



Photos by Margaret R. Comfort

Doug Crown uses the loader he built out of an old Ford truck to load bales onto a bale trailer built out of a junked school bus.

SCHOOL BUS BALE HAULER AND HOME-BUILT BALE WRAPPER, LOADER

Home-Built Equipment Loads, Wraps Big Bales

Ontario farmer Doug Crown made his own big bale wrapping and handling system by rebuilding an old Ford truck and a junked school bus.

Crown can load and wrap 120 bales a day and transport them back to the farm. He started with a 1967 Ford F700 truck which he turned into a heavy-duty loader that's fitted with a hydraulically rotated bale spear up front for wrapping bales in plastic. He uses the loader to retrieve bales in the field and load them up onto the frame of an International school bus which he converted to haul bales.

He built the loader by first stripping the truck down to the frame and cutting away the rear axle. He shortened up the frame and then remounted the original truck rear end. "I reversed the steering, clutch, brakes and other controls. It's like driving backwards," says Crown who wanted the weight of the loader to be over the drive wheels. He reinforced the truck frame and made mounting brackets for his Massey quick-tach loader. The engine counter-balances the weight of bales on the loader. A second 5-speed transmission, installed behind the truck's original transmission, gears the loader down slow enough for close-in work.

The home-built loader has hydrostatic

power steering, with power supplied by a hydraulic pump Crown powers off the front of the 330-cu. in. engine.

The loader is fitted with a bale spear fashioned out of a truck axle. A rotating plate at the base of the spear is fitted with two short spikes. The plate rotates the bale around the stationary center spear to wrap bales with 2-ft. wide cling-type plastic. A geared-down hydraulic motor powers the bale-turning plate.

Crown uses the loader to place bales on the converted 35-ft. frame of an old school bus. To build the bale hauler, he cut away the body of the bus - he uses it as a storage shed - and removed all seats. He built bale cradles on the frame using 2 by 4-in. sq. steel tubing, reinforcing the bale-holding frames with 2 by 2-in. steel tubing.

Crown bought the old school bus for just \$50 because it didn't have a transmission or a radiator. Crown installed the automatic transmission radiator from an old Ford car. "I didn't think the bus would have enough power with that transmission but it can go 40 to 50 mph hauling 10 round bales," he says.

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The loader is fitted with a bale spear fashioned out of a truck axle. A rotating plate at the base of the spear turns the bale to wrap it with plastic.



Trailer swings out to side of tractor and fork slips under bale, lifting it onto permanently tilted trailer bed.

LOADS, HAULS AND FEEDS 5 BALES AT ONCE

New Self-Load Big Bale Hauling Trailer

"We've had tremendous interest in this new bale handler. It's the most efficient and economical bale hauling trailer on the market," says John Crowley, manufacturer of the new "Hay Rider" that makes it possible for one man working alone to pick up and transport big round bales.

Priced at \$3,995 for the 5-bale model and \$6,295 for the 10-bale model, Crowley says his new hay handler makes big bale retrieval less expensive than any other method. "One man can go to the field alone. No need for a tractor to load bales in the field and one to unload back at the farm. And no need to pay extra help," he says, noting that the bale hauler can also be used to feed bales out one at a time.

The bale hauler is fitted with a hydraulically-controlled swing away tongue that swings out to the side of the tractor to pick up bales and then swings back behind the tractor for transport. An up-front bale fork slips under the bale and lifts it onto the trailer bed which is permanently tilted to the rear. When the fork gets it onto the table, the bale rolls back to either the rear gate or against already loaded bales.

To unload, the rear gate is released and

the operator simply raises the tractor drawbar, which increases the slant of the trailer just enough so that bales roll off the rear as the tractor drives forward. Bales can be rolled off one at a time for feeding or all in a row for storage.

"It's less complicated than any other bale hauler on the market because there are no chains or other devices to move the bales back and forth on the bed of the trailer," says Crowley. One control is used to control the swing-away tongue and the other to control the lift fork. The width of the lift arms can be adjusted to varying size bales. The bale hauler handles five 1,500-lb. bales, four 2,000-lb. bales and six 1,000-lb. bales.

The 10-bale model has two lift forks and loads bales onto the trailer in two rows. It's fitted with a hydraulic tongue that swings out to both sides of the tractor to retrieve bales. As it swings out to the right side of the tractor, the left lift fork is deactivated. When it swings to the left side, the right fork is deactivated.

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"Sound Gard" Cab On Older Tractor

Jerald Ryerson, Ames, Iowa, solved the noise problem on his 15-year-old Deere 4-WD tractor by equipping it with a newer model Deere "Sound Gard" cab.

"Two years ago I rented more land and needed a larger tractor. I bought a 1975 Deere 7520 that ran great and provided me with cheap power. After using it for one year I was satisfied with everything but the noise level in the cab, which was so loud I'd get severe headaches operating it. I looked around and found a later model Deere 8630 Sound Gard cab in a junk yard.

"I manufactured mounting brackets for the new cab using the rollbar from the new cab. I installed the Sound Gard dash using the 8630 engine sending units. I used the

7520 steering sector in the new dash.

"The biggest challenge was to mount the throttle and shifting linkages, which were on the dash of the 7520, into the console beside the seat of the Sound Gard cab. The remote hydraulic control boxes, mounted on the back of the 7520 cab, were relocated above the rear end housing and connected with cables to the levers in the cab. Now the operator can reach them from the ground while hooking up remote cylinders, which is very handy.

"The tractor is now very quiet and fun to operate."

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