



The wagon, 12 ft. high, 9 ft. wide and 15 ft. long, mounts on 18-ton running gear.

APRON CHAIN HELPS UNLOAD INTO TRUCKS

Home-Built 13-Ton Forage “Dump Wagon”

“It holds about twice as much as a conventional self-unloading forage wagon and lets us unload into big 22-ft. tandem axle trucks,” says Kenny Riegel, who, along with his brother Dave, designed and built a 13-ton, side-unloading forage “dump wagon” for use on their dairy farm near Washington, Mo.

The wagon box is 12 ft. high, 9 ft. wide, and 15 ft. long. It’s mounted on an 18-ton tandem running gear and equipped with one 6-ft. long, 5-in. dia. cylinder on each end for dumping.

What makes the big dump box work is a hydraulic-driven apron chain runs up and down one side of the box. When the box is lifted for dumping, that side of the box is parallel to the ground and the apron is activated to help unload the crop.

The cover on top of the wagon opens automatically when the wagon lifts for dumping. Then the operator activates the hydraulic motor that drives the apron chain, unloading silage into the truck.

“We pull it with a Deere 4955 2-WD 230 hp tractor and use it on all our forage crops

- haylage, corn silage, and wheatlage. We use three 22-ft. tandem axle trucks with 7-ft. sides and the one wagon can keep all three of them busy. It takes only one dump to fill a truck. The trucks are equipped with hydraulic-operated tailgates and dump boxes that dump silage on a portable unloading box that conveys it to our silo blower. We use an 18-wheel semi trailer when we have to haul longer distances. It takes two dumps to fill the semi. Altogether we spent about \$10,000 to build the dump wagon.

“The apron chain lets us put a mound of silage at the center of the box that’s about 3 ft. higher than the sides. Our wagon is equipped with six big 16-in. high, 21-in. wide flotation tires and can go anywhere a conventional wagon can go. It works better than unloading directly from the chopper into the truck because fewer trucks are needed and because it causes less compaction.”

Contact: FARM SHOW Followup, Kenny Riegel, 5341 N. Goodes Mill Rd., Washington, Mo. 63090 (ph 314 239-3815).

North America’s First Diesel-Powered ATV

The newest ATV on the market in North America is an industrial strength, diesel powered rig built in England. It was exhibited for the first time at the recent Canadian International Farm Equipment Show in Toronto.

“As far as we know, the GHL Diablo is the first diesel powered ATV on the market in North America,” says Dexter Dombro, of Alta Terra Ventures Corp., importer. “It’s ideal for checking stock, fences, pulling mowers or sprayers for orchards or vineyards.”

It’s powered by a Mitsubishi 2-cyl. 635 cc engine, which is 135 cc bigger than any ATV on the market. The engine mounts further back on the chassis than most ATV’s to give it a lower center of gravity. The rig won’t tip over, even on a 45 degree slope, and gets much better fuel economy than gas-powered units, the company notes.

It features variable speed transmission, with heavy-duty chain driven final drive. It’s fitted with big 25 by 8.00 by 12-in.



rear tires and 25 by 12.5 by 12-in. front tires.

Carrying capacity is 132 lbs on the front rack and 308 lbs on the rear rack. Maximum towing capacity is 2,200 lbs.

It will soon be available with 3-pt. hitch and a shaft drive, the company notes. Sells for \$11,900 (Canadian).

Contact: FARM SHOW Followup, Alta Terra Ventures Corp., P.O. Box 788, Slave Lake, Alberta, Canada T0G 2A0 (ph 403 849-4118; fax 6332).



Cover of wagon opens automatically when wagon lifts for dumping. Hydraulic-driven apron chain on side of wagon helps dump into trucks.



The French magazine, *Materiel Agricole*, compiled these photos to show how a Cat combine and Claas Challenger will look after proposed merger.

News From The Paris Farm Show

By Mark Newhall, Editor

I just got back from the SIMA farm show in Paris which is the premiere showcase for farm equipment in Europe. One hot topic that had everyone talking was the just-announced joint venture between Caterpillar in the U.S. and Claas, which is the European market leader in combines.

Under the agreement, Cat will market the state-of-the-art Lexion line of combines in the U.S. under its own colors, and Claas will market the rubber-belted Cat Challenger in Europe in its own green and white colors.

The venture is a perfect fit for the two companies since it has been well-known for some time that Caterpillar has wanted to get into the combine business. Last year it almost purchased the rights to a new rotary combine developed by a pair of Kansas farmers before Deere snatched it away. And the Cat Challenger gives Claas - which does not have its own line of tractors - a shot at the growing high horsepower segment of the European tractor market.

Caterpillar hopes to begin marketing the Claas combines in North America by the end of the year.

The biggest crowds at SIMA gathered around two hot new tractor models that have set a new standard for style. Renault unveiled its all-new Ares tractors (85 to 165 hp.) and Deutz-Fahr came out with the latest model of its stylish Agrotion tractors (68 to 145 hp.), which were first unveiled with much fanfare last year.

We’ll have more new products from SIMA in the next issue of FARM SHOW.



One new product Claas demonstrated at the show was a new folding grain head that makes transport easier on narrow roads.



Renault’s new Ares tractor made its first appearance at the SIMA show.



Deutz-Fahr’s stylish Agrotion tractor, first unveiled last year, continued to draw big crowds at this year’s show.