

He Built Self-Propelled Bale Stacker

"I wanted the maneuverability of a self-propelled bale stacker-retriever, but I couldn't find a commercial unit that worked for my operation. So I built my own out of a 10-year-old pull-type wagon and used truck parts," says Tom Kowalski, a commercial hay producer from Paw Paw, Mich.

"One big plus is that my home-built rig requires only 13 ft. of clearance so it fits under my 13 1/2-ft. barn door. New Holland stackers need 17 ft. of clearance. My rig has a lot more power than the New Holland, which had only a 361 cu. in. engine in it. And it's got automatic transmission, instead of a manual like the New Holland, so it's much smoother operating."

Kowalski's New Holland 1034 bale stacker wagon was married up to the frame off a 3/4-ton 4-WD Ford pickup. It's powered by a 400 cu. in. engine out of a 1-ton truck. A heavy-duty tandem drive axle off the 1-ton Ford was fitted to the frame.

"The cab rides just 2 ft. off the ground because the engine's mounted back behind the cab. That allowed us to shorten up the

drive shaft to about 1 ft., keeping stress on U-joints to a minimum and maneuverability to a maximum."

An old Deere combine cab mounts above the front drive axle.

The truck engine required some modifications. For example, two new 14-in. electric fans had to be installed on the back of the radiator to cool the engine. Likewise, a new 12-in. dia. electric fan was required to cool the transmission.

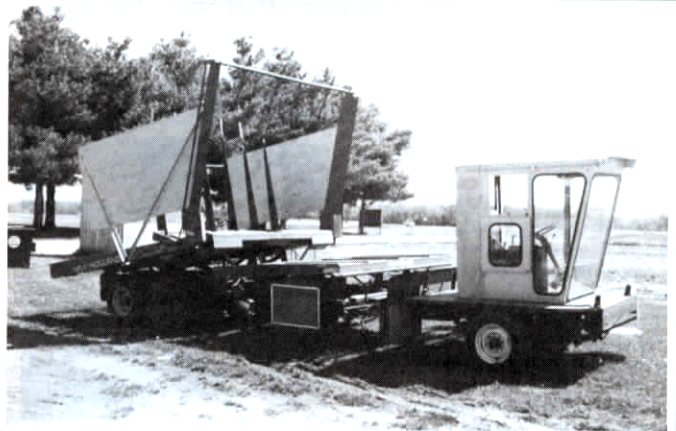
The three fans together draw a total of 35 amps, so a bigger 90 amp alternator had to be installed in the engine to keep the electric system from overloading.

Also, an extra hydraulic pump was mounted on the engine's crankshaft to power the stacker wagon.

Kowalski uses the rig to put up 40,000 14 by 16 by 38 in. 70 lb. alfalfa bales every year. When the rack is full, it holds 105 bales. It tips back to unload the bales in one big stack.

Kowalski's total investment in the machine is about \$16,000.

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Deere SP Chopper Doubles As Sprayer

"Our self-propelled Deere 5200 chopper is used primarily for corn silage and sits idle the rest of the year. I decided to find a way to get more use out of it," says Dale E. Wheeler, Wheeler Farms.

"I bought a set of saddle tanks and mounted them on front. Then we removed the cutterhead and auger and mounted a 50-ft. spray boom in its place. The boom is raised up and down by hydraulic cylinder. For transport, we manually fold the booms back.

"The chopper has plenty of hydraulic outlets to set things up however you want. We mounted an Ace pump on the side of

the motor and belt-drive it via an electric clutch off one of the fan belts. Electronic solenoid valves control each section of boom. It's fitted with foam spray markers.

"We've used the sprayer for about 4 years and it works great. It's now the only sprayer we used. And since it's self-propelled and has 4-WD, we can use it under almost any conditions."

Contact: FARM SHOW Followup, Dale Wheeler, Wheeler Farms, Inc., Rt. 1 Box 160, Nodaway, Iowa 50857 (ph 712 785-3264).



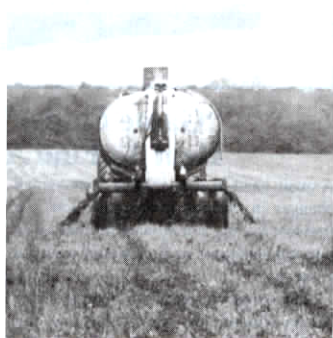
Milk Tank Manure Spreader

When his old steel tank manure spreader wore out, David Hoover, Patton, Penn., decided to build a replacement that would be a lot more durable and get the job done with less regular maintenance.

His solution was to mount a stainless steel milk bulk tank on the frame of a tandem axle truck. He cut off the front end of the truck and fashioned a tongue so he could pull it with a tractor. Then he fitted the truck frame with a cradle to hold the milk tank.

He cut out the steel framework beneath the milk tank and removed the outer "skin" and insulation. He put channel iron bands under the tank, and then welded strap iron over the top of them to hold the tank in place. The channel iron bands weld to the cradle on the truck.

Hoover cut a large fill hole in the top of the tank, and installed a slide gate at the back that's opened and closed by a single hydraulic cylinder. When the gate is opened, manure pours out into a 6-in. dia. pipe across the back of the truck



which has holes cut in it - one on each end and two in the middle.

"It holds 2,000 gal. and only spreads 12 ft. wide, but there are no bearings to replace and it has a no-rust-through 'guarantee'," says Hoover, who paid \$700 for the tank and \$300 for the tandem truck frame.

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