



“Army Truck” 14-Bale Hauler

John Moellering, Grinnell, Kan., converted a 1952 6-WD Army truck into a 14-bale hauler, using oil field pipe to build a rack that holds bales in two side-by-side rows.

Moellering built the rack from eight 4-ft. long sections of 4-in. dia. pipe arranged in two cradles which are tilted inward. Each cradle holds four bales so Moellering can put eight bales on the bottom layer and six bales on top for a total of 14 bales. The pipes on the rack telescope out to 10 1/2 ft. wide (16 in. on each side) in loaded position from the 8 ft. wide unloaded position.

“This truck is especially good for long distance hauling when I have to move bales 10 to 30 miles,” says Moellering, who operates a welding shop and a custom bale hauling service. “The truck’s 3-speed transmission is geared down allowing me to ‘walk’ at 5 mph with the engine wide open or go up to 55 mph. The truck’s suspension isn’t overloaded even when hauling fourteen bales weighing 1,400 lbs. apiece.”

Moellering bought the Army truck for \$500 and stripped everything away except the frame and running gears. He lengthened the frame 4 ft. and then cut off the cab and replaced it with a more stylish cab from a 1980 Chevrolet pickup. He replaced the truck’s original 302 cu. in. 6-cylinder diesel engine with a Ford 400 8-cylinder diesel engine, and replaced the automatic transmission with a beefed up Ford C-6 3-speed transmission. He replaced the air-over-hydraulic brakes with vacuum booster brakes removed from a Chevrolet dump truck and installed power steering from a Chevrolet C-65 truck. “If I were to do it over, I’d use a 460 cu. in. engine because the 400 cu. in. engine is a little short of horsepower when I’m hauling a full load and bucking the wind. But with 6-WD and a geared down ratio I can go through a lot.”

Moellering welded the pipe sections together and bolted them to the truck frame with eight 1/2-in. bolts. Extension pipes slide out the end of each pipe and the weight of the bales keeps them in place. Moellering loads and unloads bales with a front-end loader. During transport he ties a red flag onto each corner of the truck and also fastens a “wide load” sign on the front bumper.

For short distance hauling, Moellering uses 12-ft. wide double-bale forks mounted on the front and back of his Deere 4430 tractor. One fork is 3-pt. mounted. The other fork bolts onto dozer blade brackets on front of the tractor. Both forks are built from 2 by 4, 1/4-in. thick steel tubing and are equipped with prongs made from 3 by 3 3/16 in. steel tubing.

“Hauling four bales at once, I’ve moved 40 bales an hour traveling a half mile each way,” says Moellering. “Hauling four bales instead of one reduces soil compaction because I’m not driving back and forth as much. Also, bales don’t fall apart when you cradle them like they can when you stab them, so I can safely haul bales with rotted twine.”

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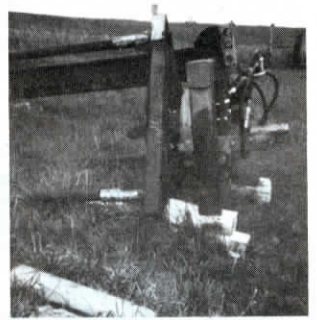


Home-Built 3-Pt. “Hay Wrap”

“I’ve wrapped 18 bales in 42 minutes using my home-built hay wrap,” says Russell Brierly, Osceola, Iowa, who built his own spin-on 3-pt. round bale wrapping machine from scratch, using an orbit motor and a differential housing from a junked Massey 70 combine.

Brierly got the idea while watching a demonstration of a commercial bale wrap machine that cost several thousand dollars. “I built my bale wrap machine, complete with orbit motor, for only \$475, and I can operate it entirely by myself. I simply spear the bale, raise it and start wrapping. I use a shutoff valve to operate the orbit motor. It only takes about 20 seconds to wrap a bale.”

Brierly’s first step was to remove the differential housing from the combine along with an attached 10-in. dia. steel hub. Brierly cut off the combine’s drive shaft, leaving a short stub on the differential housing. He connected the orbit motor to the short stub. The 3-pt. and the drive shaft side of the differential attach to a 2-ft. square framework made from 4-in. sq. steel tubing. The other end of the differential housing attaches to a 24-in. dia. circle made from 5/8-in. sheet metal. He welded the 24-in. dia. circle to a triangle-shaped frame made from 3-in. square



steel. Then he welded a 5 1/2-ft. long prong to each corner on the triangle.

“The differential housing turns the triangle-shaped frame as a unit, just like it turned the hub on the combine wheel,” says Brierly. “I can control the bale’s rotational speed by using either the tractor throttle or a hydraulic control valve I took off a grinder-mixer.”

Brierly welded a 5-ft. cutterbar to the unit to cut off the plastic. A 10-in. wide “brake” bar runs the full length of the plastic and rubs on it to pull it tight.

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“Push-Along” Feed Cart Unloads On-The-Go

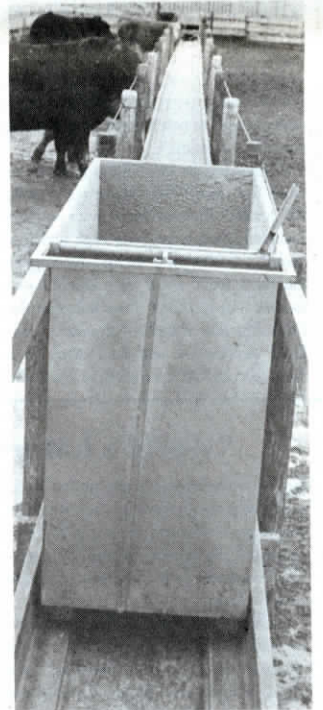
“My push-along feed cart lets me unload feed on-the-go into my 112-ft. long feed bunk as fast as I can walk. It takes only about a minute to feed 150 cows,” says Pierre Delorme, Sylvania, Sask.

The cart, made from 16-ga. sheet metal, is 20 in. wide, 4 ft. long, and 3 ft. high. Its four 8-in. dia. rubber wheels ride on a pair of 2 by 4 boards along the bottom edges of the bunk and are guided by 2 by 8 boards along the sides of the bunk. Delorme uses a 5-gal. pail to fill the cart from a bin at one end of the bunk, then pulls a lever to release feed from an opening in the bottom of the cart as he pushes it down the bunk.

“We had been dumping 5-gal. pails of feed by hand into a row of 16-ft. long bunks,” says Delorme. “It was a lot of work, especially in soft ground, and we couldn’t fill the bunks up fast enough to keep the bigger cattle from pushing the smaller ones out of the way and the bunks got banged up when cattle walked on top of them. These specially-built bunks are secured in the ground by posts, and cables across the top of them keep cattle out. The cart holds 26 5-gal. pails of feed or up to 1,200 lbs. We mainly feed barley mixed with rape screenings. At one time we considered installing an automatic feed auger in the bunk, but decided we didn’t want to worry about power outages or deal with maintenance problems. Besides, it isn’t much work to use the cart.”

At feeding time, Delorme rotates four different pens of cattle into the pen with the specially-built feed bunk.

The cart’s 4-in. wide bottom opening runs the length of the cart right down the middle. One side of the steel flap over the opening is hinged and the other side is



connected to a vertical arm that runs up to a lever at the top of the cart.

Delorme spent about \$150 to build the cart. He says he’ll custom-build carts or supply do-it-yourself plans.

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