

Panels are made of inter-woven nylon with 1 1/2-in. sq. openings.

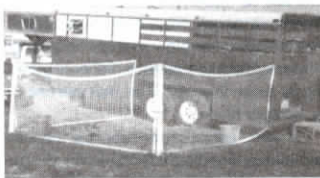
#### 4 BY 10 PANELS FOLD INTO PLASTIC BAGS

## Portable Rope Corrals Work Great On The Road

"I got the idea after I was injured in a rodeo and was sitting around doing nothing. I spotted a cowboy who had parked his horse trailer and motor home side by side with two heavy cattle panels across the front and back to pen in his horses. I thought it was a great idea but figured there had to be an easier way to do it," says Tony Tice, inventor and manufacturer of new portable rope corral panels made out of high-strength nylon cord.

Tice, with help of rodeo friends, has been testing prototypes for the past five years, constantly improving on the idea until he now feels he's got a market-ready product.

"What's great about them is that the 4 by 10-ft. panels are ultra strong and will hold any livestock and yet each panel folds down to a 12 by 18-in. size and fits into a plastic bag about 6 in. thick. Weighs just 6 lbs. Even a child can set one up. There's no need to drag along heavy metal panels which are hard to handle and need a lot of storage space," says Tice, noting that in addition to horses, the panels are being used at dog shows, in turkey barns to separate flocks, for cattle, hay retainers on trucks, and could be used in many other situations. Some owners even use them as hammocks (they're

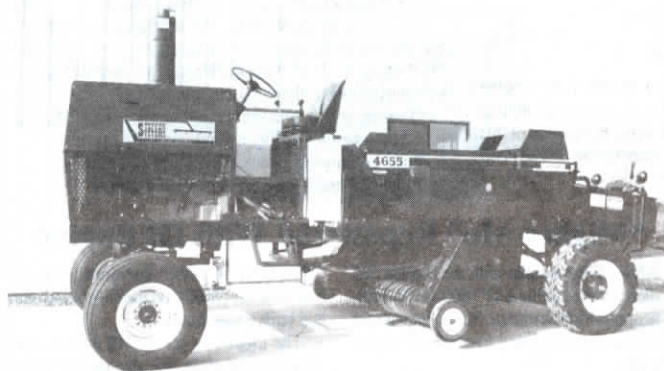


Sections can be tied together to form pen, big enough to comfortably hold two people).

Tice says you can tie as many sections together as needed. They're made of inter-woven nylon with 1 1/2-in. sq. openings - too small for a horse to get a hoof caught in. They've got a vinyl border fitted with tie-down grommets. Tear strength of each strand is 320 lbs.

You can tie them between two trailers, two trees, etc. "Some professional cowboys and cowgirls who have used them say they like the way the panels allow them to let animals roam while resting on the road without being tied up or hobbled. Animals perform much better when they're well-rested," says Tice.

Panels sell for \$39.95 (\$3 shipping). Contact: FARM SHOW Followup, Tony Tice, J.B.T. Enterprises, Rt. 1, Box 1326, Hamburg, Penn. 19526 (ph 215 562-0208).



Hitch and pto assembly on this Hesston 4655 in-line baler were replaced with steel platform that carries engine, fuel tank, hydrostatic drive, seat and controls.

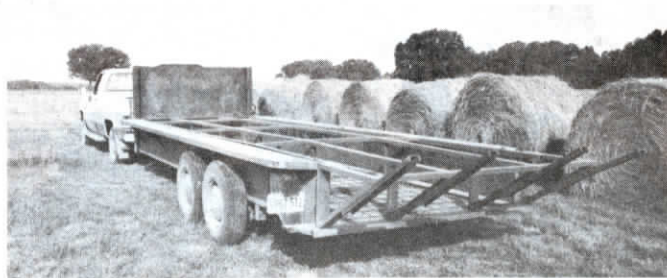
#### "FREES UP A TRACTOR, EASIER TO OPERATE"

## They "Self-Propel" Pull-Type Balers

An Oregon company self-propels pull-type small square balers by hooking them up to independent power units complete with hydrostatic steering and drive, freeing up a tractor while greatly improving maneuvera-

bility and visibility.

