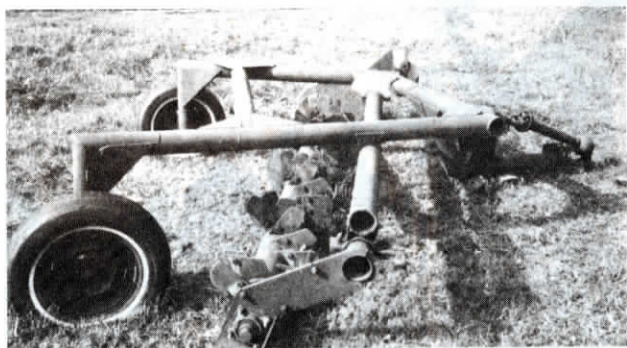


# Made It Myself

(Continued from previous page)



## "Windrower" Rock Rake

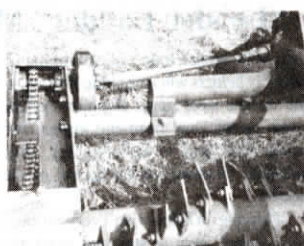
If you're tired of picking up small stones by hand, take a look at this 12-ft. wide "windrower" rock rake that Wisconsin farmer Dave Lindstad built for \$750, patterning it after an \$8,500 commercial rock rake.

The pto-operated unit features a rotor shaft set at a 15° angle and equipped with teeth arranged in a "double spiral" fashion to deliver rocks to side like a hay rake.

"I didn't want to spend the money for a commercial rock rake," says Lindstad, who pulls the rig with a 55-hp Deere 3010 tractor. "I used odds and ends from around the farm and parts purchased cheap from a scrap yard. It can dig up rocks ranging from baseball to basketball size. It grooms the soil like a rototiller, allowing me to plant immediately without further tillage."

Lindstad used 6-in. well casing to build the rotor shaft. He made the rotor teeth out of a 3/8-in. plate, bolting them to 5/8-in. steel lugs which he welded at 4-in. intervals in a "double spiral" around the rotor shaft. The teeth are removeable and replaceable.

The rockpicker frame is made from heavy 4-in. dia. pipe. A right angle drive gearbox, removed from a hay crimper, bolts to the tongue of the main frame. A driveshaft from the gearbox drives a flywheel from a Farmall F-12 tractor. It's



attached to a clutch plate removed from an International 45 baler. The flywheel powers a 24-in. dia., 5:1 reduction drive sprocket and roller chain removed from an old Case tractor. The roller chain, which drives the rotor shaft, is bathed in oil inside a chain casing built from 1/4-in. steel plate. The chain casing is the same height as the rotor teeth and rides on top of the soil like a skid shoe to control raking depth.

"We usually make three passes to clear a 36-ft-wide swath, then we pick up the rocks," says Lindstad. "One person drives a hay rack alongside the 'windrow' while another person picks up the rocks with a front end loader or manure fork."

A 2 1/2-in. hydraulic cylinder is used to lift the unit for transport.

Contact: FARM SHOW Followup, Dave Lindstad, Rt. 1, Box 305, Portfield, Wis. 54159 (ph 715 732-0793).

## Cheap Way To Make Silage Bales

Alan Schaefer, inventor of the tractor-powered "Haywrap" attachment that lifts and turns round bales to wrap them in plastic, says you can use the same rig to make silage bales - by storing the bales in a row end to end.

The Haywrap, first featured in FARM SHOW (Vol. 11, No. 1) has a rotating, pointed spear (60 in. long and 2 3/4 in. in dia.) powered by a hydraulic motor. The rotating spinner plate, equipped with four 24-in. long mini spears, turns the bale for wrapping. "It takes only about 20 seconds to put plastic on a dry hay bale," says Schaefer. "On dry hay, we recommend a 2 to 4-in. overlap on the ends of the bale to keep groundwater from seeping in."

