

Pickup-Mounted Tire “Feed Pusher”

Greg Nye found a new way to put worn-out tractor tires to work. The Ocha, Utah, dairy man used a big wheel loader tire to build a pickup-mounted “feed pusher” to keep feed in reach of cattle.

“It’s simple to make and eliminates the need for a tractor,” says Nye.

The 17.5 by 25 tire bolts to a steel plate that rotates on the end of an arm at the back of Nye’s 1994 Chevy 2500 pickup. The arm moves hydraulically and angles against the ground so contact with the ground causes it to rotate.

Nye removed the pickup box and built a flatbed in its place, using 3 by 4-in. sq. tubing for the frame and 1/8-in. thick diamond plate for the deck. A home-built A-frame assembly supports the arm and is bolted onto the driver’s side of the flatbed. The arm hinges on a pin and is raised and lowered by a 30-in. long, 3-in. dia. hydraulic cylinder that’s operated by a 12-volt electric/hydraulic power unit. The arm folds over the center of the flatbed when not in use.

“We use it at our custom calf raising operation where we also milk 2,400 animals at two separate facilities about 1/8 mile apart,” says Nye. “We had been using a feed pusher mounted on a loader tractor, but it caused a lot of wear and tear on the tractor. We were constantly wearing out the clutches and replacing worn-out loader pins. The pickup is equipped with a diesel engine and automatic transmission so it’s simple for anyone to operate, including inexperienced hired help.

“Our total cost to build it was about \$4,200, but we figure it takes less than a year of wear and tear on a tractor to pay for it.”

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Tire bolts to a steel plate that rotates on the end of an arm at back of pickup. Arm moves hydraulically and angles against the ground, which causes it to rotate.



Greg Nye’s pickup-mounted “feed pusher” keeps feed in reach of cattle.



Wagons Trail Straight With Beeliner

After James Barnett found a way to take the sway out of trailing wagons, his son Chris started selling the solution. The elder Barnett got the idea after tiring of fishtailing grain wagons.

“Dad came up with the idea of adapting friction sway bars to use on wagons. He put them on mine when I wasn’t looking,” says the younger Barnett. “He said they would work, and I quickly became a believer. We’d take loads to the elevator, and people would be intrigued with how they worked.”

After refining the idea through four prototypes, the Barnetts displayed the fifth generation design at the recent Farm Progress Show in Boone, Iowa. “We were over-

whelmed with the interest and response,” says Chris. “The wives who haul grain at harvest especially wanted them.”

What they wanted was a very simple system that worked. The Beeliner is easy to install and adapts commercial sway bars to a wagon axle. The brackets are bolted to the tongue and front axle with the sway bars secured with cotter pins. Install multiple brackets, and you can move a set of bars from one trailer to another just by pulling four pins.

The Barnetts designed the kits so the brackets can be purchased separately for \$60 per set. A kit that includes a set of brackets and sway bars sells for \$175.

The Beeliner is designed for wagons 10 ton

and under, notes Chris. He points out that wheels need to be in alignment and the wagon shouldn’t be overloaded. The largest wagon they have tried the system on had a 360 bu. capacity.

“We had 330 bu. of wheat on it and pulled it down the road at 45 mph,” recalls Chris. “It was just like pulling a camping trailer.”

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Beeliner anti-sway bar kit takes the sway out of trailing wagons.

ATV-Pulled Cart For Joyrides

Steve Howie, Fairmont, N.C., wanted a new utility vehicle to drive his wife and grandchildren in, but he didn’t want to spend the money. He solved the problem by building a 2-wheeled cart that he pulls behind his Yamaha 4-WD ATV.

“We use it at our vacation cabin in the mountains. It works perfect for taking my wife and grand kids down to a river where the kids can play. It seats three adults or two adults and two kids. Best of all, I spent less than \$300 to build it,” says Howie.

The cart measures 5 ft. wide and has a 4-ft. wide plywood seat, which is equipped with three car seat belts and a backrest that doubles as a rollbar in case of a tip-over. The wheels and axle are off an old Chrysler “K car”, with a pair of shocks off a Yamaha motorcycle. The frame is built from 1 by 3 and 2 by 2-in.

steel tubing and angle iron. The floor is made from expanded metal and supports a hand-rail made from EMT metal tubing.

The 5-ft. long tongue is made from 2-in. sq. tubing and has a 2-in. receiver hitch. As a result, Howie can haul the ATV in his pickup and pull the cart behind.

“It’s fun to ride - the motorcycle shocks work much like a McPherson strut suspension system to keep the ride soft,” says Howie. “I didn’t bother to have the seat upholstered because I stand the cart up on end in my garage whenever I’m not using it and didn’t want spiders and other insects crawling all over it. I just put a pad on the plywood seat whenever we go out riding.

“I bought the fenders for \$12 apiece and paid \$50 for the wheels and axle, which I bought used at a junk yard. I spent another



Steve Howie built this 2-wheeled cart that he pulls behind his Yamaha 4-WDATV. “It’s fun to ride and can comfortably seat three adults or two adults and two kids,” he says.

\$100 for the steel tubing and \$60 for the three seat belts.”

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Trash Burner Built From Fuel Oil Tank

Kevin Holst had an old 250-gal. fuel oil tank that he hadn’t used for 10 years. So the Eldridge, Iowa, farmer converted it into a trash burner.

“I use it to burn seed corn sacks and other miscellaneous garbage. It has vertical flaps that help keep the wind from blowing the ash around our yard,” says Holst. “The fuel oil tank had sat outside and was just taking up room, and I couldn’t even give it away for free. After thinking about it for two years I finally found a way to use it.”

He used a sawzall to cut through the middle of one side of the tank and then across on

each end. Then he bent each flap to a vertical position. He also installed a cattle panel cage - which he had previously used as a freestanding garbage burner - inside the tank.

“The tank had been sitting outside for years and was completely empty except for some rain water. We made sure it was cleaned out before cutting into it,” says Holst. “The tank’s solid sides help keep cats and dogs from climbing in and pulling out stuff that doesn’t burn.”

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“I use it to burn seed corn sacks and other miscellaneous garbage,” says Kevin Holst, who converted an old 250-gal. fuel oil tank into this trash burner.