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MAKES DOUBLE WINDROW FOR FAST BALING

Modified Flail Chopper Windrows Corn Stalks

"There wasn't anything on the market that would do the job," says Iowa farmer Al Streff, who mounted an old cornpicker conveyor on the back of his 4-row flail chopper to windrow stalks off to the side of the machine.

Streff totally enclosed the 3-ft. wide conveyor that runs across the back of the chopper. An orbit motor is used to power the conveyor and to control its speed. "It saves a lot of time baling stalks," says Streff, who feeds beef cattle. "We make double windrows by dumping onto the windrow from the previous pass after turning at the end of the field. The conveyor drops chopped stalks into the middle of the fourth chopped row so they don't get chopped twice. It makes a 3 to 5-ft. wide windrow. We used it last fall for the first time and were amazed how well it worked. We made about 500 bales. We were afraid that air pressure coming out of the flail chopper would cause the stalks to bunch up, but that wasn't a problem. We plugged it up only once or twice all year. When it does plug up, stalks come out the bottom of the chopper while the apron on the conveyor keeps running.

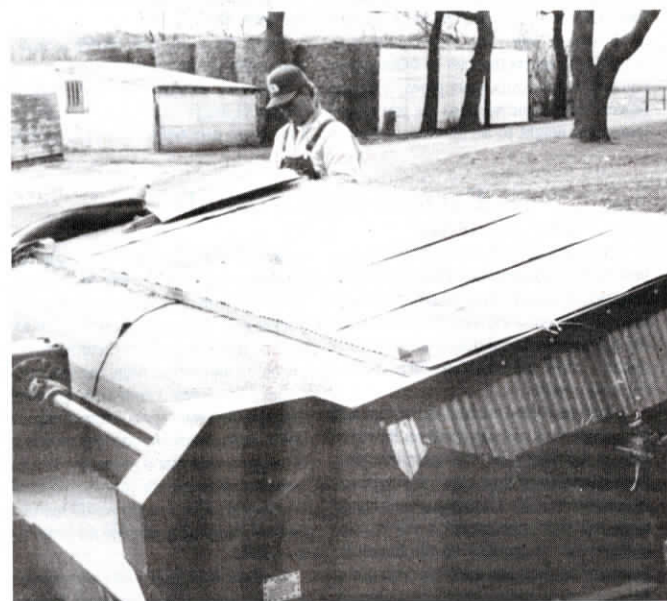
"We had been using a home-built hood mounted on back of the chopper that fun-

neled stalks into a windrow out the back. The problem was that it didn't make a big enough windrow so it took a long time to make a bale."

The conveyor is off an old International 2-row corn picker. He used only the sprocket, bearings, and chain and used three 2 by 8-in. 10-ft. long tongue-and-groove treated boards to build the conveyor platform. He welded on 1-in. wide, 3/16-in. thick lengths of strap iron between the conveyor chains to make "paddles". New conveyor driveshafts were made to the proper length and attached to the conveyor which is mounted at a slight angle toward the front. He used 4-in. wide lengths of angle iron to support the conveyor, welding the angle irons to the chopper frame and axles.

He made the back and front sides of the conveyor out of sheet metal and covered the top of it with two lift-off metal-covered 2 by 4 frames. Four short lengths of channel iron, mounted at an angle on the back of the chopper's discharge chute, direct stalks onto the conveyor in the direction of travel.

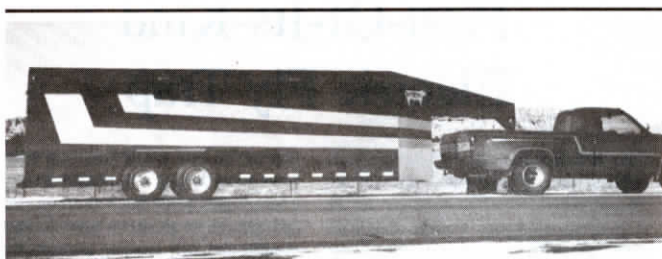
Contact: FARM SHOW Followup, Al Streff, Jr., Streff Farms, Inc., 4918 Jefferson Ave., Alton, Iowa 51003 (ph 712 756-4279).



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An orbit motor is used to power conveyor and to control its speed.



Aerodynamically-shaped trailer is just 67 in. wide in front and has swept back fenders.

FORMED SHEET METAL DESIGN REDUCES DRAG, INCREASES STRENGTH

New-Style Trailer Built To "Last A Lifetime"

"It's built on the same principle as stakeless grain truck bodies," says LeRoy Lillibridge, farmer-manufacturer of the new Iron Steer livestock trailer that gets its strength from formed sheet metal rather than steel uprights so there's less drag outside and smooth sidewalls inside.

Lillibridge says the aerodynamically-shaped trailer is much easier to pull than a conventional trailer. It's just 67 in. wide in front - matching the width of the pickup bed - and has swept back fenders and a totally smooth outer skin formed out of 12-ga. steel. The long sloping neck, made out of 10-ga. steel, has a locked compartment inside of it to hold spare tires and an air vent that pulls fresh air into the trailer. The fenders and top of the trailer are also made of 14-ga. steel.

The formed sheet metal design of the trailer gives it extra strength and a smooth clean look. Tubular arches inside hold gates and protect lights and wiring. The rear gate is made of 2 by 3-in. tubing. The center gate from 2 by 2-in. tubing and is contoured to fit tightly against the sidewalls. Both are fitted with slam latches designed for quick release to make them easy to operate when moving livestock around. Sliding gates inside glide on 3-in. rollers.

Trailer is painted inside and out with an epoxy primer and then final-coated on the outside with the high-quality polyurethane paint that Lillibridge says won't fade and is



Trailer's sloping neck has locked compartment inside to hold spare tire and an air vent that pulls fresh air into trailer.

acid resistant. "There's more than \$850 worth of paint on each trailer. In addition, the Dexter rubber torsion axles are fitted with steel-belted radials.

"It looks great and is much easier to pull than a conventional trailer. We built it strong enough to last a lifetime. The first thing farmers say when they see it is that a farmer must have built it because it's so strong and everything on it makes sense," says Lillibridge. A 7 1/2 by 20 1/2-ft. trailer, which weighs about 5,600 lbs., sells for \$8,950. Other sizes - 12, 18 1/2, 22 1/2, and 24 1/2-ft. - also available, as well as custom-built units.

For more information, contact: FARM SHOW Followup, Iron Steer Enterprises, Hwy. 23 East, Watford City, N.Dak. 58854 (ph 800 644-6247 or 701 842-6247).