

Rubber Paving Tiles Made Out Of Old Tires

By Janis Schole

"They can be used for paving wherever conventional brick and tile might be used," says Emile Tieule whose company recently began marketing non-slip bricks and tiles made out of recycled rubber tires. "Traction is unbelievable."

"Rubberbrick Pavers" are made from high-grade recycled rubber granules mixed with a polyurethane binder. They're stain, water and crack-resistant and are extremely durable, according to Tieule.

The non-slip tiles can be used indoor or out - anywhere you'd use conventional pavers. They're particularly valuable wherever workers have to stand for long periods of time, Tieule says.

Since January, the company has been marketing the bricks and tiles for use in or around playgrounds, swimming pools, outdoor patios, hot tub decks, walkways, driveways, etc., since January.

They come in a variety of colors, including terra cotta, green, gray and black.

Interlocking rubber bricks are about 8 by 6 1/2-in. and 7/8-in. thick; rubber tiles are about 19 in. sq. and 1 3/4-in. thick; "Z" bricks are about 8 1/2 by 4 1/2 in. and 1 1/2 in. thick.

Cost is \$5 to \$5.50 per sq. ft. (Canadian),



Tiles come in a variety of patterns and colors that make them look like conventional paving stones.

comparable to using conventional designer pavers.

The company, which uses some 800,000 lbs. of used tires a month in various products, also makes rubber cow, horse and pet mats.

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"Pavers" cost \$5 to \$5.50 per sq. ft., which is comparable to using conventional stone pavers, says the company.



Cart raises up to 24 in. with a pair of 2 in. cylinders to make loading header easy.

Hydraulically Operated Swather Header Cart

"When I bought a 1997 New Holland 2550 self-propelled swather, I quickly found out I didn't like driving down narrow roads with the 18-ft. header on the machine," says Albert Schoenberger who solved the problem by building a hydraulically operated header cart.

The Hereford, Texas, custom swather's main challenge was to come up with a cart that raised up to header level. That's because the swather has four flotation springs that prevent the header from being lowered onto a trailer.

He started out with a 20-ft. long cotton trailer, removing the bed and stripping it down to the 15-ft. chassis. He liked the trailer because it had low ground clearance.

He lengthened the trailer to 22 ft. with 2 in. dia. pipe to accommodate the 18-ft. header, which has an outside length of about 21 ft.

Next, he built a box subframe out of 4-in. sq., 3/16-in. wall tubing that mounts directly on top of the axles. He used four lengths of 6-in. channel iron to make vertical braces for each corner of the trailer to stabilize the header for loading and unloading.

Likewise, he used lengths of 4-in. channel iron attached to the top side of the axles and to the box subframe as horizontal stabilizers for transport. The channel iron attaches to the

axles and subframe with 1 in. dia. steel pins and bushings so they raise and lower along with the subframe.

A pair of 2 1/2 by 24-in. hydraulic cylinders mount in sliding sleeves on each end. The cylinders are powered by an Army surplus hand pump, and their 24-in. stroke allows the header to be easily loaded onto the raised trailer.

"I raise the subframe and set the header on it," Schoenberger says. "By unhooking the header drive motor and header tilt cylinder, the swather is ready to back up from the header. When the swather is clear, I use a relief valve on the pump to lower the header to transport position. When I get to the next field, I use the hand pump to raise the header up and drive the swather under it. I lower the header partially and reattach the header lift cylinder and drive motor and then finish lowering the header onto the swather.

"The trailer makes it much easier to move from field to field and cuts down by as much as half on travel time between jobs because I'm able to travel faster."

Out-of-pocket expense was \$750.

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All four wheels turn to follow tracks of pickup.

Four-Wheel-Steer Header Cart Allows Sharp Turns

One big problem with commercial header carts is that they have a wide turning radius, which means that when you turn the rear wheels can easily end up in the ditch. Chris Fikan, Rosamond, Ill., solved the problem by having a four-wheel-steer header cart built for him that follows exactly behind his pickup, allowing the cart to turn in the same tracks as the pickup.

"Because both ends of the cart steer, I can pull it anywhere my pickup can go," says Fikan.

The first-of-its-kind cart was built by Royal Weber, who operates a welding shop in Nokomis, Ill. Weber has built several of the carts for other area farmers as well. Farmers supply Weber with the front wheels and axles from two used wagon running gears and he does the rest. He mounts the cart's front set of wheels and axles normally, but mounts the rear axle in reverse so that the two axles face in opposite directions. An L-shaped steel bracket mounts under each axle. The two

brackets serve as connections for a 1 1/2-in. dia. steel pipe that runs the length of the cart and connects the left tie rod on the front axle to the right tie rod on the rear axle. Turning the tongue in one direction causes the rear wheels to turn in the opposite direction.

A 3-in. dia. steel pipe connects the two axles together, with each end of the pipe bolted to the axle. To switch to a different size header the pipe is removed and replaced with a longer or shorter one.

"If the customer supplies both running gears the average cost to build a cart for a 25-ft. header is about \$700," says Weber, who notes that his son-in-law Dave Durbin of nearby Oconee, Ill., also makes the conversions.

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Hydraulic cylinders operate with a hand pump located on front of the cart.