

"On-End" Stacking Catching On Fast

Latest big bale handling machines stack bales on end and two innovative companies, in different countries each without knowledge of the other, have introduced "on-end" stocking systems.

Crendon Machinery, of Donnybrook, in West Australia, recently won Power Farming Magazine's Machine of the Year award for their "Roll Chief" bale handler. It stacks up to three bales at a time, will pick them up again from storage and unroll them individually in the field.

Ag-Tech Industries, of Olds, Alberta, Canada, has also developed an "on-end" stacker which has been tested but is not yet on the market. It's completely hydraulic, handles 4 to 6 bales, and also unrolls bales in the field when removed from storage, using different methods from the Australian machine. A prototype is now in the field and is expected to be in production by the end of this year.

Says Michael Fry, inventor and manufacturer of the Crendon Roll Chief: "The advantage is being able to either stack three-high in a shed, lay them in a row out in the field, or roll them out for feeding with only one machine. The only time you leave the tractor is to remove the twine."



Crendon's Roll Chief picks up three bales at a time, stacks them on end, retrieves them from storage, and unrolls them for feeding.

The Roll Chief uses a hydraulic side-pickup to load, dropping each bale at the front of the trailer. A ram moves each to the rear, making room for the next up.

To stack on end, the entire trailer bed tips to vertical with the bale ram now acting as a clamp to set bales in place. Once the stack is up, the ram/clamp is released and the stack stands. The reverse is followed to re-

load, except that a spike is added to the ram to draw bales back onto the wagon.

For unloading, bales are dropped to the ground with the pickup arm. You back clear of it and approach it at right angles to your previous position with the bale on your left side. Swing out the unroller cylinder and, pushing the bale along, keep moving forward. Speed can be up to 5 mph.

"You need at least a 40-hp tractor with 4 gpm hydraulics and 2300 psi. All phases of the operation are hydraulic and controls mount right on the tractor," says Fry.

The bale hauler sells for \$7,950 in Australian currency.

For more information, contact: FARM SHOW Followup, Crendon Manufacturing, P.O. Box 8, Donnybrook, 6239 West Australia.

Ag Tech Industries' machine is similar to Crendon's with some additional features.

The main difference is that the unit is jointed in the middle to break apart bales that have frozen together. Both

the 4 and the 6-bale units actually hump up hydraulically in the center, each powered by self-contained hydraulics with a pump and motor mounted right on the trailer.

Bales are loaded side-by-side on the trailers by a "squeeze" type pickup that also unrolls. Bales are unloaded in two vertical stacks at once—the 4-bale stacker puts up two stacks of two bales, and the six-bale unit two stacks of three.

"The system lets you stack more bales in a given storage area, yet leaves space between them to minimize losses," points out Ken Ward, product manager for Ag Tech. "It's a versatile system that you can control completely from the cab."

Projected price on the 4-bale carrier is \$14,000; \$20,000 for the 6-bale unit (Canadian dollars).

For more information, contact: FARM SHOW Followup, Ag-Tech Industries, Ltd., Dept. FEQ, P.O. Box 2445, Olds, Alberta TOM 1 PO (ph 403 556-6968).

speed and gear changes regardless of the direction he is facing inside the cab.

The tractor is powered by a turbo charged and after-cooled Cummins 6 cylinder diesel engine which produces 350 hp. at 2100 rpm. Driveline components include a Spicer 2-plate 15½ in. clutch, a Spicer SST 14 transmission and Spicer 1710 series universal joints.

Field tests have indicated the tractor can produce a sustained pull in excess of 20,000 lbs. without ballast in the rear tires.

Despite its high engine power for a 2-wheel drive configuration, the en-

gine can be fully loaded in the field at speeds as low as 6.4 km/h. The low speed lugging ability can be attributed to the high weight to horsepower ratio of 147 lb./hp. The adjustable height drawbar (through 24 in.) fully utilizes weight transfer and provides increased traction under load.

For more details, contact: FARM SHOW Followup, Carl Upton, Uptons Engineering, P.O. Box 55, Corwa, NSW, Australia 2646.

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Carl Upton's two-wheel drive tractor weighs 51,000 lbs. It's equipped with 33.5 by 33 by 20 ply rear tires, and powered by a 350 hp. Cummins diesel.



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