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Chain conveyor on loading arm delivers bales onto trailer, which is also equipped with a chain conveyor.

## Self-Propelled Bale Retriever Built Out Of Uni-Harvester

You’ve never seen a bale hauler like the one built by Tom Davis of Valentine, Neb., who attached a home-built, 38-ft. long, self-loading trailer to an old New Idea Uni-Harvester power unit. It can load and haul up to seven round bales at a time.

The self-propelled rig is equipped with a hydraulic-operated trailer that has a loading arm on front and a steering axle on back. A chain conveyor on the loading arm is used to deliver bales onto the trailer, which is also equipped with a chain conveyor. Bales are delivered one at a time onto the trailer until it’s full. To unload, the operator lowers the loading arm to the ground, then runs both chains backward while backing up.

“I use it in our cow calf operation to haul bales to stack yards scattered out at different locations,” says Davis, who built the machine last year. “I like it better than commercial

pull-type bale retrievers because it frees up a tractor. Also, it cost far less to build. Commercial pull-type bale retrievers sell for about \$15,000, whereas I spent only about \$4,000.”

Davis already had the New Idea 708 Uni-Harvester, which is equipped with a 6-cyl. Perkins diesel engine and a hydrostatic drive transmission. He removed the rear steering axle and wheels. Then he used 10-in. channel iron to build a 40-ft. long steel subframe that’s welded to one side of the Uni-Harvester and extends all the way back to the trailer’s steering axle on back. The trailer is welded to the machine’s front drive axle and is held rigid by a series of steel beams that run crosswise on the subframe.

The loading arm is raised and lowered by a pair of hydraulic cylinders, and hydraulic motors are used to operate the conveyor chains on both the loading arm and trailer.

“Everyone thought I was crazy to build it, but it worked out just fine,” says Davis. “I did spend a few sleepless nights trying to figure things out. I already had the Uni-Harvester and the trailer frame, which came off an old stack mover. I had been using the Uni-Harvester to sweep loose stacks of hay into a stacking machine. When we switched over to round bales I decided to find a new use for the machine.

“I made the trailer’s steering axle by cutting the steering axle and wheels off an old semi tractor. The axle still has the semi tractor’s heavy duty springs so it rides well on the road. It can handle up to a 12,000-lb. load with no problem.

“I welded a steel plate onto one side of the Uni-Harvester, in order to keep twine on the bales from catching on any screws or bolts that stick out of the machine’s body.”



Davis made trailer’s steering axle by cutting the steering axle and wheels off an old semi tractor.

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Wheel attachment slides into a 2-in. receiver hitch to help haul heavy loads.

## “Wheeled” Receiver Hitch Helps With Heavy Loads

“Whether you’re hauling or pulling a heavy load - anything that makes the rear end squat down - this hitch helps keep your front end on the ground,” says Bob Cremer, president of Hell-Ya Productions, who came up with the idea of putting a wheel on the hitch after pulling many loads of heavy machinery for farm implement dealerships with a 1/2-ton pickup.

The wheel attachment slides on a 2-in. receiver hitch. “There’s nothing like it on the market,” says Dallas Henry, vice president, who helped Cremer create the hitch helper.

It weighs 55 lbs. and works with any drop, clevis or ball hitch. It travels safely up to 65 mph.

The tire will handle 900 lbs. “That’s an awful lot of weight in back of a pickup,”

Henry says.

“It takes the whip out of a bumper trailer. It’s what I call the ‘tail wagging the dog effect’ because you’re about 4 ft. behind the axle when you’re hitched up,” he says. “But with this, when you’re hitched up you’re right over that tire and it can’t hardly whip you.”

But Henry was surprised at how much it also helps smooth out the ride. “With a truck that’s heavily laden on the rear, a lot of times when you hit a pothole or something, there’s a ‘bucking’ effect. You don’t feel that once this hitch is installed.”

Sells for \$649 plus S&H.  
Contact: FARM SHOW Followup, Hell-Ya Productions, Inc., 114 E 2<sup>nd</sup>. St., Miller, S. Dak. 57362 (ph 877 851-0096 or 605 853-0096; fax 605 853-0102; www.hell-ya.com).

## Made-It-Myself Burn Barrel

“It has a lot of capacity and is a lot safer than burning garbage in a 55-gal. drum with an open top,” says Tom Strasburger, Gordon, Neb., who converted an old 300-gal. fuel oil tank into an enclosed garbage burner. It has a chimney on top and drafts from the bottom for a fast burn.

He started with an old 6-ft. long, 4-ft. dia. tank that could no longer be used because it leaked. He cut a 2 by 4 ft. opening in one side and used the cut-out metal to make a hinged door that latches shut. He cut a hole into one end of the tank and welded a short length of 6-in. dia. pipe inside it. A section of expanded metal was welded over the tank opening inside the pipe to keep chunks of burning ash from flying out of the tank and starting a fire.

A metal grid rests on brackets about 10 in. from the bottom of the tank, with room below it for ashes. Four metal pipes welded horizontally across the bottom of the tank help raise it off the ground. Metal loops welded onto the top of the tank make it easy to move with a front-end loader.

“I built it for my daughter and son-in-law, Janet and Ken Griffith of Broken Bow, Neb. It has enough capacity that if it’s too dry outside to burn, they can store trash inside until it gets damper,” says Strasburger. “I welded a thin metal frame onto the outside edges of the door which covers any gaps whenever the door is shut.”

Welding on a fuel oil tank always brings up safety issues. “It would be dangerous to weld on a fuel oil tank if it had been used recently, but it had been empty for quite a while before I got it. Before I did any welding I flushed it out in case there was any leftover fuel,” notes Strasburger.

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Tom Strasburger converted an old 300-gal. fuel oil tank into this enclosed garbage burner.



Tank has a chimney on top and drafts from the bottom for a fast burn.

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