

Home-Built 6-Ft. Wide Snowblower

Harold Tribitt used the frame, fan and gearbox from a snowblower he'd built earlier as the foundation for a new machine that's 50 percent larger. The original gearbox came from two right angle Hub City boxes that he located in Aberdeen, S. Dak. He used two end plates to make a centerline shaft for the fan and still have the right angle drive to the auger.

Tribitt had MacSteel in Watertown build the fan housing from 1/4-in. plate steel after he made them a wood template. He welded the ends on the main housing, drilled holes and mounted the end bearings. He made a new auger 2 ft. longer than the first machine from 2-in. double wall square tubing. A movable spout on top rotates with a steering-wheel-type shaft. It's connected to a 12-volt reversible motor with a switch near the operator platform of his tractor.

Tribitt made paddles to pull snow into the machine from 1/4-in. by 3-in. strap iron. They're welded to a circular tube to produce a snow cutting device that's 15 in. in diameter. He likes his paddle design on the in-feed because the paddles cut easily into drifted

hard snow much better than conventional augers, which tend to crawl up and over a hard-packed bank.

Tribitt had MacSteel bend sheet metal to form the back frame for the blower. He says the cost for steel and out-of-pocket labor was about \$200.

"I wanted a larger blower because with the 4-ft. model I always had to remove the duals on my tractor, and then it didn't have enough traction," Tribitt says. "With the 6-ft. blower I can keep the duals on, get plenty of traction and blow more snow in less time." His articulated home-made tractor has a 4-cylinder gas engine from a self-propelled swather, dual wheels all around from a 1960 Chevy pickup and a hydrostat from a 400 International windrower." Tribitt says it's a great snow blowing rig in the winter and an equally productive lawn and garden tractor in the summer.

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Harold Tribitt wanted a larger snowblower so he used the frame, fan and gearbox from a snowblower he had built earlier as the foundation for a new machine.



Movable spout on top of snowblower is rotated by a steering wheel-type shaft connected to a 12-volt reversible motor.



"It looks nice and makes an ideal weather top in any season," says Bill Martin, who used the fiberglass topper off an old pickup as a cover for his trailer-mounted log splitter.

Log Splitter Cover Made From Pickup Topper

Bill Martin, Jamestown, Ohio, used the fiberglass topper off an old pickup as a cover for his trailer-mounted log splitter. The topper is hinged to the back of the splitter so it can be flipped out of the way when working.

"It really looks nice and makes an ideal weather top in any season," says Martin.

He built the 2-wheeled splitter trailer many years ago, mounting a homemade wedge on an I-beam that's welded solid to a car axle and wheels. He also welded a 2-in. ball coupler on front of the I-beam and a jackstand on back.

He bought the pickup topper at an auction for \$5. He used angle iron to make the hinge that attaches the topper to the splitter. The front side of the topper rests on the I-beam just behind the wedge, with an aluminum bar bolted across the topper to provide reinforcement. A cable connects the topper to the base of the splitter cylinder and keeps the topper from going back too far as it's lifted out of the way. A board serves as a prop to keep the topper from accidentally falling forward.



Front side of topper rests on an I-beam just behind the wedge.

"I came up with the idea because the tarp I was using got to be a nuisance. I think old pickup toppers could be used to cover many different kinds of equipment. They sell for little or nothing at auctions and have a lot of potential uses. I've seen people use them as doghouses and even to build ice fishing shelters."

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New Hydraulic Dump Trailer

The "Cadillac" of dump trailers from BWISE Trailers has a remote-controlled jack, double-acting tailgate and up and down power hoist that lifts to a 47-degree angle.

"It's the only trailer in the industry that offers the Hijacker hydraulic jack with 10,000 lbs. lifting capacity," says Wendell Witmer, BWISE Trailers. "Our dump angle is the steepest in the industry, and the double acting tailgate is also unique to the industry."

The tailgate pivots at the top and the bottom. Depending on which is unlocked, the hydraulic cylinders lift it from the bottom for dumping or lower it from the top forming a drive-on ramp.

"The trailer has rear stabilizers for loading heavy equipment," says Witmer.

The trailer comes standard with a wireless remote, as well as a corded remote for control of all hydraulics. That includes tailgate, bed lift and hydraulic jack.

Witmer emphasizes the quality control the company puts into the trailers, with nearly the entire trailer fabricated in-house, including cylinders and hoists. The frame is 2 by 8-in. steel tubing with 10-ga. flooring and 12-ga. sides. Metal is phosphate washed with a zinc powder primer and powder topcoat.

"We offer a full 5-year warranty," he says.

The UDT comes in 6 models with payloads ranging from 10,680 lbs. to 11,660 lbs. All are equipped with two 7,000-lb., 4-in. drop axles with slipper spring suspension and electric brakes.

Bed lengths include 12, 14 and 16 ft. with a common 82-in. bed width and a 48-in. bed height. Sides include a 20-in. fold down for easy loading with compact tractors.

Beds also include a spring-loaded tarp kit with a tie-down rail in the front for secure hauling of loose material. Six D-rings mounted on the bed sides secure equipment while leaving the floor clear for easy cleanout.

"Suggested retail prices will vary depending on size, but they range from \$12,000 to \$15,000, depending on size and



Trailer comes with a remote-controlled jack, double-acting tailgate, and power hoist that lifts up to a 47-degree angle.



Unit comes in 6 models, with payloads ranging from 10,680 lbs. to 11,660 lbs.



Hydraulic cylinders lift tailgate from the bottom for dumping or lower it from the top, forming a drive-on ramp.

whether they are equipped with bumper pull or gooseneck," says Shawn Myers, BWISE Trailers.

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