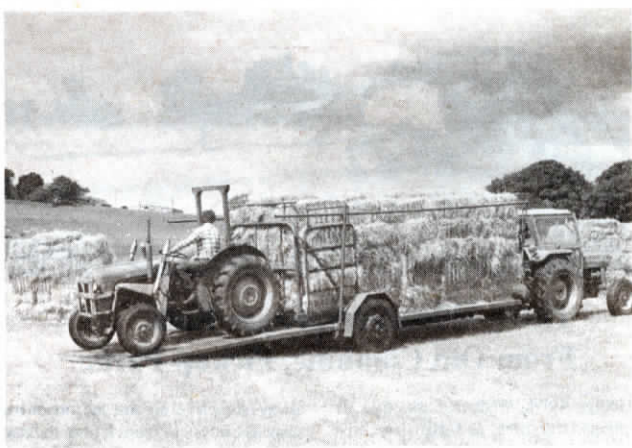
To make silage bales, simply bale the hay at 35% or higher moisture, wrap the

bales with at least three layers of plastic and overlap the ends of the bale with 6 to 10 in. of plastic. The bales are then placed end-to-end in a long row and only the first and last bale need a special cover over their ends. "Air won't penetrate a tightly placed row of bales," notes Schaefer.

The 100 ga. plastic comes in 20 or 30-in. wide rolls (the 30-in. roll is recommended for silage). The HayWrap, complete with storage stand, sells for \$1,995. The machine can be used in the off season to transport, unroll, and feed bales.

A video showing the silage-wrapping technique is available for a \$15 deposit.

For more information, contact: FARM SHOW Followup, Hay Wrap, Inc., P.O. Box A, Bloomsdale, Mo. 63627 (ph toll free 800 248-9727).



## Nifty Square Bale Handling Trailer

A British farmer says he's come up with the most efficient system yet for handling small square bales.

Phillip Horn doesn't like big round bales. For one thing, there's no room in his barn to unroll a bale for feeding. For another, he thinks there's too much spoilage and too much danger of fire from spontaneous combustion from bales stacked tightly in barns without enough room to breathe.

"All our hay and straw is baled in 3-ft. long bales, 18 by 14 in. We pull a sledge behind the baler which collects them and lets them out manually in rows across the field. They go through by hand and set them up in stacks of either 17 or 21 bales, with 5 bales on their edges and 3 or 4 layers of 4 bales laid flat on top and all interlocking. Then we pick up the bale stacks with a home-built 3-pt. mounted bale carrier that squeezes the stacks from the sides. If we're close to the barns, we carry them back with the tractor. If we're a long distance away from the barns, we load them on our trailer to haul them back," says Horn, explaining that his home-built bale trailer is like no other trailer on the market.

"It's built low to the ground and the rear gate on the trailer acts as a ramp so I can drive up onto the bed of the trailer with loads of bales. It'll hold 6 stacks, or 126 bales, which I can load in 4 to 5 min. Once loaded, the hydraulically folded rear door squeezes them together and side rails

keep them on. Back at the farm, they can be unloaded quickly by the tractor without having to touch the bales again by hand."

Horn says he looked for a commercial mechanized system for handling bales before building his own. "The only good commercial system on the market is a 'flat 8' system that requires a special accumulator to group 8 bales together and a bale mover with grab hooks. We weren't interested because it's too slow and requires too much specialized equipment. It does eliminate the need to stack bales by hand in the field, but we've found that one man can set up stacks of 21 bales by hand faster and more reliably than a man with a flat 8 stacker, and we can interlock bales better. With my system, we can load my trailer with 126 bales, haul them 1 1/2 miles back to the farm to unload and be back to the field again in 30 min., and do it easily load after load."

Horn has patented his bale trailer and was working with the biggest trailer manufacturer in England to build it when the company went bankrupt. Now he's looking for another manufacturer. "One improvement I would make with the trailer is to have double axles with small wheels that'll fit under the trailer bed to reduce the overall width."

Contact: FARM SHOW Followup, Philip Horn, North Dyke Farm, Great Salkeld, Penrith, England.

