

New “Old” Baler Back On Market

An old favorite of small square bale hay producers is back on the market. The “Green Baler” is a heavy-duty remake of the old 468 John Deere, a dependable design that’s now even better.

“The Green Baler is a direct copy of the 468 with a few enhancements and is being made with Deere’s permission,” says Duane Huppert, Haytools, Inc., Ellensburg, Wash.

Huppert is a former Deere dealer and recalls selling 20 468’s a year until hay producers switched over to big bales. Some dairy producers in Huppert’s region stayed with their old balers. Others let him know they would like to switch back, but Deere no longer makes the 468. With the company’s permission, Huppert began building the baler using nearly all John Deere parts, the exception being changes he made that make the baler even more heavy duty.

“I worked with a technician at my former dealership who had 30 years experience working with balers,” explains Huppert. “He

pointed out areas where heavier metal or extra gussets would make a difference. The biggest changes came in the bale chamber.”

Huppert added four-way tension to squeeze the bales from all four sides. This allows a heavier bale without it becoming banana-shaped. He also added replaceable liners in the bottom of the bale chamber and under the feeder where the auger feeds hay.

“We put the replaceable liners where the old 468 used to wear out,” explains Huppert. “We also replaced the original lights with halogen lights for night baling. Tandem wheels on the right side are available as an option.”

The Green Baler, with a suggested retail price of \$27,000, is marketed to hay producers in central Washington through Liberty Farm & Lawn, a regional Deere dealer. Hay producers in other areas of the U.S. and Canada are encouraged to contact Huppert directly.

“I will contact their local Deere dealer and



“Green Baler” is a heavy duty remake of the old Deere 468, with some improvements.

explain how they can order a baler for their customer,” he says. “We will warranty the baler, but the local dealer will provide parts or service since the gear boxes, knotter, pickup and most other parts are all from the

existing Deere 348 small square baler.”

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Skretteberg’s 3-pt. mounted trenching plow was built using the beam from an old row crop cultivator and the dual wheels off a flatbed trailer.

Trenching Rig Runs Underground Wire

“I needed to bury a lot of wire for my center pivot irrigators, so I built a 3-pt. mounted trenching plow using the beam from an old row crop cultivator and the dual wheels off a flatbed trailer. My total cost was only about \$300,” says Loron Skretteberg, Carson, N. Dak.

The home-built trenching plow buries wire down to 36 in. deep. Skretteberg uses his Case IH 1486 145 hp, 2-WD tractor to pull it. The tractor’s 3-point hitch raises and lowers the

machine’s tongue and a 3-in. dia., 26-in. stroke hydraulic cylinder controls the depth. The wire feeds through a tube located just behind the plow blade.

“I lay the wire out on the ground first, and someone else stands on it to feed it down,” says Skretteberg.

The V-plow is built from 1-in. thick steel plate. He used a chop saw to cut the front edge of the plate to an angle, and a plasma cutter to sharpen the point on front. He used



Home-built trenching plow buries wire down to 36 in. deep. Wire feeds through a tube located just behind plow blade.

part of an old truck axle for the plow point, welding the axle onto the bottom edge along both sides of the plate.

He welded a steel plate to the axle that supports the dual wheels. A length of 2 by 6 tubing extends diagonally from the plate up to the cylinder.

“It makes a nice trench for laying in wire,” says Skretteberg. “I tested it for the first time last summer and plan to lay in a half mile of wire this spring, as well as some 20-in. deep

water lines for a neighbor. I already had most of the material that I used to build it. The cylinder was given to me by my son. My only expense was \$300 for the steel plate, which I bought new.”

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“Electric Bumper” Keeps Cattle Off Your ATV

Gene Timperley needed something to protect his ATV from cattle in the field, so he invented a heavy duty “electric bumper” that mounts on front of the ATV.

“It’s like having a giant mobile cattle prod,” says Timperley.

The ATV-X electric bumper is made from a type of rubber material that conducts electricity. The U-shaped bumper extends 20 in. in front of the ATV and is 1 ft. high. It mounts between the ATV’s headlights using heavy duty, nylon ziplock ties. The bumper is electrified by a 12-volt electric fencer unit (not included) that hooks up to the ATV’s battery. A pair of 24-in. ground chains attach to the ATV’s rear hitch and drag on the ground to complete the circuit. A toggle switch on the ATV handlebar is used to turn the fencer on or off.

“It protects your ATV from damage and also provides the rider with safety from livestock,” says Timperley. “It doesn’t take long before they will come to respect your ATV just like they respect an electric fence. We’ve used it on our ranch for more than a year.

Now I wouldn’t drive a 4-wheeler without it. It’s a lot less expensive than dealing with a broken rack or bumper, which can cost \$300 to \$500 to replace.

“To use it you slowly drive up to the animal and nudge it slightly with the bumper. The animal will get a big shock and keep moving. If you park the ATV in a pasture and step away, some animals will slowly nudge their noses against the bumper. Once they hit it you’ll hear a big popping sound. After that they’ll stay away and won’t lick or slobber on the ATV.

“It takes only about 10 minutes to install. “You can store the electric fencer in the ATV’s carrying compartment or under the rear rack. The bumper extends only 20 in. in front of the ATV, so you can still fit the ATV into the back of a pickup for highway transport.”

There are four pre-cut holes on each side of the bumper where you insert the zip lock ties. Only the raised portion of the bumper is electrified - not the 1-in. border where the zip locks go through and also not the back side of the bumper. “Make sure that only the



U-shaped rubber bumper conducts electricity. It extends 20 in. in front of ATV.

back, the border, or the non-raised area of the bumper is touching metal,” says Timperley. “The zip lock ties are 1/2 in. wide and 1/4 in. thick. They’re made of nylon which won’t carry electricity.”

Sells for \$300 plus S&H.
Contact: FARM SHOW Followup, ATV-X Inc., 50077-888 Road, Lynch, Neb. 68746 (ph 402 569-2889; gene@atv-x.com; www.treechopper.com).



A pair of ground chains attach to ATV’s rear hitch to complete the circuit.