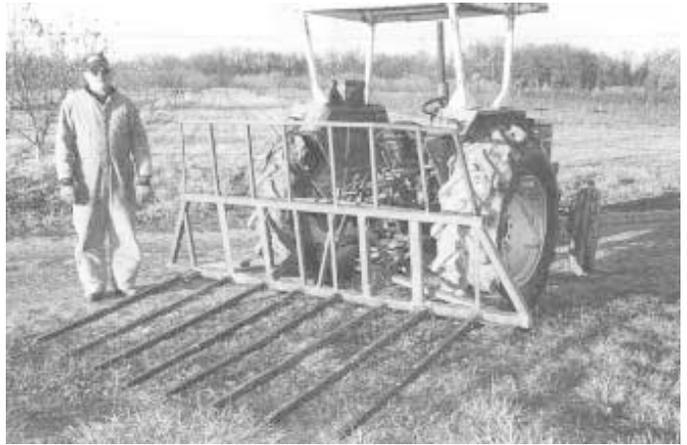




Thomas's trailer uses a conventional 5th wheel mounted on a truck axle fitted with 22-ply airplane tires. Drawbar hitch on front allows trailer to be pulled by a tractor.



The 3-pt. rake has six 5-ft. fork tines that are raised and lowered by a hydraulic cylinder. Malham windrows pruned tree limbs and then uses rake to pick them up.

## “Joe Dog” Trailers Handy Around The Farm

By C.F. Marley

Here are a couple ways to build “joe dog” trailers for moving 5th wheel trailers around the farm using a tractor or pickup.

The first is owned by Raymond and Jeff Thomas, Edinburg, Ill. It consists of a conventional 5th wheel mounted on a truck axle fitted with 22-ply airplane tires. The hitch comes to a point in front and is fitted with a conventional drawbar hitch. The men use it to pull a tanker truck and a large flatbed around their farm without the need to have a semi tractor available.

Contact: FARM SHOW Followup, Raymond Thomas, RR, Edinburg, Ill. 62531 (ph 217 623-5995).

The second “joe dog” hitch was built by Tony's Welding, Shelbyville, Ill. It's a little different in that the fifth wheel frame and hitch are raised and lowered by a pair of air bags. To hook up, the trailer is backed into place under the hitch and the air bags inflated to make the fifth wheel connection. To disconnect, you just let the air out after lowering the jacks on the trailer.

The trailer is fitted with dual conventional truck tires. The drawbar is fitted with a ball and socket. The axle used came off the rear



Tony's Welding designed this “joe dog” trailer so that the 5th wheel frame and hitch are raised and lowered by 2 air bags.



Trailer is fitted with dual conventional truck tires and a drawbar fitted with a ball and socket.

end of a tractor.

Contact: FARM SHOW Followup, Tony's Welding, Rt. 16E, Shelbyville, Ill. (ph 217 774-2774).



Sprayer was built from a Datsun 4-WD pickup and cab off an IH 300 series combine.

## Self-Propelled Sprayer Built From Datsun Pickup, International Combine

“It doesn't leave deep wheel tracks and is inexpensive to operate,” says Robert Davis, Savannah, N.Y., about the self-propelled sprayer he built from an old Datsun 4-WD pickup and the cab off an International 300 series combine.

He uses the rig, which is equipped with a 30-ft. boom on back, to apply foliar fertilizer to his hay and soybean crops.

“It can handle steep hills with no problems. In fact it works so good that I sometimes use it to do custom work for neighbors,” says Davis. “It still has the pickup's narrow tires

so I can drive into knee-high soybeans without knocking down a lot of the crop. The narrow tires push beans aside and result in very little damage to the crop.

“I paid \$350 for the Datsun pickup and spent another \$200 for the booms and tank. I also bought a new controller valve, hoses, nozzles, a 2-stroke Homelite water pump, and lights. My total cost was about \$800.”

Contact: FARM SHOW Followup, Robert Davis, 2030 Bixby-Wood Road, Savannah, N.Y. 13146 (ph 315 365-2266).

## Rake Picks Up Pruned Branches

Bob Malham and his wife, Laverne, operate an orchard near Carlinville, Ill. They built this big rake to pick up branches pruned from fruit trees.

The rake is 3-pt. mounted and has a hydraulic cylinder at the top. It's made out

of tube steel with six 5-ft. fork tines. Malham windrows the pruned limbs and then uses the rake to pick them up.

Contact: FARM SHOW Followup, Malham Orchards, 17218 Shipman Rd., Carlinville, Ill. 62626 (ph 217 854-2815).



Reinhardt converted this old Massey combine into a self-propelled grain cart by simply doubling the size of grain tank and leaving most of the rest of the machine intact.

## Combine Into Grain Cart: Not Fancy But It Works

FARM SHOW has featured some pretty fancy self-propelled grain-hauling carts over the years but we recently came across one that was put together in a very simple way.

Steve Reinhardt, Russell, Kan., simply doubled the size of the grain tank and left most of the rest of the machine intact.

“We cut wheat with old Massey 750's, and I'm always looking for old combines for parts. A couple years ago, I paid \$1,400 for one with a blown engine. I stripped off all the grain-cleaning parts I thought I might use on my other combines, but still had a machine with a grain tank, cab, and engine, such as it was.”

Steve pulled the head off the old 6-cylinder engine and found the rings had blown off one piston, leaving a hole in the piston. There was no damage to the sleeve or block, so he made the necessary repairs for not much money and got it running again. “I didn't put much into it. It probably could have used a major overhaul, but I didn't do that. It runs fine and does what we need it to do,” he says. “The air conditioner works, too. That's a real plus during wheat harvest.”

With the engine more or less fixed, Steve cut the back out of the grain tank and, with a few sheets of 1/8-in. thick steel, extended it out over the back axle, essentially doubling its capacity. He left the unloading auger and controls in place, so he can auger off a load into a truck at the end of the field.



To double the size of the grain tank, he cut the back out and extended it out over the rear axle.



He left the unloading auger and controls in place, so he can auger off a load into a truck at end of field.

“It holds two dumps from a combine. It's easy to handle. And it saves us from running all over the field with a truck,” he says.

Contact: FARM SHOW Followup, Steve Reinhardt, 18032 Fairfield Road, Russell, Kan. 67665 (ph 785 483-3815).