



**Paul Michener built this 2/3-scale Studebaker corn box wagon entirely from memory.**

## Home-Built Studebaker Corn Box Wagon

"I recently built this colorful replica of an antique Studebaker corn box wagon, which the company manufactured from the 1870's to the 1920's. It was designed to be used back when corn ears were harvested by hand and thrown into a horse-drawn wagon," says 84-year-old Paul Michener of Waynesville, Ohio.

Studebaker corn wagons were built at a factory in Indiana. "At first the company built their wagons with horse hitches and wooden wheels, but in later years they switched to steel wheels and made tractor hitches optional," says Michener. "As the demand for cars and trucks picked up, they stopped building wagons entirely."

The wagon is about 2/3-scale and measures 12 ft. long by 40 in. wide, with 24-in. high sideboards. The box is painted green and yellow with red pinstripes, and sets on a red frame with a yellow tongue and hitch. A partially built wooden bench is on front of the wagon, which rides on whitewall bias ply tires.

Michener says he built the wagon entirely from memory, based on a real 1920 Studebaker horse-drawn model he owned many years ago.

"About a year ago I was sitting in a McDonald's restaurant when a young man drove by with a truck and trailer loaded with junk, including the running gear from an old Studebaker corn box wagon. I offered him \$75 if he would drop the running gear off at my shop, and he did."

The wagon is equipped with a small "false" endgate on front and a bigger 2-piece endgate on back that's used to shovel the corn out by hand. It consists of 2 boards, one above the other. The top board rides in slots, while the bottom board is hinged and can be swung



**Two-piece hinged endgate on back of wagon is used to shovel corn out by hand.**

either forward or backward. "The hinge I used is 20 in. long and came off the door of an old dairy barn," says Michener.

To unload corn, the operator lifts the top board off and sets it aside, then unlatches the hinge and swings the bottom board backward. The ears of corn then fall into a 'shovel box' that angles back 2 ft. to keep the corn from spilling onto the ground. Once the shovel box is empty, the operator pulls it out and shovels out the rest of the wagon.

"The real wagon was equipped with 'funnel' sideboards on top that extended outward at a 30-degree angle to help catch the ears of corn thrown toward the wagon by the pickers. I plan to build funnel sideboards and add them to my wagon," says Michener.

He says the wagon has drawn a lot of interest in his area. "Even though the wagon isn't done yet, I've already been asked by a few store owners in town if I would park it in front of their businesses."

He hopes to take his replica corn box wagon to antique tractor shows this summer, and also drive it in parades.

Contact: FARM SHOW Followup, Paul Michener, 5565 Lytle Rd., Waynesville, Ohio 45068 (ph 513 897-5142).

## Pto-Mounted Chain Holder

Mark Daun, Kiel, Wis., came up with this pto guard-mounted log chain holder for his Deere 2030 tractor.

"I use the chains for pulling logs or firewood limbs," says Daun. "Most people wrap the chains around the 3-pt.'s lower arms but that's ineffective, dangerous, takes too much time, and gets messy whenever you need to use more than one chain. The box attaches to the lugs where the 3-pt. top link would normally be and rests on the pto guard."

The 2 boxes are separated by a short length of angle iron welded in each corner, except for where the attaching links are located. "Each box holds at least two 16-ft. chains," says Daun. "Holes in the bottom allow melted snow and dirt to fall through. The spacer between the boxes provides a window to see the drawbar for hitching to a wagon or trailer. Three bracket-mounted springs keep excess chain inside the box, yet allow the chain to feed out safely if it ever unhooks from the



**Springs on chain holder allow chain to feed out safely if it ever unhooks from grab hook on crossbar.**

grab hook on the crossbar."

Contact: FARM SHOW Followup, Mark Daun, 19734 Point Creek Rd., Kiel, Wis. 53042 (m\_daun@icloud.com).

## "Made It Myself" Wheelchair Lift

Anyone who has a physical disability that requires use of a wheelchair will be interested in this wheelchair lifter built by Mark Daun of Kiel, Wis. It lets a disabled person lift himself into the passenger seat of a pickup without the need for hydraulics.

The lift consists of a vertical steel rail fastened at the top with a horizontal length of channel iron, which stakes into a box pocket on the side of the pickup. A boat winch bolted on top raises and lowers a carriage fitted with metal rollers that ride up or down the rail. The seat is supported by a horizontal steel arm with a welded-on vertical pin that fits into a socket on the carriage.

The seat can be swiveled out for someone to slide onto it from a wheelchair, and then raised by using the winch. The seat can then be swung back in so the person can transfer to the pickup seat.

"I built it as close as possible to the pickup so it won't wipe out mailboxes or pedestrians. Ideally, the seat doesn't protrude out any farther than the mirror," notes Daun.

Contact: FARM SHOW Followup, Mark Daun, 19734 Point Creek Rd., Kiel, Wis.



**Boat winch raises and lowers carriage-mounted seat, which also swings out.**

53042 (ph 920 894-2051 or cell 920 284-6983; m\_daun@icloud.com).



**"My tire drag is an inexpensive way to make a pond deeper without hiring someone to do the job for me," says Doug Kalnbach.**

## "Tire Drag" Removes Sediment From Ponds

Michigan farmer Doug Kalnbach recently built a "tractor tire drag" to dredge out a couple of small ponds on his property that were partially filled with sediment. He pulls the tire drag behind his Kubota B 6100 14 hp. compact loader tractor. It measures 4 1/2 ft. wide and 14 in. deep.

"I got the tire from my neighbor's 4-WD backhoe. It's an inexpensive way to make a pond deeper without having to hire someone to do the job for you," says Kalnbach, who used his tire drag for the first time last summer. "The ponds are 1/4 and 1/2 acre in size and were made back in the 1960s. We stock them with bluegills and perch and have enjoyed a lot of fish dinners over the years. At one time the water was about 10 ft. deep, but sediment has washed in from a nearby field and now the water is only 2 ft. deep in places."

"Our tire drag works much better than dragging a beam or a big rake, or even bed springs, because it digs into the bottom of the pond while also catching weeds and slime."

Kalnbach cut away about one third of the tire, using a grinder with cut-off wheel to cut through the top of the tire and then a reciprocating jig saw with wood blade on the rest. He welded together a triangle-shaped, steel rebar frame to reinforce the tire so it keeps its shape. A rebar loop mounted on back extends inside the tire and is welded to the frame.

To use the tire drag, Kalnbach attaches a long 3/8-in. dia. steel cable to a clevis on the frame. The cable is about 10 ft. longer than the pond is wide. He also attaches a spare cable to the rebar loop.

"After I make a pass across the pond I pull the drag about 10 ft. up onto dry land, then attach a short cable to the rebar loop and to my loader bucket and lift the tire off the ground to dump the load. Then I drive back to the other side of the pond again and start over by hooking up to the spare cable," says Kalnbach.

"The mud comes out of the tire as a real nasty, silky mush full of slime, weeds and dead leaves. It's too liquid to scoop up right away, so I let it dry out for a couple days and then use my loader to dump it into a pile. Once it dries out, it makes great garden soil."

Kalnbach says if there was flat ground all the way around his ponds, he would make back and forth passes across the pond without having to go back empty to the other side of the pond all the time. "But there's a big bank on one side of the pond which doesn't leave enough room to turn around," he notes.

Contact: FARM SHOW Followup, Doug Kalnbach, 8270 Thornapple Lake Rd., Nashville, Mich. 49073 (517 204-2871; dougkal1056@gmail.com).