



Pull-behind unit turns bales 180 degrees so they dry completely, before Ellithorpe picks them up with his self-propelled New Holland bale wagon.

Bale Turner Saves Wet Bales

Getting rained-on small square bales to dry out used to be a labor intensive job on Bill Ellithorpe's Colorado farm - that is, until his employee, Les Shamburg, automated the job by building a bale turner.

The sun dries the exposed three sides of the bales, but getting the bottom side dry was always a problem.

"We used to get the grandkids and other people to walk through the fields and turn them 180 degrees to get the wet side up," Ellithorpe says. "It's much faster and easier now that we have this unit to pull behind the tractor. It turns the bales 180 degrees so they dry completely before we pick them up with our self-propelled New Holland bale wagon."

Ellithorpe says the rig is offset like a baler so the operator can drive alongside the bales, rather than trying to straddle them. The chute is designed like the pickup of a bale wagon.

A chain with hooks on it turns on pulleys, driven hydraulically. It grabs each bale, lifting it about 3 ft. off the ground. The bale glides along on ball bearing rollers and mi-

grates back through the machine to another chute where it hits a roller bar that turns it a bit. As the bale gets off center, it starts falling to the ground and turns the rest of the way. Shields prevent it from tumbling more than 180 degrees before it hits the ground.

Ellithorpe says the turner has two sets of hydraulic hoses. One lifts the pick-up portion up and down with a cylinder. The other drives the chain that pulls the bale up.

"We bought the chain in the throat of the pickup portion of the unit, but the rest of it was made out of stuff that was laying out there in the scrap pile," Ellithorpe says. "The rollers came out of a piece of warehouse potato equipment, and two wheels were scavenged off another old piece of equipment. It works good - we're happy with it. If someone was interested, we could build one for them."

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Converted Argo Gives Freedom To Disabled Dairy Farmer

A farming accident paralyzed Nick Schreiner from the chest down and left him with limited mobility in his chest and arms. Although he has difficulty picking up a drinking glass, the Athens, Wis., dairy farmer can drive all over the farm in a converted Argo ATV. It's a freedom he greatly enjoys.

Nick's accident happened in 1999. Two years ago, his brothers Mike and Richard, along with nephew Brian, set out to modify an 8-wheeled Argo so that Nick could once again enjoy the sport of hunting.

The unit they purchased was originally amphibious, but after they cut the back end off to allow access ramps to be added, that feature was lost.

"To operate the ramps, we used an actuator off a Gleaner combine," Richard says. "This is what was used to raise and lower the combine's steps. We had a machine shop build the ramps out of 63-in. long by 32-in. wide stainless steel and do some converting on the inside where the wheel chair sits. They took out both bench seats and moved the existing fuel tank from the center to the front of the unit. For safety reasons, they put in a longer breather tube to get it away from the motor. The fuel tank is now beneath Nick's feet."

Richard says they put a steel floor in that could handle the heavy wheel chair plus Nick's weight. They also had to reinforce the fenders for structural reasons because the back end was cut out.

"Then we had to modify the controls so he could drive it. The steering is very simple. We just lengthened out the two levers," he says. "It came with a motorcycle-type throttle, so we put on a lever throttle instead. The transmission lever was lengthened and the start, ignition and light switches were relocated and modified with bigger knobs for easier access."

The family members added a full cab to the Argo, thanks to a steel frame made up of muffler pipe donated and prepared by a local auto shop.

Lexon windows wrap around three sides. The front windshield is hinged, and lays down when more airflow is required. Nick can operate this himself with a rope system.

"The roof is a plain canvas canopy that we bought from Fleet Farm," Richard explains. "The back is closed in by the ramps when they fold straight up. When Nick wants to get out, he flips a toggle switch and the ramps go down."

The steel plate floor slides out the back

Covers Keep Trailers Looking Like New

Beverly Bay, Inc., of Porter Ranch, Calif., specializes in making custom horse trailer covers to keep trailers clean and dry when stored.

The company's universal-fit and custom-fit models are designed for both horse trailers and stock/utility trailers.

"Trailers often sit idle for months, exposed to the elements. Especially harmful are the sun's ultraviolet rays that can cause paint and exterior surfaces to deteriorate rapidly," the company says. "Using a trailer cover cuts down on cleaning and maintenance as well as increases the resale value when you are ready to sell."

Beverly Bay's universal-fit cover comes in four sizes to fit trailers 8 to 16 ft. in length (excluding the hitch). They're made out of polypropylene and Aqua-shed fabric and start at \$129 plus S&H. Features include: a passenger-side zipper door that allows access during storage, heavily reinforced rear corners to resist tears and snags, strap and buckle attachments to secure the cover, and tie-down systems at both ends to contain excess fabric (in case your trailer is slightly shorter than the cover). Comes with a 2-year warranty.

If your trailer is longer than 16 ft., or if you plan on owning it for a long time, Beverly Bay's custom covers are available in three fabric types (samples are available), and come with a zipper door located wherever you want. Custom-fit covers provide better protection than universal covers because they follow the exact contours of the trailer.

The "3-Layer Aqua-Shed" model is ideal for wet climates, as it is made from triple-layer polypropylene. This one comes with a 3-year warranty and the material costs \$18 per trailer foot. It comes in gray only.

The "Tyvek by Dupont" model is suited for sunny or snowy climates and has a 4-year warranty. The fabric costs \$24.99 per trailer foot. It comes in white only.

Their "Sunbrella" custom fit model is ideal for all climates, has a 5-year warranty, and costs \$29.99 per trailer foot. It comes in either tan or gray.



Universal-fit and custom-fit models are designed for both horse trailers and stock/utility trailers.



Features include strap and buckle attachments to secure cover.

Price quotes for custom covers are also supplied at no cost. A 50 percent deposit is needed to order. Orders are filled in about 2 1/2 weeks.

Beverly Bay Inc., also makes covers for trucks, cars, motorcycles, golf carts, ATV's, windshield covers (for towing), and awning screens.

Contact: FARM SHOW Followup, Beverly Bay, Inc., P.O. Box 8078, Porter Ranch, Calif. 91327 (ph 800 366-1898 or 818 882-2408; fax 270 294-7047; email: service@beverlybay.com; website: www.trailercovers.com).



Converted Argo allows Nick Schreiner, who is paralyzed from the chest down, to go anywhere on the farm and also enjoy hunting again.

when access to the axles is necessary.

Nick uses the modified rig a lot, especially around the farm. He still manages his 200-cow dairy farm and finds that much easier because of his increased mobility.

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