

## Giant Hay Hauler Moves Six Stacks At Once

"I think I could submit it to the Guinness Book of Records as the world's biggest hay hauler, but I've never found the time to do so," says Bud Nitzsche of NIBCO Industries about his giant hay hauler that moves six big stacks at a time. He built the one-of-a-kind trailer - which is equipped with its own engine - in 1978 and uses it to haul 6,000 to 8,000 tons of hay per season.

Each Deere or Hesston stack weighs from 2 1/2 to 2 3/4-tons. It'll also handle up to 26, 5 by 6-ft. round bales. Loading time is 2 to 4 minutes depending on field conditions. With a subframe constructed of 4 by 6-in. steel tubing, the trailer is 54 ft. long, 13 ft. wide, and weighs 20,000 lbs.

Moving parts - chains, loading teeth, and hydraulics - are powered by a 4-cyl. 2,300 cc engine out of a Ford Pinto car that mounts under the front of the trailer bed. The output shaft of the engine's 3-speed automatic transmission is fitted with a sprocket that drives a jack shaft that goes into a right angle 80:1 gear reduction box which drives the loading chains.

Toggle switches and small electric motors are used to remotely start and stop the trailer's engine, control the throttle, and shift the transmission from forward to reverse - all from the cab of the semi tractor that pulls it.

A hinged 10-ft. ramp on back raises and lowers for loading and unloading with a hydraulic lever located near the front of bed.



The hay hauler rides on tandem low-boy axles fitted with 10.00 by 15-in. steel belted radial tires. Nitzsche uses a 6-WD International Pay Star 5000 semi tractor equipped with a 290 hp Cummins diesel to pull the trailer at speeds of up to 35 mph fully loaded. It would cost at least \$50,000 to build

another stack hauler, estimates Nitzsche, who says he would be willing to build one for anyone interested.

Contact: FARM SHOW Followup, NIBCO Industries, 1059 Hwy. 51, Wisner, Neb. 68791 (ph 402 529-6169).



## "Concrete Post" Heavy-Duty Fence

"We needed a long lasting fence gate that wouldn't sag, wouldn't rot, and that would stand up to moose," says Art Skoog, Eagle River, Alaska, who made heavy fence posts out of concrete.

Each gate post measures 2 ft. square by 16 ft. tall and stands on top of a 3 by 3 by 1-ft. footing buried 7 ft. in the ground to resist frost. Each post extends 10 ft. above ground. Each post was poured solid with

hand mixed concrete - 2.7 yards each.

The posts support a pair of 14-ft. galvanized gates. Hinges were cast in place. "The posts have a real solid feel to them and should last virtually forever," says Skoog, who used house numbers to mold the date he built the gate into the posts.

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## Add-On Steps For Deere Tractors

"Years ago my Dad slipped and fell getting off a Deere 4020 and broke his shoulder. I'm getting older now and decided I never want that to happen to me," says Charlie Gonya, Fremont, Ohio, who made new steps for some of his Deere tractors.

"We have 7 Deere 4020's as well as a 4640, 4250 and a 4440. The new steps I made for the 4020's are based on the steps on the 4640, with the exact same slants," he says.

Each step is made from sections of steel grate bought at a junkyard that are supported by heavy pieces of plate steel mounted directly to the frame of the tractor. An angle brace running from the bottom step to the top on provides added strength. Gonya matched the bolt holes on the original steps to make mounting easy.

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## Tractor-Mounted 5th Wheel Pulls Livestock Trailers

Moving livestock trailers around muddy barn yards is no longer a problem for Orchard, Neb., farmer Jim Zoucha who made a 3-pt. mounted 5th wheel hitch.

"Our pickup is useless when it's really muddy. We use the tractor to get trailers up to the road where we can switch to the pickup," says Zoucha.

He patterned his 5th wheel after a 3-pt. mounted bale mover, except instead of a spear he mounted a ball hitch. He used

heavy wall structural steel tubing and reinforced the stress points.

"It's a simple idea that really saves us a lot of trouble because it keeps us from tearing up our pickup's engine, transmission, rear end, and suspension."

Zoucha's willing to put plans together.

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Until he came up with a way to adapt his tractor's 3 pt. hitch to pull a gooseneck trailer, Tennessee farmer Wendell Ingram felt he spent too much time and money hauling hay.

"It always tied up one of my trucks and I had to hire a driver," says Ingram, who hauls 500 5 1/2 by 6-ft. bales a year. "Now I can haul 80 bales 1/4 mile in four hours by myself. That's a 30% increase in efficiency because I'm able to pull my flatbed with my tractor."

Ingram made a ball hitch adapter for his tractor 3-pt. hitch. It consists of an 18-in. length of 3 in. box tubing 3/4-in. thick, a standard Cat. #2 drawbar, and a 2 5/16-in. ball hitch. Components are welded together in an upside down "T" configuration. Gussets on top of the adapter attach to the top link with a cotter pin, while the drawbar attaches to its arms. The adapter attaches to the 3-pt. in about 30 seconds.

Ingram uses the adapter to hook his Deere 2640 up to the gooseneck of his 18 by 8 ft. flatbed. He pulls the flatbed to the field, unhooks it, and loads it with a Bush Hog quick-tach bale spear mounted on front of the tractor. The loaded flatbed holds 9 bales



and Ingram carries a tenth on the spear.

"I made it two years ago and it really works slick," says Ingram, whose out-of-pocket expenses were about \$50. "All my neighbors have one of these for their 3-pt's by this time, too."

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