Gigantic Seed Boom Reaches Across Ditches To Fill Planter

"It's much easier and more efficient than dragging flexible tubing across the ground," say Greg and Ken Sauder, Tremont, Ill., about the 70-ft. long "seed boom" they built and mounted on their semi trailer. They use it to fill their Kinze 36-row, 20-in. planter.

The boom hinges in the middle and has 45 ft. of reach. It's made from 2-in. dia. steel pipe and attaches to a 6-in. dia. vertical steel pipe that bolts to the trailer floor. The boom is equipped with a Yetter Seed Jet system, which uses air pressure to deliver seed to the planter. Seed is blown through boom tubing to the Seed Jet cyclone and flexible downspout.

The boom has a double elbow hinge made from knuckle pipe well casing. Support rods on both halves of the boom counteract the downward pull of the boom whenever it's extended. A pair of large turnbuckles built into the first half of the boom keep it level as it swings out across the field, even when the trailer is parked at an angle on the side of the road.

The boom is quite heavy so two people are needed to operate it. As the boom swings out from the trailer, one person uses a vertical steel rod to support the hinge and the other person fills the planter.

"It's trouble-free and is easy to operate. We just park the semi trailer on the road and bring the planter up to the edge of the field and fill it," says Ken, who used the boom for the first time last spring. "The Yetter system comes with 35 ft. of flexible stainless steel tubing which we would've had to drag across the ditch. And when you're done filling the planter you have to wind all that tubing back up again. The need for a second person to operate the boom isn't a problem, because we keep starter fertilizer in a tank on the trailer. The same truck driver who helps operate the boom also fills the planter with fertilizer.

"Another advantage is that the boom works fast. It transfers soybeans at a rate of 4.8 bu. per minute so we can fill the planter in only about 15 minutes. Corn is a little slower."

Ken says they set Yetter's two-box bulk system on weigh bars so they can measure how much seed they have in the boxes at any given time. "We used two boxes so that if we want, we can fill half the planter with one variety and fill the other half with another variety," he notes.

Home-built 70-ft. long "seed boom" mounts on a semi trailer and is used to fill the Sauder's 36-row, 20-in. planter. Boom hinges in middle and has 45 ft. of reach.

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Lauer repowered this IH 560 with a 350 cu. in. V-8 engine out of a Chevrolet pickup.

IH 560 Repowered With Chevy 350

Dwight Lauer operates an auto repair shop and also does a little farming near Winterset, Iowa. When he decided he needed a better tractor for making hay, he found a 1959 IH 560 with a bad engine.

"I figured it would be a good project for slow times and weekends in the repair shop," he says. Turns out, it was mostly weekends and it took a little longer than he had anticipated.

The result, however, so impressed his cousin, Steve Lauer, that he contacted FARM SHOW to tell us about it.

"Except for the engine, the tractor was in excellent condition," Dwight says. "The owner had run it out of oil and it froze up. But the tachometer read only about 2,600 hours. I had rebuilt an old 350 V-8 out of a Chevrolet pickup, so I decided to put that in the tractor."

He modified the engine slightly to have more mid-range torque by replacing the cam with one designed for the engine when used in an RV. He also took a governor from an IH 915 combine and fitted that to the 350 engine to regulate the rpm's.

He used the original 13-in. flywheel from the Chevy pickup, but made an adapter for it, so he could use the original clutch and pressure plate from the tractor. "That way, we didn't have to replace the tractor's transmission," he notes.

Lauer says mounting the engine in the tractor was a bit tricky. "I used the original mounting plate from the 560, but it had to have new holes cut in it so I could center the 350 engine on it," he says. "I have a friend, Dean Murray, who's a good machinist. He redrilled the holes so we could center the engine on the plate and also made the adapter for the flywheel."

While the 350 engine packs more power than the 560's original engine, it has a shorter block. "We shortened the frame and the hood 5 in. in order to make it look better, once the engine was in place," Lauer says.

He recently found a turbocharger out of a Chevy Corvette that he's installing on the rebuilt 350.

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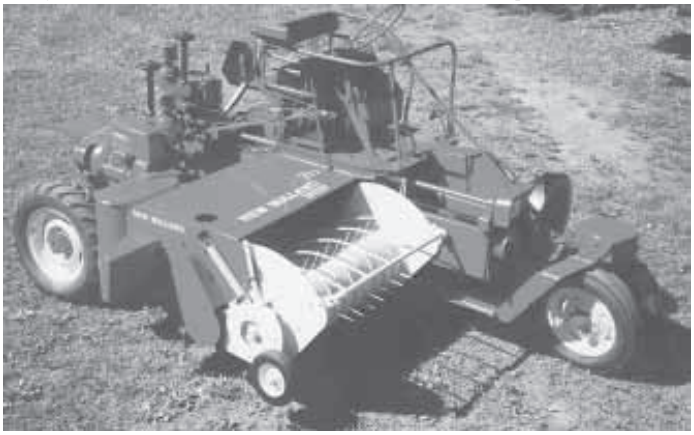

Conard DeHaven recently restored this 1950's New Holland 166 self-propelled baler.

Rare Self-Propelled Baler Restored

When Conard DeHaven Jr. retired in 1998 after more than 30 years of fixing farm equipment for other people, he decided he wanted to restore something for himself.

DeHaven had been the resident baler expert for Winchester Equipment, a New Holland dealer in Winchester, Virginia. "Since I'd worked with balers most of my life, I decided to find a baler to restore," he says.

In his search for just the right machine, he came across a rare New Holland 166 self-propelled baler sitting along a fence row. "I'd never seen anything like it before," he says.

Using the serial and model numbers, he began looking for information on the self-propelled baler which was built by New Holland in the 1950's. The 166 self-propelled balers were based on New Holland's popular model 66 square baler and were made from January 1956 through December 1957.

"I was able to track down another one at a junk dealer in Pennsylvania. Then I bought a pull-type 66 baler that was in decent shape and from the three machines, I made one good 166 self-propelled model," he says.

The self-propelled baler features two identical 15 hp Wisconsin 2-cylinder air-cooled engines. One powers the baler while the other powers the drive train.

The baler has a narrow, tricycle type front end with worm gear steering. It weighs 4,130 lbs. empty. Overall length is 16 ft. 7 in., so it turns much shorter than a tractor with a baler behind it. The drive wheels, which bear most of the weight of the baler, are 18-in. truck-type wheels, with lugged tractor or combine tires. He says the axle and differential appear to be from a 1-ton Ford truck.

The baler has an automotive-type clutch on the drive train engine, with belts to drive the 4-speed transmission. A chain drive on the back of the transmission puts power to the differential. First gear on the baler is about 1.75 mph, while in fourth gear it will motor along at 11.2 mph. At full throttle, it'll go 1.4 mph in reverse. "If you're idling in reverse, it just barely moves," DeHaven says.

"It has hydraulic brakes on the rear wheels," he adds. "Each wheel has its own master brake cylinder. The old brake shoes had 'FORD' stamped in them, but I couldn't find anything made to fit a Ford truck from that period that was like them. They were closer to those used on a Jubilee tractor, but those weren't right either. I finally had to have new brake shoes custom made."

DeHaven would like to hear from anyone who has information about this particular model of baler.

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