

# They Built “Cadillac” Sprayer Nurse Trailers

FARM SHOW readers John Kennay and Matt Loganbill recently contacted us about the “Cadillac” nurse trailers they built to make spraying easier and more efficient.

Kennay and Loganbill say their trailers are a big improvement over the commercial rigs

they used before. They also spent less to build than they would have spent on commercial rigs and their home-built rigs have a lot more features.

Here’s how each man built his nurse tank trailer:



Trailer is built on the chassis of an old pull-type pea harvester. It’s equipped with a slide-out pump, inductor and hoses that Kennay can easily reach from the ground.

## Kennay’s 5th Wheel Nurse Trailer

The Ashton, Ill., farmer used to use a 1,000-gal. tank with a small cargo trailer pulled behind to service his Top Aire sprayer equipped with 60-ft. boom. But he got tired of having to climb up and down on the trailer and sprayer to fill it.

So two years ago, Kennay put together a 5th wheel nurse trailer equipped with a slide-out pump, inductor and hoses that he can operate from the ground.

“It’s a nice, neat compact package that eliminates all the climbing,” Kennay says. “I pull it with my pickup so it’s very maneuverable and I’ve got all my tools with me.”

He started with the chassis of an old pull-type pea harvester which was equipped with a front steering axle and rear dual axles.

He built a 25-ft. rear deck, using sq. tubing and 4 by 9-in. channel iron for the frame. The deck supports a 1,600-gal. commercial poly water tank he bought from a local fertilizer dealer. He painted it black and built storage compartments on each side of the rear section to store enough chemicals to supply the sprayer for several days. The storage compartments are fitted with roll-type tarps that keep the chemicals dry and out of sight, he notes.

The back end of the trailer is fitted with a shop-built 2 by 3-ft. roll-out metal parts box where Kennay carries extra spray nozzles, pump diaphragms, etc.

He also built an 8-ft. front deck. He fitted it with four home-built steel pallets that carry four tanks (two 100-gal. and two 150-gal.). He uses the pallet-mounted tanks to hold bulk chemicals or extra water. He loads and unloads the pallets with a forklift.

The chemical tanks are plumbed to a 15-gal. inductor, which mounts on a slide-out shelf under the tanks along with a 5 hp pump which is also plumbed to the main tank.

A 75-ft. length of 2-in. dia. hose mounts on a reel under the rear deck and a standard garden hose and reel mount under the front deck.

The front and rear decks are joined by a crosswalk that allows Kennay easy access to both water and chemical tanks.

A full lighting package and stop and turn



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Roll-out metal parts box on back is used to carry extra spray nozzles, pump diaphragms, etc.



Rear 25-ft. deck supports a 1,600-gal. poly water tank, with storage compartments on each side of it for chemicals.

signals complete the trailer.

“Besides being able to do everything at ground level, what I like about the sprayer is that it tracks perfectly behind my pickup at speeds up to 45 mph and carries enough supplies to spray up to 250 acres,” he says.

Out-of-pocket expense was about \$3,000, including pump and plumbing supplies.

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Gooseneck trailer is equipped with an upper and lower deck and was designed to carry a Melroe sprayer. Loganbill pulls it with an International single axle semi tractor.

## Loganbill’s Gooseneck Nurse Trailer

“It’s so ‘untippable’ and works so well my insurance man convinced me I should put it on the market,” says Matt Loganbill who uses his gooseneck nurse trailer with his Melroe Spra-Coupe.

It’s equipped with air brakes so it stops easier and safer than conventional trailers, says the Versailles, Mo., custom applicator. The gooseneck hitch also makes it more maneuverable than a conventional bumper hitch trailer.

The patent-pending trailer is 32 ft. long and has a wide 110-in. wheelbase. It has an I-beam frame and channel iron crossmembers covered with expanded metal flooring. It’s equipped with a 20,000-lb. single axle fitted with dual 22.5 low profile tires running outside of the frame rails to further add to stability.

It has a 4 by 8-ft. lower deck for mixing and storing chemicals.

There’s a water tank behind the lower deck, which rides only 12 in. off the ground. The Melroe sprayer drives right up onto the trailer fenders for transport, riding above the water tank. “The design makes more efficient use of space,” Loganbill notes.

The trailer has an 8 by 8-ft. upper deck, which easily carries six mini bulk containers and other supplies. Railings around the deck are removable so containers can be loaded easily with a forklift.

Thanks to the design, break-away tips on the sprayer’s 60-ft. booms don’t have to be



Melroe sprayer drives right up onto trailer fenders for transport, riding above the water tank.

folded back when it’s loaded on the trailer, which saves a lot of time when moving from farm to farm, Loganbill says.

He pulls the trailer with an International single axle semi tractor equipped with an L10 Cummins diesel.

Although it was designed for Melroe sprayers, the trailer will accommodate any sprayer with enough clearance underneath for the water tank, he says.

Options include poly, mild, or stainless steel 950 to 1,800-gal. water tanks, a 30-gal. mix cone, 140 gpm pump with 2-in. hose and fittings, 2 in.- discharge hose, 12-volt rinse pump/jug rinse and hand sprayer and 12-volt auxiliary terminals.

Prices start at \$9,000.

Loganbill’s looking for dealers.

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Iowa State researchers set bales on top of rubber tires, which in turn rest on top of a 6-in. layer of crushed rock. The setup increases air flow and keeps moisture from wicking up into bales.

## “No Waste” Bale Storage

This bale storage system will pay for itself by reducing wasted hay, according to researchers at Iowa State University.

Bales sit on top of rubber tires which in turn rest on top of a 6-in. layer of crushed rock. The setup increases air flow and virtually stops moisture wicking up into bales,

says Wayne King at ISU. What’s more, the crushed rock allows rainfall to drain away from bales.

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