



Frederick uses thick-wall oil well pipe to construct the bed on his bale carriers. The biggest units can hold up to 14 round bales.

## Heavy-Built Bale Carriers

To meet the needs of farmers in his area, Jeff Frederick of Frederick Welding in Marcus, Iowa, makes simple, strong bale carriers that can handle even the heaviest round bales.

"I built my first bale carrier around 15 or 20 years ago," he says. "I saw one a local guy built and then decided I could improve on the idea."

Frederick uses thick-wall oil well pipe to construct the bed that the bales rest on during transport. He reinforces the sides with channel iron.

"Today's bales can get to over 2,000 lbs.," Frederick notes. "We use 5 1/2-in. pipe with a 3/8-in. wall for the runners, and then we use 2 7/8-in. across, with 5/8-in. channel on the outside."

"Ten years ago, most hay bales made in this area weighed around 1,200 lbs.," he says. "Of course, if you're making cornstalk bales, they're much lighter."

His bale carriers are 10 ft. wide. Some companies build 30-ft. trailers, but Frederick says if you get over 24 ft., then the runners underneath have to be spread out farther.

"It's tough to get something that long in and out of fields," he says. "If you have a narrow driveway, you'll have problems with the wheels bouncing in the ditch, which can lead to bales falling off or even the unit tipping over into the ditch."

His biggest units can hold as many as 14

round bales. Most people bring in their own running gear, but they must meet Frederick's specifications. They have to be able to support 12 tons or more and have 14-in. wheel centers.

If a farmer doesn't have a running gear of their own, Frederick Welding and Sales offers Westendorf, Meyer, and Demco running gears.

"We'll stretch the gear out if they want a 20-ft. carrier or a 24-ft. carrier," Frederick says. "Whatever they want."

But don't bring in gear with tires in bad condition or too small for the machinery. "Truck tires or cement-truck tires mean you can haul a lot more weight," he says.

Some running gears may have to be stretched out to 13 to 14 ft. If the center tube is bent or broken, Frederick will have to replace it. They'll make sure the running gear is in good condition because a bale carrier that won't go down the road isn't worth much.

The bale carrier itself costs about \$2,500 and it will cost somewhere between \$800 to \$1,000 to get it mounted, depending upon the condition and size of the running gear. "You're looking at about \$3,200 going down the road," he says.

Contact: FARM SHOW Followup, Jeff Frederick, 4795 C Avenue, Marcus, Iowa 51035 (ph 712 376-4543; www.frederickwelding.com).

## Tractor Swivel Seat Makes It Easy To Look Back

Until he mounted a swivel seat base from a boat under his tractor seat, John Humeniuk had trouble looking over his shoulder. It was a big problem when operating rear-mount or towed equipment.

"As I got older, I couldn't turn around very well," says Humeniuk. "Neck and back problems made looking back painful. Adding the boat seat swivel saved my bacon. I can almost spin sideways with the swivel seat."

Humeniuk installed the swivel when replacing an old seat on his 706 Farmall about 5 years ago. He bolted his new seat to the seat base of the swivel and bolted it in turn to an aluminum plate the same size as the base. It's hinged to the OEM steel tubing connected to the original tractor seat base.

"I like to tip the seat up if it is going to rain or snow," says Humeniuk. "The swivel did have a locking control on it, but I found I didn't use it."

The only problem is the arm rests on the seat strike the steering wheel when the seat swivels. "The arm rests are nice to have, but when I replace the seat, I will do so with an



Thanks to the swiveling tractor seat, Humeniuk can easily spin sideways to monitor equipment behind the tractor.

actual boat seat. They are just as comfortable, but hitting the steering wheel won't be a problem."

Contact: FARM SHOW Followup, John Humeniuk, 303 4th Ave. SE, Baudette, Minn. 56623 (ph 218 634-2042; jhbuttercup@mncable.net).



The Johnsons used the hinged auger support brace at rear of the running gear to carry the bale. They moved the vertical, fixed A-frame with its winch to a midway point on the running gear frame.

## Auger Running Gear Makes Great Bale Unroller

Keith Johnson converted a portable auger's running gear into a bale unroller. The auger was shot but the running gear, an A-frame with winch and hinged auger support brace, were in good order.

"We had looked at various bale unrollers, but most had very little clearance, and we get a lot of snow in Minnesota," notes Keith's wife, Anna. "The running gear was wider than the tractor we planned to use, but we figured we could modify it to follow the tractor tire tracks in deep snow."

It required moving the wheels to the inside of the horizontal frame. At the same time, Keith lifted the frame for more clearance, by cutting off the last 7 or 8 in. of the frame that housed the wheel stubs. He reattached them in a vertical position, perpendicular to the frame.

"This was tricky due to the angle of the frame, and we didn't get them quite square," says Anna. "We also attached strips of scrap metal to reinforce the vertical arm."

The Johnsons used the hinged auger support brace at the rear of the running gear to carry the bale. They moved the vertical, fixed A-frame with its winch to a midway point on the running gear frame.

To lift and carry bales, the Johnsons fashioned two vertical arms out of angle iron. The arms hang down from a pipe welded to the upper ends of the auger support brace. Each arm has a short leg that slides into the pipe and is secured to the brace by a length

of chain.

"The pipe is about the width of a bale, but the chains have some slack," says Anna. "If we don't back up quite square to a bale, we can slide the arms out some."

Short lengths of pipe welded to the bottom of the vertical arms hold the bale spears. "We used the lathe to put points on 1-in. steel shafts to make the spears," says Anna. "They slide through the pipe and into the bale. If needed, we pound them in with a sledge. Chains welded to the spears keep them in place when driving empty."

The first winter the Johnsons put their unroller to work they discovered it needed a few modifications. The original winch had been fine for lifting the brace with an auger, but they needed something heavier duty for bales.

The unroller has made it easier to feed hay to the Johnson's cattle herd and sheep flock. It spreads the hay out, so all the individual animals get their fair share. It also spreads out the fertility as they unroll bales in different areas each day.

"Usually Keith drives the tractor, and I lower the bale to unroll as he goes," says Anna. "It unrolls pretty well, and we don't have to worry about the cattle and sheep getting into each other's bale feeders."

Contact: FARM SHOW Followup, Keith and Anna Johnson, 63326 300th St., Gibbon, Minn. 55335 (ph 507 240-5004; blissfulbeepastures@gmail.com).

## "Helper" Hand Bar For Mowers

At age 86, Dick Lewis still likes to mow his yard with his zero-turn mower. He's just not as sure-footed as he used to be getting on and off it. When he twisted his ankle getting off his MTD mower a few years ago, he decided there had to be a better way.

So now he's marketing his patent-pending Hand Hold Bar. He welds brackets onto bent 1-in. box steel tubing that is about 20-in. by 20-in. The bracket has holes for bolts that line up with holes on several models of mowers.

"It's like a handrail on the front. You put your hand on it, step on the deck and grab the steering handles," Lewis says.

He started with Deere mowers because the models had holes that were easy to adapt. He is also working with Cub Cadet and is open to inquiries about adapting it for other models.

The painted bar retails for about \$100, and Lewis plans to have a more expensive powder-coated version in the near future.

Contact: FARM SHOW Followup, Dick Lewis, DL Enterprise, Inc., 399 Cameron Rd., Etters, Penn. 17319 (ph 717 574-9476, dlentp79@gmail.com).



Hand Hold Bar bolts onto front of mower. "You just put your hand on it, step on the deck, and grab the steering handles," says inventor Dick Lewis.