



Garton can haul 3 big bales on extended pickup bed fitted with bale arms.



Bale handler drops first bale onto home-built cradle mounted at middle of bed. Cradle is rocked forward by hydraulic cylinders so bale rides just behind cab.

HYDRAULIC ARMS UNROLL BALES ON THE GROUND

Pickup Bale Handler Hauls 3 Bales At A Time

This 1-ton heavy-duty "extended bed" pickup handles up to 3 round bales at a time and unrolls them on the ground.

Robert Garton, Moundville, Mo., added 30 in. to the truck's frame between the cab and rear axle, increasing bed length to 10 ft. 9 in. long. A commercial bale handler equipped with a pair of bale squeeze arms mounts at the rear of the bed. It drops the first bale onto a home-built cradle mounted at the middle of the bed. The cradle is rocked forward by hydraulic cylinders so the bale rides just behind the cab. The bale arms then pick up a second bale and place it behind the first one, then they hold the third bale for transport.

"Bales can be unloaded over a fence, placed into feeders, or unrolled with the aid

of spinners that slip into the bale squeeze arms," says Garton. "The bed's built close to the ground for a low center of gravity."

When he extended the pickup frame, Garton built a new 2-piece driveline with a center carrier bearing to reduce vibration. A crankshaft-driven hydraulic pump provides hydraulic power. He used a combine hydraulic pump and an air conditioner belt drive (so he can turn the pump on and off electrically from inside the cab), using the air compressor mounting brackets. There are open grate-type running boards along the cab and the front part of the bed on each side and a tool box mounts under the bed. Contact: FARM SHOW Followup, Robert Garton, Rt. 1, Moundville, Mo. 64771 (ph 417 922-3265).



Crankshaft-driven hydraulic pump provides hydraulic power. Note bale arms at rear (A) and bale cradle at center (B).

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Associate Editor - Bill Gergen
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Cross built his own 24-ft. bottom-unload grain trailer for less than \$5,000, using tandem axles for a better ride across fields.

700-Bu. Shop-Built Grain Trailer

You can save 50 percent and get a better, stronger-built grain trailer by building your own, says Don Cross, New Castle, Ind., who built his own 24-ft. 700-bu. grain-hauling rig.

"I built it in my farm shop for a bit less than \$5,000 with some help from friends," says Cross. "I bought the steel from a local fabrication shop and used tandem axles from a semi trailer. Most trailers this size just require a single axle but tandem axles make it heavier and ride better across fields. I made my own Shur-Loc-type tarp hold-downs.

"It's built a lot heavier than commercial units with a weight of 10,000 lbs. compared to 6,200 lbs. for a same-size trailer you could buy. We used 12 ga. steel where most commercial rigs use 14 ga. It unloads out the bottom like a conventional hopper trailer

and is more maneuverable in and out of the field compared to a straight truck of comparable size.

"I've used it for three seasons with no problems. People who see it can't believe it's not a factory-built rig. It has worked out so well I've nearly finished building a second trailer that'll hold 770 bu. It'll be ready for use next fall.

"By building these trailers myself, I've saved 50% of the cost and ended up with a much heavier trailer. I do the building in my spare time," says Cross, who farms 300 acres while working full time at a manufacturing plant. He pulls the trailer with a Ford semi tractor.

Contact: FARM SHOW Followup, Don Cross, 8556 E. Co. Rd. 400 S., New Castle, Ind. 47362 (ph 317 332-2844).



Cross pulls the trailer, which weighs 10,000 lbs., with a Ford semi tractor. He made his own Shur-Loc type tarp.