

Mechanical Post Puller

A mechanical post puller he designed and had patented has Marvin Dranselka, of Wayne, Neb., in a dilemma.

Should he manufacture and sell it himself, or turn it over to an interested manufacturer on a royalty basis?

"I built a few and would welcome the opportunity to build more units for interested farmers. However, I'm not set up to manufacture and market the invention on a big scale," he told FARM SHOW. "Maybe you can help put me in touch with an interested manufacturer. In the meantime, I'd continue to custom build units for interested farmers."

His patented 3 pt. hitch post puller requires no hydraulics to operate. It handles both wood and steel posts. "It will do the job safer and easier than a tractor loader and chain," says Marvin. "One person can pull posts without getting off the tractor."

Here, according to Marvin, is

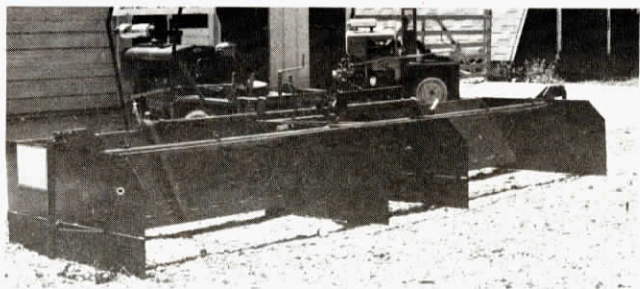
how it works:

"As you back into the post, have the 3 pt. about 6 in. above its lower position. As you are about to engage the post, lower the 3 pt. so the Post Puller is going down. This, plus movement into the post, opens the post grippers to engage the post. You then stop the backward movement and raise the 3 pt. The grippers will engage the post. For a second lift, drop the 3 pt. and re-lift. With a little practice, two pulls will usually pull the average fence post. To release the posts after pulling, drop the 3 pt. and back up."

Marvin speculates that the puller could be mass-produced to retail for right at \$150.00.

He has adapted the puller to a Gehl Skid-Steer loader and notes that it could also be adapted to other makes of skid-steer loaders.

For more details, contact: FARM SHOW Followup, Marvin Dranselka, Rt. 1, Wayne, Neb. 68787.



Self-Propelled Manure Scraper

Late in the Fall of '75, an exasperated neighbor walked into the workshop at Maust Farms, near Pigeon, Mich., declaring that there had to be a better way to push pit scrapers in poultry cage houses than a conventional garden tractor. Maust agreed and immediately set out to develop what is now called the Hydra King.

Heart of the new power unit is the 30 hp. electric start, VH4D Wisconsin engine. A heavy duty Sundstrand hydrostatic transmission, rated at 60 hp. and a positraction automotive differential, combine with the engine to make up an extremely rugged power train, the manufacturer points out. Oil cooling via an external cooler greatly reduces wear on the hydraulic components and minimizes oil breakdown.

"The Hydra King's front wheel drive has proven a real asset since the scraper unit is mounted on the front of the tractor and its weight is utilized for traction via a weight transfer system," Gale Maust told FARM SHOW. "Customers also comment on the good visibility afforded to the operator, who sits on the front of the unit over the drive axle. A single rear wheel



permits extreme maneuverability in close quarters."

Standard dimensions for the Hydra King are: 40 in. high, 28 in. wide, and 42 in. long. Narrower models are available on special order. Mausts also custom build manure scrapers to go with the Hydra King power units.

Cost of the basic power unit is \$2,550.

For more details, contact: FARM SHOW Followup, Maust Farms, Inc., 8639 Pigeon Road, Bay Port, Mich. 48720 (ph. 517-453-2236).

Big Bale Transport

"We got tired of bouncing around with our big tractor while hauling large round bales. Besides the excessive wear we were putting on our rear tractor tires, we thought there must be an easier way. This rig was the answer to our problems," explains Richard Kouba, Regent, N. Dak. "The basic frame is from a neighbor's mobile home that was destroyed by fire. The two center rails, the chains, the orbit motor, sprockets and bearings are from Lahman Mfg., of Hecla, S. Dak. Total cost, less labor, was \$1,600."

The trailer is 42 ft. long and hauls 8 big bales which are loaded onto the transport with a front end tractor loader. "We have thought of putting on a fork to load with and I'm sure it could be done," Richard told FARM SHOW.

"To unload, we have an orbit motor on the chains. We put the chains in reverse and drop one bale off (our older model truck hoist won't lift heavy bales), then raise the hoist and let the bales push the truck away. It places the bales in a tight row.

"We have the unit on a truck (1949 Chevy 1 ton) and the controls are inside so we don't even leave the cab to unload. I'd say the hardest work we have in hauling hay is driving the truck — it doesn't have power steering," says Richard. "We have hauled about 2,000 bales and I've put about 1,200 miles on the unit without any problems or modifications. We could use a 2 speed axle or a lower gear ratio. However, we haven't had any problems with the truck. We wish now that we would have started with a newer truck and built a grain trailer to get year



around use from the transport."

Richard speculates that, with a 12 volt hydraulic system and a gooseneck hitch, the transport could be pulled with a 4 WD pickup.

"If there is enough interest, we could build these trailers on order to suit the buyer, or help

anyone with their own. The entire unit weighs 9100 lbs., so I'd estimate that the trailer alone weighs about 5000 lbs.," says Richard.

For more details, contact: FARM SHOW Followup, Richard Kouba, Regent, N. Dak. 58650 (ph. 701-563-4560).