David Anderson converted an 18-passenger school bus into this self-propelled round bale hauler.

A separate 28 hp Kubota engine provides hydraulic power to clamp, lift and move bales up over top of cab and onto rear bale frame.

Bus Hay Hauler II: Built For Round Bales

David Anderson's self-propelled square bale hauler was featured in FARM SHOW a couple of years ago (Vol. 31, No. 5). He recently built a second bale hauler for round bales.

Like his first machine, Anderson started with a school bus - a 1993 International 18-passenger handicapped bus. He cut off the back of the bus shell, keeping the frame intact. He hired L&M Manufacturing in Colby, Kan., to build the bale-hauling frame out of new sq. tubing and sheet metal. Fifteen hydraulic cylinders run off a separate 28 hp Kubota engine to clamp, lift and move bales up over the top of the cab and onto the rear bale frame. The engine uses the same electrical system, battery and fuel tank as the bus. Everything is controlled inside the cab.

"A lot of people were skeptical," Anderson says. "But they were amazed how well it works and how fast it is."

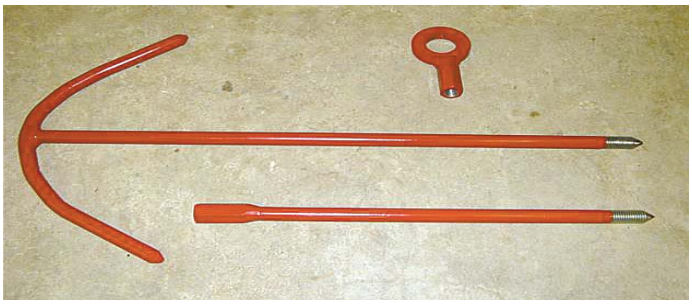
He drives up to the bale and squeezes it with the clamps without damaging netted or wrapped bales. He doesn't have to approach them perfectly square, the arms self-center the bale and set it in the table over the cab. As more bales are added, he operates hydraulic cylinders to angle the table to slide bales into the trough over the bed. Anderson can haul as many as 8 or 9 round bales at a time, depending on their size.

The retired physical education teacher uses buses that are newly retired, because he knows they have been well maintained and haven't sat idle.

"You don't have to use a bus, but you need a diesel engine, air brakes, automatic transmission, 12,000-lb. front axle and a long enough wheel base to safely carry the bales," he says.

"I'll be 70 in January and would love to work with someone who would like to make these," Anderson says. He already has a utility patent on the bale haulers.

Contact: FARM SHOW Followup, David Anderson, P.O. Box 66, Burr Oak, Kan. 66936 (ph 785 647-6321; dsonhay@aol.com).



"Plug puller" consists of 5/8-in. cold-rolled rod, bent to an "anchor" shape. After pointed end is poked through plugup, extension and eye bolt are screwed on.

Plugged Balers Are No Match For "Hay Anchor"

Gackle, N. Dak. farmer Roger Gutschmidt recently decided to eliminate one of the most annoying jobs in farming by designing a new tool called the "Hay Anchor".

Gutschmidt says his stress level is down considerably, thanks to the device which takes the misery out of clearing a round baler that's become plugged with hay.

"We've all done this at one time or another when using our round balers," he explains. "I was baling hay late one night when the hay became damp and a bunch of the wet hay suddenly plugged the pickup. I tried to dislodge it by feeding more hay into the baler, since this sometimes works, but it didn't help, and instead made things worse. Pretty soon I had a pickup that wouldn't turn. All you can do when this happens is pull the hay out, stem by stem, which usually takes an hour or more, and can involve a lot of swearing and frustration."

Gutschmidt's Hay Anchor makes the job a lot easier.

The tool consists of 5/8-in. cold-rolled rod, bent to an "anchor" shape. One long end of the rod has coarse threads sharpened to a point, so it easily pushes into the blockage of hay in the pickup.

"Once you have it where you want it, you simply screw the eye bolt onto the end and hook a come-along between the eye bolt and the tractor draw bar," he says. "The slug comes right out of the baler effortlessly. No more skinned fingers and broken fingernails from endless pulling of hay. I can pull the most stubborn clumps of hay out of my baler in less than 5 minutes."

Gutschmidt hooks a come-along to eye bolt to pull plug out of baler.

Gutschmidt also made an optional extension for the device, which can be needed when the slug is overly large.

Contact: FARM SHOW Followup, Gutschmidt Manufacturing LLC, Roger Gutschmidt, 6651 Hwy. 56, Gackle, N. Dak. 58442 (ph 701 698-2310; shopdoc@drtel.net).

Heat Sensors Detect Fires Before They Start

The Heat Scope detects excess heat before a fire breaks out.

"When it detects a preset temperature, it sets off an alarm," says Ralph Kennerknecht of Global Aerotech, Inc. "It's 105 decibels, more than enough to wake most people or get their attention. Once you get to the control panel, which can be mounted anywhere, you can see which sensor is detecting the heat and deal with it before a fire breaks out."

Kennerknecht is initially targeting the motor home industry, but sees countless other applications such as combines and other farm equipment. Though the Heat Scope has only been on the market a few months, sales are exploding. He reports selling $24,000 worth of the units in only four days at one show.

In motor homes, he recommends a 200° sensor in the engine compartment, a 175° sensor at the generator, a 135° sensor at the reefer and a 155° sensor at the electrical panel.

Kennerknecht first sold fire extinguishers that would go off automatically in case of fire. He still sells the automatic extinguishers, but says detecting a problem before a fire breaks out is even more important.

"You generally have about four minutes maximum from detection of a fire before it's beyond saving," he says. A basic setup priced at $350 consists of one thermal link or sensor and the control panel. Each additional link, up to a total of four, costs $135.

When Heat Scope detects a preset temperature it sets off an alarm.

"The wires are specially coated. If a fire burns through it at any point between the sensor and the control panel, the alarm goes off," says Kennerknecht. "We're working on making the system wireless, so you don't have to run wire the length of a machine."

Contact: FARM SHOW Followup, Global Aerotech, Inc., Fire Fight Division, 2885 Electronics Dr., Suite C7, Melbourne, Fla. 32935 (ph 321 752-9096; ralphnio@bellsouth.net; www.firefight1.com).

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