

UNIQUE "BUCKET" SYSTEM MOVES BALES BACK AND FORTH

Self-Propelled Bale Hauler Loads, Unloads, & Stacks

When Edmund Cooper and his son Mike of Copan, Okla., go to the field with their home-built bale hauler it's not unusual to see cars stop on the road to watch. That's because the one-of-a-kind rig features a unique bucket-loading system that loads bales onto a 35-ft. deck that'll carry up to 12 bales at a time.

"As far as I know it's the only self-loading round bale hauler on the market that can stack bales three high inside a barn. It stacks them just like a front-end loader," says Cooper.

The bale hauler is equipped with a cab on front of the deck and an 11-ft. bale loading arm. Both the cab and bale arm slide back and forth from one side of the deck to the other, swapping places as needed to load bales.

The loading arm is fitted with a pair of bale forks that lift bales into a sliding "bucket" that carries them up onto the deck where two additional buckets - one located on each side of the deck - carry the bales to the back of the deck.

Five or six bales can be loaded on each side of the deck. Bales are loaded in two rows side by side and added alternately to keep the rig balanced - first three bales are loaded on one side, then five or six bales are loaded on the other side.

To unload bales, the loading process is simply reversed. The deck-mounted buckets - which have forks on their back side - load

bales one at a time and then dump them into the snout-mounted bucket.

"It has a lot of advantages over pull-type self-loading and unloading round bale haulers," says Cooper. "Because it's self-propelled there's no need for a tractor or trailer or another driver. The lift arm works inside a barn just like a front-end loader, allowing the operator to stack bales three high. Most commercial self-propelled round bale haulers unload bales off the side or back and can't double or triple stack them. The snout can also retrieve bales and feed them just like a front-end loader. The operator has a great view of the bales in front during both loading and unloading.

"The machine is powered by a 400 cu. in. V-8 gas engine. The automatic transmission that powers the drive train was beefed up with extra clutches to withstand heavy loads. The truck is also equipped with a 2-speed rear axle to provide even more low-end power. The front and rear ends are out a 2 1/2-ton GM truck. The rest of the rig was made entirely from scratch."

Cooper says he's willing to build additional bale haulers if there's interest.

For more information, contact: FARM SHOW Followup, Edmund Cooper, 395230 W. 1000 Rd., Copan, Okla. 74022 (ph 918 532-4437).



Photo shows how high bale loading arm can lift bale. Loading arm is fitted with bale forks and "bucket" that carries bales up onto the deck.



Both the cab and 11-ft. bale arm slide from one side of the deck to the other for loading.



Loader tractor is built out of a late 1960's Moline combine. It's fitted with a Versatile front-end loader.

Loader Tractor Built Out Of Combine

Before Eric Pekarek built a loader tractor out of a self-propelled combine, he used a tractor and rear-mounted fork to haul bales.

"It was a hassle to have to turn around and look behind you to load and unload a bale," says the Valparaiso, Neb., farmer.

Starting with a late 1960's 3496 Moline combine, Pekarek and his uncle, Adolph Benes, removed all the grain cleaning components and bought a salvaged Versatile front end loader for the project.

They moved the combine engine and cab back 3 ft. and 1 ft. down on the chassis to better distribute the weight.

The clutch linkage was modified, from rod to cable, to compensate for the repositioning of the cab and engine.

They've filled the threshing compartment with 1,500 lbs. of field stone to counterbalance the weight of 2,000-lb. bales.

They made a bracket for the loader out of 4 by 6-in., 1/2-in. wall tubing, bolted it onto the combine, and mounted the loader on it. The loader is powered by a 22 gpm hydraulic pump that's belt-driven off the combine's main driveshaft.

"We move 125 bales a year and this has worked great. It's also ideal for moving snow or dirt which we do constantly," Pekarek says.

Out-of-pocket expense was about \$2,500, including \$1,100 for the salvaged loader.

Contact: FARM SHOW Followup, Eric Pekarek, Rt. 1, Box 193A, Valparaiso, Neb. 68056 (ph 402 784-3793).



Horse trailer is powered by a 305 Chevy engine. It has been clocked at speeds up to 90 mph.

"World's First" Self-Propelled Horse Trailer

Thousands of showgoers at the recent Farm Progress Show in Regina, Sask., did a double take as they walked by what looked like a conventional horse trailer.

On second glance, they would notice the see-through windows on front, the headlights, license plate, extra axle. A close-up examination revealed that this was not just a horse trailer. It was the world's first self-propelled horse trailer.

The first-of-its-kind vehicle was built by Bergen Industries in honor of Frank Flaman, a Canadian farm equipment manufacturer. The company recently celebrated its 40th anniversary and the self-propelled horse trailer was a gift.

It was built by stripping a 1978 Chevrolet van down to the chassis, lengthening the

frame, and adding an extra tag axle on back to handle the weight. Then one of Bergen's standard horse trailer bodies was simply mounted on the chassis. Windows were cut into the curved front of the trailer and lights were fitted to the trailer to make it road legal.

Inside there's a bed up over the front cab, a dining table, and a pair of bench seats that turn into a bed.

The unusual vehicle, with a 305 Chevy engine, will cruise at highway speeds of 65 mph but has been clocked at speeds up to 90 mph.

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