

# Cattle Hauler

For about \$1,500, Leonard Cox, Asheboro, N.C., has a "cattle bus".

Cox modified a 1966 Chevrolet bus so it now hauls 19 head of 900 lb. cattle. "The main advantage of the bus," explains Cox, "is the cost. Even so, there is still a lot of work involved in the remodeling."

Cox removed all the windows, other than the driver's windows, and tore out the side panels down to the floor. He then welded the side panels back onto the inside of the window posts, spacing each panel about 6 in. apart all the way to the top of the old window frame to provide ventilation.

He fastened plywood sheets to the floor using metal screws. He uses sand to keep the cattle from slipping. Ideally, he says, he'd have corrugated metal on the floor.

The driver's seat is sealed off from the cattle with a divider made of 3 in. angle iron framework and plywood.

Cox made the back door hole higher and replaced the door with a hinged swinging metal gate made of the side panels. He also reinforced

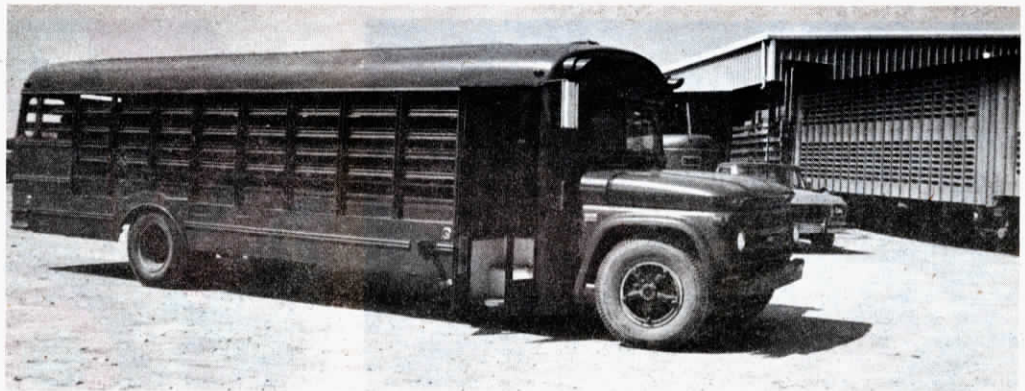


Photo Courtesy The Progressive Farmer

Cox removed all the windows on his bus, replacing them with side panels welded to the window posts.

the wheel wells, put in a divider gate and painted the bus a barnyard red.

Besides the \$1,000 bus cost, Cox figures he has about \$500 invested in the modifications.

One disadvantage to the bus, Cox says, is the slow rear end gear ratio that limits the bus's top speed to 40 mph.

Contact: FARM SHOW Followup, Leonard Cox, Rt. 1, Box 291, Asheboro, N.C. 37203 (ph 919 625-2787).

# Hog Hauler

"We've used this bus just about every day hauling hogs to market," reports Bob Fitzsimmons, Good Thunder, Minn., about his modified 1974, 72 passenger bus.

A key advantage of using the bus to haul hogs, says Fitzsimmons, is that it keeps his grain truck free and clean.

"All we did," explains Fitzsimmons, who along with his sons made the modifications, "is put pipes along the windows, take out the passenger seats and block the driver's seat from the hogs with a plywood divider. It's important to seal off the driver's area to keep the windows from fogging."

Fitzsimmons hauls 50, 220 lb. hogs in the bus at once. Two hinged gates in the middle of the bus swing together, dividing the bus into 2 pens. He uses straw on the floor to keep the hogs dry and plans on putting on a slip resistant paint, mixed with chicken grit, to make the floor less slippery.

For ventilation, he opens the windows in the summer and keeps them closed during the winter. A 5 ft. tall endgate made of ¾ in. plywood mounted on metal reels replaces the rear emergency door. Other modifications include removing the special lights, and painting the bus gray.

Fitzsimmons paid \$1,500 for the



Photo Courtesy, The Land

A rear endgate provides access to the modified 72-passenger bus.

bus and has another \$500 in modifications. He did keep the same tires and shocks.

