

“Piggyback” Chaff Truck

We have to travel up to 16 miles to haul chaff in from our farthest fields,” says Peter Leismeister, Consul, Sask., who, along with his brother Tony, devised a way to blow grain chaff into a 3-ton International truck which rides piggyback behind a converted Hesston Stakhand.

The collector box was removed from the Stakhand frame and a 14-ft. extension added. The Leismeisters added an axle equipped with duals from an old truck to the extended frame. Originally, they drove the chaff truck cab — first onto the trailer. However, the Stakhand couldn't blow the material far enough to fill the truck so they revised their plans and now back the truck on, driving up 7 ft. ramps that are left down to drag in the field but are lifted for road transport.

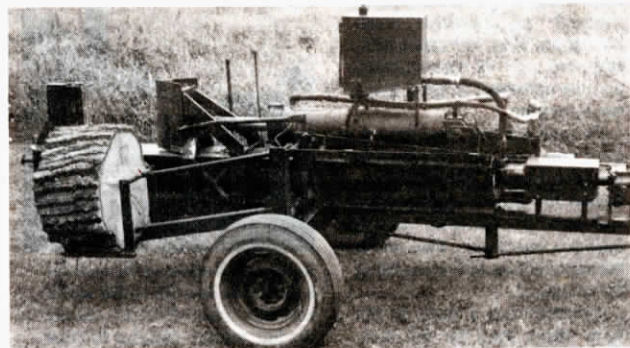
The high-sided truck was specially built. The top half of the endgate pivots out and rests

over the Stakhand chute, helping direct chaff into the truck. Peter notes that the chute fit right into the end of the truck so that no modification was needed. The endgate also hinges at the side for unloading.

The Leismeisters pull the rig with their 92-hp. 1850 Cockshutt tractor. During harvest, the collect chaff in 5 to 6 ft. high piles using a REM chaff saver wagon that pulls behind their combine.

Peter notes that it takes about three trips over each pile to clean it up, and that it takes 10 to 12 of the piles to fill the truck. At headquarters, truckloads of chaff are pushed together into large piles with a tractor loader.

The brothers use the chaff, which includes cracked grain and weed seeds, as feed for their 100-cow beef herd. Peter notes that they spent about \$1,000 rebuilding the Stakhand and truck box.



Woodsplitter Features A Lift Arm

Alan MacLean, Kingston, Ont., built a woodsplitter and added a back-saving block lifting attachment that lifts logs from the ground up to the splitting beam on the splitting cylinder's return stroke.

After lifting the log to splitter height, you roll it onto the splitting beam and then drop the arm so it's out of the way. MacLean notes that the arm can lift logs up to 3 ft. in dia.

He built the splitter using a rebuilt 7 by 24 in. dump truck cylinder, and a 38 gpm pump

driven through a Rambler transmission powered off a tractor pto. The ram is mounted on a 10 in. H beam mounted on an axle for towing. MacLean says he likes the pto drive because of the power it provides.

He also made a pipe bending attachment for the splitter to bend ½ to 2 in. pipe to the desired angle. A “shoe” clamps to the post on the back of the splitter and then the splitting cylinder, with a plate on the front, moves forward to bend the pipe.

John Deere Wood Stove

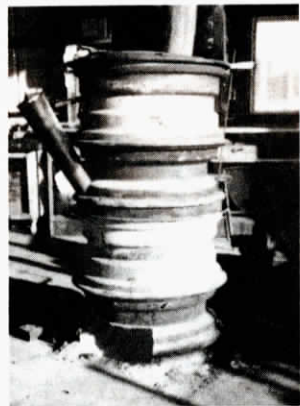
Kansas farmer Glen Hofmann, of Leonardville, used the wheel rims off an old Deere 55 combine to build a “lifetime” wood stove that heats his entire shop.

With the help of neighbor Bruce Dodds, Hofmann welded four rims together, one on top of the other, put a cast iron door in the top, a grate in the bottom, and a clean-out door at the bottom.

“Wheel rims work great for a stove because they're made from such heavy metal,” says Hofmann. “It didn't take long to build and it heats my 36 by 54-ft. shop.”

Hofmann cut the center hubs out of all but the second to the bottom wheel which supports the fire grate. He used combine rasp bars to make the grate. In the bottom rim he cut out an opening big enough to slip a shovel in to clean out ashes. On top, he welded in a cast iron door off an old top-loading stove. A stove vent that also came off a salvaged stove extends out from the side. A lever on the back side opens a small sliding door under the fire grate to let ashes out the bottom.

Above the stove, Hofmann



mounted a small tank filled with waste oil that drips into the stove through a small spigot-equipped pipe. He says the waste oil makes the fire easy to light and incredibly hot once it's burning.

“The wheel rim stove idea will work with most any size rims. You can adapt the design to whatever spare parts you have available,” says Hofmann.

For more information, contact: FARM SHOW Followup, Galen Hofmann, Route 1, Box 171, Leonardville, Kan. 66449.



“Minimum Wage” Bean Walker

“Teenagers are pricing themselves out of the bean-walking business,” says Art VanderPol, Ashton, Iowa, who says that when bean walkers started charging up to \$5 an hour he decided to build what he calls a “minimum wage” mechanical walker that would get the job done for less money. His neighbor Walt Sievert helped.

The walker is built from 2½-in. square tubing (¼ in. thick) and is spaced for 30-in. rows with each of the two riders covering 3 rows each. Each rider has a 3-gal. hand sprayer carried on the machine next to him which is pressurized by an air tank joined to both sprayers via a pressure regulator to maintain constant air flow. At the time the accompanying photo was taken, the tanks were not mounted on the unit.

The walker is driven by an

orbit motor mounted on the front wheel which is controlled by a flow valve and a spool valve to give both forward and reverse variable speed. A 2-cyl. Wisconsin engine provides the power. The steering is controlled by the feet of one operator which leaves all hands free. The front wheel turns on a spindle and wheel hub off a car. The seats were salvaged from combines, as was the steering cylinder.

The home-built bean walker moves along at speeds up to 1 to 1½ mph and goes as slow as a crawl. That's just the right speed range, according to VanderPol, for getting every weed passed. A tractor weight over the front drive wheel helps provide traction.

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