



"It works much quicker than placing individual tires on a bunk silo," says Irish inventor Liam Murohy, who came up with a way to fasten tires together into large mats.

## "Tire Machine" Makes Silo Covering Easy

Instead of laying tires on bunk silos one at a time, Irish inventor Liam Murohy came up with a way to fasten tires together into large mats.

Key to the idea is a machine designed to bolt tires together in groups of 18 or more. A front-end loader equipped with a pair of extension forks is then used to place the tires on top of bunker silos.

It works much quicker than placing individual tires, says Murohy.

The mats are made using an air drill in a specially-made frame, which shoves a screw through two tires, fastening them together in just seconds. Murohy makes three mats at a time, sorting tires into roughly comparable sizes, so that wide, high profile tires go together in one group, 13-in. tires in another group, and so forth. The trick is to make the mats the right size for the loader that's handling them.

Special rustless bolts are used to bolt the



Tires are bolted together in groups of 18 or more. A front-end loader with extension forks is used to place tires on top of silo.

tires together. Murohy sells the fastening tool and also hires it out.

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Machine shoves a screw through two tires, quickly fastening them together.



Kenny Cemper builds low-cost sheds out of discarded irrigation pipes.



He joins vertical and horizontal pipes together with angle iron brackets.

## Irrigation Pipes Make Sturdy Buildings

Kenny Cemper started installing irrigation systems in 1969. A few years later, he made his first calving shed out of discarded pipes that he had replaced.

"Ranchers just loved the sheds," says Cemper, who has built nearly 20 of them. Then a gas station owner asked him to build a 40 by 60-ft. shed for storing bulk oil barrels. Since that time, Cemper has built many buildings out of irrigation pipe.

"The main thing is that you make it perfectly square," Cemper emphasizes. "If you don't, you'll have problems with the steel siding. It's got to be perfect."

He starts by making straight cuts on the pipes, tearing out hoses, and welding holes

shut. He squares up a base of large pipes and welds them together. Then he tack welds upright pipes every 9 to 10 ft. and welds another rung of pipes around the top. He measures often to make sure everything remains level and square before he makes final welds — sometimes using a come-along to pull pipes into line.

He joins the vertical and horizontal pipes together with brackets made from angle iron. He welds longer pieces of the angle iron horizontally to the upright pipes for strength and to support the steel siding and roofing.

Cemper explains that the old irrigation pipe he uses comes in two gauges of steel.

He uses the heavier gauge with 1/8-in. walls for the horizontal pieces and the lighter weight pieces for the uprights.

The sheds are welded to steel bars laid into concrete footings, or simply lag-bolted into the concrete. Cemper usually builds the frame in his Quonset building during the winter and moves the frame with angle supports on a trailer to the final site. He cuts out the pipe for door openings after it has been moved.

"I figure out dimensions so that they come out perfect with the steel siding and the overlap," Cemper says. A couple of his recent buildings were 30-ft. by 27-ft. for example. He added a loft in one made of recycled hog

confinement grates supported by 5/16-angle iron every 2 ft.

His largest building was 40 by 60-ft. with 14-ft. walls. With the help of an assistant, he framed and put on the steel for the roof section on the ground and lifted the roof on to the irrigation pipe frame with six loader tractors.

With the welded angle iron supports, Cemper says he believes his sheds will outlast any commercial sheds on the market. Using recycled material for the frame also saves money.

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## Lawn Mower Converted To Small Load Hauler

"It's just the right size for handling small square bales or bags of feed," says Bob Taylor, Hanceville, Alabama, who converted an old push lawn mower into a handy flatbed.

He removed the engine, which was worn out, and used wood to make the flatbed.

"It's a simple idea that really works well. I use the original handle to push it," says Taylor. "The mower has big 10-in. high wheels on back and rolls a lot easier than carrying bales around. I use a bungee cord to strap feed bags down so they don't slide off."

The flatbed measures 2 1/2 ft. long by 2 ft. wide. Taylor bolted on two 2 by 10's to

the flatbed using the original engine mounting bolt holes. A pair of 1 by 4 braces run diagonally from the flatbed up to the handle.

"I added the diagonal boards after the handles started to bend over when I put too much weight on them. I was hauling 150 lbs. of feed bags and when going downhill, I had to lift the front wheels up so the bags wouldn't slide off. That put a lot of pressure on the handles."

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Bob Taylor uses his converted mower to haul everything from bales to bags of feed.

