The 20 by 8-ft. wagon was built using the rear axle and jacks off a semi trailer and the front axle and fifth wheel dolly off a semi tractor.

500-Bu. Grain Wagon Built From Semi Tractor And Trailer Parts

"It's built much heavier than anything on the market and handles better, too," says Doug Hochstedler, Wakarusa, Ind., about his 500-bu. grain wagon that's built from semi tractor and semi trailer parts. The trailer unloads from a 20- by 24-in. opening at the bottom of the hopper.

The 20-ft. long, 8-ft. wide, and 9 1/2-ft. high trailer was built by a local welding shop, Southwest Welding. It was built using the rear axle and jacks off a semi trailer, and the front axle and fifth wheel dolly off a semi tractor. The hopper floor and walls are made from 12 ga. sheet metal. The frame above the rear axle is made from 4 by 6-in. tubing while 2 by 6 tubing was used for the side rails and for the cross pieces on front and back. The vertical supports on each side of the hopper are made from 2 by 3-in. steel tubing.

To construct the front axle and fifth wheel dolly, he cut off the semi tractor's front axle, cab, and hood, keeping the rear axle, springs, and dolly. He had the welding shop narrow up part of the semi tractor frame to form the V-shaped hitch.

"It works as good as I hoped," says Hochstedler. "I use it mainly to haul grain from the field to the bins in my yard where I use a short 8-in. dia. auger to transfer grain into an auger that goes up to my bins. I use a 120 hp tractor to pull it. I spent a total of less than $5,000 to build it. A commercial grain wagon of comparable size sells for about $7,000. I had been pulling two wagons together with a total capacity of 450 bu. The problem was that when both wagons were loaded, the rear wagon would sway. I also wanted more capacity.

"The trailer is equipped with three used jacks off semi trailers. Two jacks support the hopper and the other one supports the dolly. By jacking up the trailer and releasing the fifth wheel, I can remove the dolly from the trailer and use it to pull a flatbed trailer that hauls water and chemicals. Even when it's loaded the trailer is easy to hook up because the jack always keeps the dolly hitch at the right height for the tractor."

The trailer has ladders at both ends and is covered by a roll tarp. Flasher and turn signals on back operate off the tractor's 12-volt electrical system.

Contact: FARM SHOW Followup, Doug Hochstedler, 27699 State Road 119, Wakarusa, Ind. 46573 (ph 219 862-1005).

Allis-Chalmers Cab "Looks Great" On New Holland Tractor

"It's nothing fancy, but it protects me from the weather and cost far less to install than a factory cab," says Alvin VanValkenburg, who mounted a used cab designed for an Allis Chalmers tractor on his 1998 New Holland 1720 tractor.

He bought the New Holland tractor without a cab because the company wanted $5,200 to install one. Instead he bought a used cab made by the Xcel Co. at a sale for $300. The cab frame was all bolted together including the two sides, top, rear, and front. After making some measurements, he found that the cab was 1 ft. too long for the New Holland tractor. He took it to a fabricating shop which cut 1 ft. off the front part of the cab and welded it back together. The original left side window was too big so he moved it to the rear. The window is hinged on one side. The roof had a set of blowers on it which he removed.

He had a tinsmith make door and window frames for the left side of the cab, then cut plexiglass windows to fit inside them. He used angle iron and sheet metal to fill in 9 in. on each side at the back of the cab where he installed two amber lights. He also installed a pair of amber lights on front. He used galvanized 28 ga. sheet metal to fill in the front part of the cab (where it meets the tractor hood) and filled in with silicone caulking. He mounted windshield wipers on both the front and rear of the cab. And he installed two side-mounted, lift-assist door handles from New Holland.

The cab came equipped with a rollbar, which he left on, and with three steps, two of which he removed. He also fabricated a floor and bolted it to the platform in front of the seat. The last step was to sandblast the cab and paint it New Holland blue.

"I'm happy with the way it turned out," says VanValkenburg, who made the conversion last summer. "It took me about 220 hours to complete it and about $1,800 in out-of-pocket expenses. I didn't have to make any modifications to the tractor at all. I looked at three or four other cab brands, but they all were welded together and by the time they were cut up there would've been nothing left. The man who sold me the cab was quite surprised - he had told me the cab wouldn't fit my tractor."

Contact: FARM SHOW Followup, Alvin VanValkenburg, 4194 Airport Rd., Box 12, Longford Mills, Ontario, Canada L0K 1L0 (ph 705 326-2265).

"Electronic Guard" Uses Sound, Light To Scare Predators Away

A new self-contained, battery-operated device developed by the Denver Wildlife Research Center uses a siren and flashing strobe light to scare predators away.

The Electronic Guard is 18 in. long, 7 in. in diameter, and weighs about 9 lbs. It operates on 12-volt current and will run for about 30 days on a carbon battery or 60 days on an alkaline battery. A timer causes a warbling-type siren and flashing strobe light to activate every 6 to 8 minutes for about 8 seconds throughout the night, when predators are most active. The timer contains a photocell that automatically turns the unit on at about dusk and off 1 to 1 1/2 hours after sunrise. Sometimes just the light flashes, sometimes just the siren sounds, and sometimes both operate at once. The unit hangs from a tree or a post.

Tests have shown that using the Electronic Guard can temporarily reduce losses to predators an average of 80 percent in range and pasture situations and 60 percent in mountain grazing areas.

The number of Electronic Guards needed to protect sheep will depend on the size of the pasture, the vegetation in or around it, and the terrain. In general, at least two units should be used in small fenced pastures (20 to 30 acres). Three or four units should be used in large fenced pastures (31 to 100 acres).

The device has shown it can temporarily reduce losses to predators an average of 80 percent in ranges and pastures.

Sells for about $270, not including the battery, and can be ordered through the Wildlife Service office listed in the blue pages of most telephone books under "U.S. Department of Agriculture". For the address and telephone number in your area, call the WS Operational Support staff at 301 734-7921. Or contact: FARM SHOW Followup, WS Pocatello Supply Depot, 238 E. Dillon St., Pocatello, Idaho 83201 (ph 208 236-6920; fax 6922).

"No-Freeze" Water Valve

This new-style "no-freeze" valve designed for water supply tanks is guaranteed to keep water from freezing in any weather, says inventor Abe Fehr.

The Hyas, Sask., farmer built the 2-in. dia. valve out of polyethylene and stainless steel. It's fitted with a 2-in. dia. rubber ball in the end that goes inside the tank. The ball extends about 1/2 in. inside so it can't freeze up. All water drains from the part of the valve outside the tank.

Can be used on any size tank used to haul water.

Sells for $55 (Canadian).

Contact: FARM SHOW Followup, Abe Fehr, Box 71, Hyas, Sask., Canada S0A 1K0 (ph 306 594-2787).

The 2 in. dia. valve is built out of polyethylene and stainless steel.

Van Valkenburg had the cab cut down 1 ft. to fit the New Holland tractor.