



Stucky tore apart a 1960s Gleaner self-propelled combine and added a home-built 230-bu. grain tank. He lowered the engine and mounted it facing backward. He also flipped the rear end over so the drive train works in reverse.

## “IT’LL GO ANYWHERE”

# Self-Propelled Grain Cart Built From Gleaner Combine

“It lets us get into the field and unload our combine on-the-go no matter what the conditions. It also frees up a tractor,” says Richard Stucky, Pretty Prairie, Kan., who built a self-propelled grain cart out of a 1960’s Gleaner C self-propelled combine.

“Everything on the combine is reversed so the grain hopper is positioned directly over the drive axle, providing excellent traction and flotation,” he says.

He bought the combine from a dealer for \$700. He tore the machine apart from the top down, saving only the drive train, 75 hp 6-cyl. gas engine, cab, variable 3-speed transmission, and unloading auger. He lowered the engine and mounted it facing backward. He also flipped the rear end over so that the drive train works in reverse.

He built his own 230-bu. grain tank, using the bottom out of the original tank and bolting it to the bottom of another Gleaner grain tank that he cut apart. He used 16 ga. sheet metal and angle iron to build the tank sides and reinstalled the combine’s unloading auger. The auger was originally belt-driven off the engine but is now belt-driven off the combine’s separator clutch. Mounted behind the cab, the grain tank is angled on the right side so grain runs to the center for easy un-

loading.

He lowered the combine’s operating platform and mounted the original 50-gal. gas tank on a steel frame above the front axle. He also converted the combine’s original power steering system to hydrostatic steering.

“It saves a lot of time. It’ll keep two 24-ft. combines going without ever having to stop because they can unload on-the-go,” says Stucky. “It’s much more mobile and maneuverable than a pull-type grain cart. I use it mainly for harvesting wheat and milo. Even when the grain tank is full the machine doesn’t weigh as much as my combine does when it’s empty. The light weight and big wheels allow me to drive in fields so wet that the combine has to dump when it’s only half full.

“I used it for two years before I mounted a cab on it. I bought the cab, which came off a similar Gleaner combine, at a salvage yard for \$100. If I built another one I’d convert to a hydrostatic transmission for faster response.”

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“We completely reworked the front end of the chassis so we could weld on a 10-ft. hitch we built out of scrap iron,” says Thompson. “Then we simply lifted the box onto the chassis with two front end loaders.”  
The dump box operates off the tractor hydraulics. Out-of-pocket expense was about \$5,000.  
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Accumulator is pulled behind small square baler. Once a package of bales has been made the false floor lowers automatically, allowing it to slide off onto ground.

## 8-FT. LONG PACKAGES HELD BY METAL BANDS

# Accumulator Packages 21 Small Square Bales

“It’s a real labor saver and makes handling small square bales a lot easier,” says Owen Brown, who designed and built a labor-saving small square bale accumulator.

The Pittsfield, Ill., farmer calls his patent pending machine the “Accumulator”. It automatically packages 21 small square bales into a large bundle that can be handled by a front-end loader. Brown entered his hay machine in the Mid-America Alfalfa Expo in Hastings, Neb., last winter where it placed first in the invention contest.

The rig is designed to be pulled behind the baler and stacks bales three high and seven deep. Bales are kept in a solid package by two 1/2-in. wide metal bands that have rounded edges so they won’t cut through twine.

The front of the machine is equipped with a conveyor and an elevator. After leaving the baler, the first bale is laid flat on the elevator and rotated on its edge as it approaches the top of the elevator. A kicker then pushes the bale into position for a vertical plunger. Once there are three bales, the plunger moves downward, stacking the three bales on edge. A horizontal plunger moves the three stacked bales into the main chamber where they’re strapped. The process is repeated six more times. When all bales are in place, the 21-bale package is compressed and the strapping is sealed and cut.

Once the package is made it’s pushed out of the chamber and onto a “floating” floor. The computer then automatically lowers the floor and the package slides off onto the ground, where a front-end loader can later

**The 3 1/2 by 4 1/2 by 8-ft. packages can be handled with a front-end loader.**

Brown field tested the rig last summer in hay, alfalfa, and straw and also took the machine to Florida last winter for further testing. He says the packs of 21 bales can be handled much like large 4 by 4 by 8 bales, but the advantage is that the smaller bales will bring an additional \$50 per ton more than the large bales.

Bales are handled very gently in the process, and strings are never damaged. The machine is designed to handle a bale every six seconds. A computer tells the operator which bale number it’s handling.

Brown is building a limited number of units for sale this year.

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## Gravel Truck Box Mounts On Cement Truck Chassis

“Before we built it, we used a conventional four-wheel dump wagon to haul manure from our cattle and pig yards up to a hill-side bunker. But the endgate leaked and it was too hard to back up for loading and unloading,” says Richard Thompson who, along with his son, Rex, built a heavy-duty dump truck out of components from two trucks. It gets used for all kinds of hauling jobs in addition to hauling manure.

The men started with an aluminum gravel truck box measuring 15 by 7 1/2 by 4-ft. high. They bought it from a used truck

dealer.

“We installed a tongue-and-groove treated lumber floor and covered the front corners of the box with poly to keep manure from sticking,” says Thompson. “We also installed a big new 4-stage hydraulic cylinder to raise and lower the box, which raises very high for complete unloading. We had the end gate latches completely reworked to bring them up to A-1 condition.”

They also bought a used twin-screw, tandem axle cement truck chassis to mount the box on.