Steffen Systems, Salem, Ore., converts a Hesston 4655 in-line baler (Case-IH sells this baler under its own colors) by removing the baler's hitch and pto assembly, then



Krafft added extension to back of trailer so additional pair of bales could be carried.

## Converted Stock Trailer Hauls Big Round Bales

Arkansas farmer Walt Krafft found a way to avoid buying a big round bale trailer by converting a gooseneck stock trailer he already owned into an over-the-road bale hauler.

"Our gooseneck stock trailer has removable sides but the problem is that you can only haul 3 big bales in the well between the fenders when the sides are removed. I decided to put a support in the middle that would allow us to stack two rows of bales across the width of the trailer just like on a flatbed," says Krafft.

He also added an extension to the back of the trailer so an additional pair of bales could be carried on rear. Lets him carry 8 bales in a single layer or 12 bales if he stacks a second row down the middle on top.

To lift off the sides of the stock trailer, he built two supports using 6 by 6-in. posts with 6 by 6 crosspieces over the top of each pair of posts. He just drives the trailer under the supports, unbolts the side racks, and uses a come-along to lift the sides off the trailer. He leaves them hanging by chain from the supports.

"We set the hay-hauling insert into the trailer using a front-end loader. Takes only about 20 min. to go from one setup to the other," he says.

The insert support rack is made from 2-in. angle iron which fits over the upper inside edge of the fenders and end walls. A double row of center supports are made out of 1 1/2-in. dia. pipe. The cross bars on top and end extension pieces are made out of 3-



Double row of center supports made from 1 1/2-in. dia. pipe allows Krafft to stack two rows of bales across width of trailer.

in. channel iron. The center supports are positioned so they're directly over the cross channel supports in the trailer's floor.

"Using all-new materials and paint, the insert cost less than \$400 and only took 16 hrs. to build," says Krafft. "So far well over a 1,000 bales weighing 1,500 lbs. or more have been hauled 12 at a time over the 4 miles of dirt and rock road between the hay fields and my barn with no problems whatsoever."

Contact: FARM SHOW Followup, Walt Krafft, Krafft Beefmasters, Rt. 2, Box 193, Yellville, Ark. 72687 (ph 501 427-5566).

bolting a steel platform in place of the hitch. The platform carries the engine, fuel tank, hydrostatic drive, seat and controls. A hydrostatic drive axle is bolted onto the rear and then the baler's original wheels are moved to the front steering axle and replaced with bigger 16.5 mud grip tires.

"It frees up a tractor and is more comfortable to operate than pull-type models because it's equipped with hydrostatic drive. Lets you vary speed according to windrow width to keep the baler full all the time and keep from plugging it," says David Steffen, president. "Visibility is great because the operator sits right on top of the baler pickup. You can see the windrow without constantly turning around. Another big advantage is its ability to make sharp turns. You can run right up to the end of the row and turn 180 degrees with no problems. All of our conversions will be of Hesston 4655 in-line balers. We chose them primarily because the center-feed design lets us use conventional steering rather than having to use a single front tire. We may expand to other models in the future."

The power unit is equipped with a 4-cylinder, 105 hp turbocharged Deere diesel engine. "We built the first one for a custom baler who needed extra power because he works at high elevations. Future conversions will probably have an 85 hp engine," says Steffen.

A hydrostatic dual pump is mounted behind the engine. One pump powers a pair of hydraulic motors, one on each wheel, and the other pump drives the baler. Steffen says he plans to offer an automated control system that will monitor how fast hay goes through the baler and change ground speed accordingly. "The result will be a consistent number of strokes per bale no matter who's driving," notes Steffen.

Each conversion will be custom made and will cost \$20,000 to \$25,000 (not including cost of a new baler). A heated, air-conditioned cab adds about \$5,000 to the price.

For more information, contact: FARM SHOW Followup, Dave Steffen, Steffen Systems, 8045 State St., Salem, Ore. 97301 (ph 503 399-9941).