wide, sharpened flat steel bar behind the wheel to do the weeding.

Truck backs onto trailer so its tracks are off the ground, but the front wheels are still on the road.



Tracked Truck Trucks Itself

Here's an idea a friend of ours spotted in Europe, where tracked trucks are often used to haul loads out of soft or muddy fields.

The problem is transporting those tracked trucks down the road. A Dutch friend found a solution by modifying a lowboy trailer. The truck backs onto the trailer so the tracks are off the ground but the front wheels are still on the road. The front of the trailer is secured

to the chassis of the truck and the truck is ready to drive away, once the driveline to the rear axles is disconnected.

Contact: FARM SHOW Followup, Veldhuizen Wagenbouw, Kon. Wilhelminalweg 259, 3737 BA Groenekan, Netherlands (ph 0346-259600; fax 0346-259610; www.veldhuizenwagenbouw.nl).