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# Hog Trailer

Not everyone who uses a school bus to haul hogs leaves the bus intact. Lorne Friesen, Bowsman, Man., and his brother Al, took a 1969 International bus, stripped it down to the framework, even removing the engine and front axle, and built an 8 ft. wide, 32 ft. long, gooseneck hog trailer.

The Friesens hitch the trailer on the back of a 1982 GMC pickup and haul 78 market hogs over 300 miles to market.

After stripping the bus, the Friesens cut 4 ft. off the front of the frame and added 2 ft. to the back. Lorne explains that this was needed for better balance on the axle.

The Friesens bolted 2 in. by 6 in. boards to the frame of the bus for the floor. The 2 by 6's are covered with sheets of plywood to cover cracks between boards. The 4 ft. side panels, made of ¾ in. plywood, bolt to angle iron fastened to the floor.

The sides are braced by 2 in. by 4 in. boards placed every 8 ft. and 12 ga. metal brackets along the top.

Three hinged dividers inside the trailer keep hogs separated and the trailer balanced. The gates are made of a heavy mesh to allow air flow through the trailer.

The Friesens installed a tarp that rolls over the top of the trailer to keep the hogs warm in the winter. The tarp rolls over metal frames, mounted every 4 ft., that slide in brackets on

each side of the trailer. It is permanently fastened on one side of the trailer and straps down on the other side.

The endgate swings out and is a 2 piece section made of mesh and 1 in. tubing.

The gooseneck hitch is made of steel sections welded and braced to the front of the trailer.

Lorne says the hog trailer cost them about \$3,000. The bus cost \$700, the tires \$1,000 and other supplies \$1,300.

Contact: FARM SHOW Followup, Lorne Friesen, Bowsman, Man., Canada ROL OHO (ph 204 238-4812).

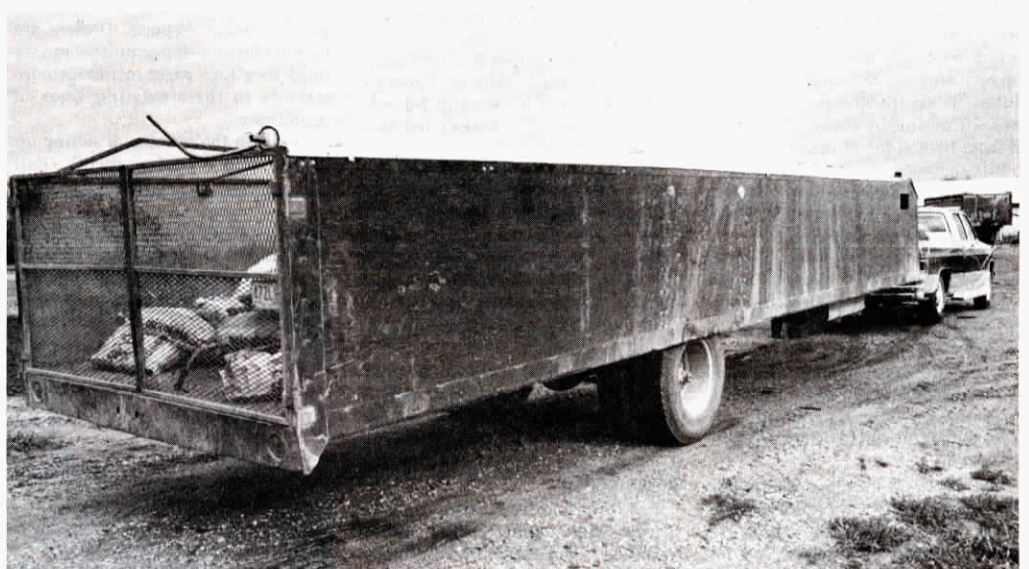


Photo courtesy Country Guide

The Friesens stripped a 1969 International down to the frame and made a 32-ft. trailer that'll haul 78 market weight hogs, and anything else they need to haul.