



Palechek placed stackwagon box on end, with floor bottom toward tipping side of wagon. Box is hydraulically raised and tipped on its side to load truck.

Silage Transfer Wagon Made From Old Stackwagon

Turning an old Hesston stackwagon into a silage transfer wagon saved Tracy, and his son, Chris Palechek, money and time. While a new transfer wagon would have cost \$45,000 to \$50,000, theirs cost only \$3,500.

"We needed a transfer wagon with about 1,400 cu. ft. capacity to fill a 20-ft. truck that hauled silage from field to silo," explains Tracy Palechek. "We figured an old stackwagon would provide the volume, and if set on end, the hydraulics could lift it up to dump the silage into the truck."

Palechek started by using the hydraulics to raise the roof on the stack wagon until it matched the 1,400-cu. ft. volume he needed and then welded it in place. He then took the wagon box off and began rebuilding the frame with 1/4-in. thick 5 by 5-in. square tubing. He then set the stackwagon box in place, but on end, with the old floor bottom now to the tipping side of the wagon. It rests against a vertical extension of the 5 by 5 tubing that rises to a point 11 1/2 ft. off the ground. Palechek reinforced the old floor with a steel plate on the inside and welded a pivot pin hinge to the box and to the vertical frame.

Two cylinder barrels from an old Hesston Stackhand were rebuilt with bigger rods for more lift. The barrels are attached to the frame near the bottom corners of the box and nearest the side frame, with the rods attached to reinforced points on the front and rear of the box. When fully extended, they lift the box



Door flips down for loading silage into wagon box.



Rear view of wagon box shows rebuilt frame.

so it pivots until the old floor is once again parallel with the ground.

"When fully raised, the old floor chain, which is now powered by an orbit motor, moves the silage from the wagon box into the truck," explains Palechek. "We designed it to pivot at the 11 1/2-ft. point so when it is level, it is above the side of the truck."

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Skid Loader-Mounted Post Puller

"It lets you pull both wood and steel fence posts without ever getting off the skid steer," says inventor Frank Jangula about his simple new skid steer-mounted post puller.

The post puller attachment was introduced at the recent Big Iron Show in West Fargo, N. Dak. It's designed to quick-tach to loader arms and consists of a steel frame equipped with a stationary jaw. They're powered by a moveable jaw that's operated by a 2 by 8-in. hydraulic cylinder.

"It'll pull wooden posts up to 10 in. in diameter. It also works great for pulling out small trees," says Jangula. "It's built tough. The jaws are made from 1 1/4 by 2-in. steel and the frame is made from thick-walled steel tubing."

Jangula says he plans to develop additional tools to attach to the puller.

Sells for \$1,300.

Contact: FARM SHOW Followup, Frank and Nancy Jangula, Jangula Enterprises, Inc., 6068 68th Ave. S.E., Jud, N. Dak. 58454 (ph 701 685-2694 or 701 830-0121).



"It'll pull a 10-in. dia. wood post," says Frank Jangula about his new skidsteer attachment.



Transmitter sends signal up to 110 ft. away. Tow lights include brake, tail and emergency signals.

Wireless Tow Lights Eliminate Wiring Hassles

"Our new wireless tow lights provide a safe, convenient, and fast way to mount turn signals, brake lights, and tail lights on any implement or trailer," says Joe Tarver, Wireless Tow-lights, Lubbock, Texas.

The system consists of a transmitter with a magnetic base and a standard male 4-prong flat plug with a 6-ft. harness, as well as super bright LED left and right tail lights. One of the lights is equipped with a battery-operated receiver. The transmitter is attached to the towing vehicle and plugs into the wiring harness. The lights can be attached to the implement or trailer with either two 30-in. mounting straps, or with magnetic mounts.

Whenever the driver hits the brakes, the transmitter sends a signal back to the receiver which then activates the turn signals, brake lights, and tail lights. The lights operate up to 24 hours on AA batteries, depending on usage.

"It lets you quickly set up lighting on any implement or trailer without having to mess with any wires," says Tarver. "It takes only about 45 seconds to plug in the transmitter and mount the lights on their magnetic bases. Another advantage is that you can switch from a short implement to a long one or visa versa without having to do any rewiring. All you have to do is re-mount the lights. The transmitter can send a signal up to 110 ft. away. The straps can be used anywhere you don't have a metal surface," he notes.

Sells for \$135 plus S&H.

Contact: FARM SHOW Followup, Wireless Tow-lights, 3405 69th Drive, Lubbock, Texas 79413 (ph 800 687-4940; fax 806 795-1647; email: sales@wirelesstowlights.com; website: www.wirelesstowlights.com).



Photo shows where under ground pipe surfaces and enters house.

"Poor Man's Heat Exchanger" Saves Hundreds In Heating Costs

For more than 20 years, farmer-inventor Ben Kambeitz, Medicine Hat, Alberta, has been saving money by heating and cooling his home with what he calls his "poor man's" heat exchanger. He says the simple system costs very little to install and requires almost no maintenance.

"My furnace has two air intakes on the outside of the home. One brings in combustion air for the furnace and the other brings in fresh air to circulate," he says. "Warming up this cold ambient air causes the furnace to use more fuel."

"I decided I'd simply warm that intake air by bringing it in through tubes buried below the frost line," he says.

When he built his home, he buried two lengths of corrugated solid walled plastic pipes. They run 200 ft. straight in back of his house buried below the frost line. An insulated inlet pipe comes up above the ground at that point. A 1-hp. fan blows air through the pipe. When he installed the furnace, he piped these tubes to a manifold over the two

air inlets.

A heat sensitive switch on the furnace chimney turns on the blower to force air into the furnace after the furnace burner has warmed the chimney. "Using the blower to force air into the furnace gives the house a slight positive pressure, so it reduces drafts," he adds.

"Another advantage is that if the blower is run steadily in the summer, it blows soiled air into the house and reduces the load on the air conditioner. And in some areas, you might not need air conditioning with this system," he says.

"If you're going to try something like this, be sure to insulate the tubes where they come out of the ground to the manifold where they enter the house," he says. "If you don't the air will cool quickly between the top of the ground and the air inlet."

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