

Water Pump Powers Dirt Shaker

The reciprocating action of a salvaged single piston water pump provides all the action Joe Cogswell's dirt shaker needs. The shaker breaks up clumps of black (high organic matter topsoil) dirt into small particles. It also mixes the dirt with worm castings produced in Cogswell's vermicompost operation. The end material is essential for producing Cogswell's wheat grass juice that he markets throughout central Nova Scotia.

"We spread the vermicompost in shallow trays and spread the seed," says Cogswell. "Our whole family is in the wheat grass business, and we couldn't do it without the shaker."

A handy neighbor, Tyler Doherty, built the shaker for Cogswell. The corner posts are 2 1/2 by 2 1/2-in. steel tubing with 2 by 2-in. square tubing for most of the remainder of the frame.

The 20 by 24-in. expanded metal, stainless steel screen hangs by 4-in. long springs from the top of the frame. It drops about 2 in. from the upper to the lower end with a plywood plate at the lower end. It directs stones and debris off the shaker. Raising or lowering

the pitch of the screen speeds or slows the screening process.

At the upper end, a 1/3 hp electric motor drives the Duro water pump. The horizontal, single piston shakes the screen.

"We dump alternating 3 1/2-gal. buckets of vermicompost and black dirt on the screen," explains Cogswell. "The platform below the screen holds 12 buckets that gradually fill with the mix for growing wheat grass."

Cogswell admits that he sort of fell into the shaker design. He previously built a small shaker out of wood, but it wore out. A friend gave him the screen complete with 2-in. high sides. The pump came from the garbage dump.

"Tyler was about 14 at the time, but already a good welder," recalls Cogswell. "I took him all the stuff, showed him what I wanted and he built it. It has worked great for about 10 years with no maintenance."

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Joe Cogswell's dirt shaker breaks up clumps of black dirt into small particles, and also mixes the dirt with worm castings produced in Cogswell's vermicompost operation.

New Kind Of Stump Grinder

For folks who need to remove big stumps quickly and safely, Fecon recently introduced Stumpex, a low-maintenance cutter bit that mounts on a skidsteer.

"This is kind of a different approach," says Kyle Schofield, product specialist for the Lebanon, Ohio, based company specializing in forestry mulching equipment and other attachments. "It's not a wheel grinder with high rpm's that shoots chips all over the place."

Instead of speed, Stumpex uses weight (1,500 lbs.) and higher torque (30,000 ft.-lbs.) and a low 7 to 17 rpm durable AR500 steel blade cutter bit. It requires a skidsteer with 20 to 42 gpm hydraulics and fits on a quick-tach, but is also secured with bolts.

That makes it much safer, Schofield says,

reducing flying debris, so it works well for municipalities in populated areas, for example. Because most of the chips stay in the hole, cleanup is also faster.

The design greatly reduces maintenance - just greasing and sharpening with a wheel grinder every 1,000 stumps. Because of its slow speed, rocks are pushed aside and not as likely to dull the cutter bit.

"It's meant for bigger stumps," Schofield says, and can remove up to a 28-in. dia. stump as quickly as 3 min. Larger stumps require multiple borings.

Call Fecon dealers for pricing of the Stumpex. Markets include landowners, municipalities, golf courses, people in the tree service industry and others.

Check out Fecon's website to see a video



Skid loader-mounted Stumpex cutter bit uses weight and high torque while operating at a low 7 to 17 rpm's. The slow speed reduces flying debris.



Inc., 3460 Grant Dr., Lebanon, Ohio 45036 (ph 800 528-3113; www.fecon.com).

of Stumpex in action.

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Receiver Hitch Bolted To Tractor Drawbar, 3-Pt. Hitch

"I thought it would be neat to have a receiver hitch on my tractor, so I adapted one to fit onto my tractor's drawbar and 3-pt. top link. It works great," says Justin Draney, Auburn, Wyo.

He used a cutting torch to widen out the holes in the hitch, then flipped the hitch upside down and matched the holes on the drawbar to the enlarged holes. He also bolted a 3-ft. length of 3-in. tubing on back of the hitch and fastened it to the 3-pt. top link.

"I use it on my Allis Chalmers WD tractor, which is equipped with a homemade 3-pt. hitch and a Cat. II drawbar," says Draney. "The tractor's original 3-pt. hitch came only with 'hydraulic up', whereas the homemade one operates hydraulically both up and down. It comes in handy when I'm pulling a blade behind the tractor to dig into dirt or snow, because I can push the blade down into the ground and do a good job."

"My dad donated the receiver hitch to help make my idea come to life. I left the trailer tow chain safety hook on the hitch in case I ever want to use it while pulling a wagon. If I need to use the drawbar again I can just unbolt the receiver hitch from the drawbar.

"The tubing that I used happened to be just the right size to slide over the hitch. It's thin wall tubing, but that's okay because the pressure is on the drawbar and not on the



Justin Draney uses this receiver hitch on his Allis Chalmers WD tractor. It bolts to the tractor's drawbar and 3-pt. top link.

hitch."

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Berlin Flyer Is One Tough Wagon

The Berlin Flyer isn't any old coaster wagon. The 36-in. model holds up to 350 lbs., and a 42-in. model holds up to 600 lbs. The heavy-duty wagons with no-tip steering are Amish-made with oak frames and steel rod reinforcement. The 36-in. model comes in either hard rubber or pneumatic tires. The 42-in. wagon is only available with pneumatic tires.

Patty Adkins, a Berlin Flyer dealer, says "Hard rubber is less expensive and more like a traditional coaster wagon. However, our 36-in. wagons with 10-in. pneumatic tires are our best sellers. They fit in the car easily, and the tires roll easily over any surface."

While tires are important, one of the unique features of the Berlin Flyer is the no-tip steering. Adkins says it uses an undercarriage that steers differently than other coaster wagons. The tongue is pinch-free, and the wagon remains balanced at all times.

The full-width support rods protect against warping and slippage. The 600-lb. capacity wagons have a steel brace under the beds for the added weight load. The traditional stake bed, with its pull-out sides, adds to the wagon's versatility. Adkins notes that these wagons are not just for kids.

"We sell some for gardening and to a variety of businesses and hobbyists," she says.

Adkins and her husband were first attracted to the wagons for their quality. She says the



Heavy-duty Berlin Flyer coaster wagons are Amish-made with oak frames and steel rod reinforcement.

heavy-duty coating takes a lot of abuse. The company uses non-toxic powder coating and rubber bumpers on the ends of the wagon sides to prevent splinters or jagged edges.

"The big selling point is that the company stands behind the wagon as long as you own it," says Adkins. "If the problem is not from abuse, they will fix anything that comes undone."

The 36-in. model with hard rubber tires is priced at \$130 and at \$195 with pneumatic tires. The 42-in. model with pneumatic tires is \$223.

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