Turning Old Tires Into Money

To make sow feeders, Gillmore cuts tires in half, bolts them to each other and to a portable rubber platform, and cuts a hole in the top of the tread.

Gillmore's making a "rubber driveway" using strips of tire tread nailed together.

Look What He's Doing! *(Continued from cover page)*

considering setting up a custom tire cutting operation so he could travel to other farms and make products from old tires for a fee. Here's a rundown on some of his tire "recycling" projects.

Fences and fence posts — Gillmore strips the tread from 7 or 8 steel-belted truck tires and nails them together to make 8-ft. long fence posts. He spaces the posts about 10 ft. apart and buries them 4 ft. deep in the ground. "They're as strong as any steel post," says Gillmore.

He makes a near-solid fence by cutting the sidewalls in half and screwing the top and bottom of each piece onto horizontal strips of tread that bolt onto the posts. The bottom strips are from truck tires and the top strips are from old car tires.

Outdoor sow feeder — He uses 1 1/2-ft. wide bias-ply truck tires to build outdoor sow feeders. He cuts the tires in half and screws them together at the sidewalls, then bolts them to a cement floor. He bolts 8-in. wide strips of tread across the bottom of the tires to contain feed. "Portable feeders can be made by bolting the tires onto a platform made from strips of tread. They work great for getting sows out of the mud," notes Gillmore. An electric sawzall is used to cut out a hole in the top of each half tire for dumping feed.

Gillmore says he's in the process of perfecting a low-cost indoor swine feeding system made from old tires and recycled plastic milk jugs.

Round bale feeder — He uses 7-ft. dia. construction equipment tires and highway guard rails salvaged from highway reconstruction projects to build round bale feeders. He cuts the sidewall off the top and leaves the bottom sidewall intact. The heavy duty galvanized steel rails are used as upright supports. The bottom of each rail is lag bolted to the tire and the top is bolted to a 4 in. wide strip of tread. Another strip of tread is attached vertically between rails.

Gillmore buys the guard rails from Don Stickle, Anamosa, Iowa (ph 319 462-2030 or 2035) who was featured in a recent issue of FARM SHOW (Vol. 16, No. 2).

Round bale cover — You can put four or five rear tractor tire treads together to make a round bale cover complete with a "handle" on top, says Gillmore. He cuts the tires in half and cuts off all but 3 or 4 in. of the sidewalls (he leaves one sidewall on the two outside tires). The tires are bolted or screwed together and caulked with silicone. "They're completely waterproof," says Gillmore, who uses a front-end loader to move the 800 lb. covers.

Round bale "pallets" — Tire rubber is cut into 3 by 12-in. pieces, punched, and threaded onto steel rods to form 4-ft. wide, 6-ft. long, and 3-in. deep mats. They can be used like pallets to keep round bales off the ground so the bottom stays dry.

Farrowing hut — Pairs of bias ply construction equipment tires are used to make farrowing huts. The 32-ply tires are 7 ft. in diameter and 3 in. thick. They're placed one on top of the other and lag bolted together. The bottom half of the bottom tire is cut off and the bead is removed from the top side, then the sidewalls of both tires are screwed together. "The sidewall works like the guard rail in a conventional farrowing crate to keep the sow from crushing baby pigs when she lays down," notes Gillmore. A strip of tread across the opening is used to keep the bottom tire from spreading out too far. A covering made from the sidewalls of progressively smaller tractor, car, and lawn mower tires sheds water and can be opened to allow better air flow.

Rubber driveway — Gillmore is in the process of converting his 12-ft. wide driveway into a "rubber driveway" made from the tread of bias-ply tires. He cuts them into strips, then nails them together and sets them about 4 in. deep in the ground. "The same idea could be used to make sidewalks, playgrounds, or freestalls for a dairy barn. The surface could be planed to make a smooth flat surface and sprayed with rubber roofing material for an even finish," says Gillmore.

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Gillmore makes fenceposts by nailing 7 or 8 steel-belted treads together.

USES HOME-BUILT TIRE-CUTTING MACHINE

He Makes Stock Tanks, Fences From Old Tires

Jack Parker, Karval, Colo., makes single tire stock tanks from 5 or 10-ft. dia. earthmover tires that hold 500 - 900 gal. of water.

Parker buys discarded heavy equipment tires from mining companies in the western U.S. He sells 5-ft. dia. tanks for $226 and 10-ft. dia. tanks for $350.

Parker uses the cut-off tire sidewalls to make windbreaks that also serve as snow or livestock fence. He places two staggered rows of tires in a 3-ft. deep trench and backfills with a dozer blade. Then he paints the tires with white latex paint to make them more attractive.

Parker built his own tire cutting machine to cut off the tire sidewalls. It's a hydraulic-powered cutting table powered by a Ford industrial 6-cylinder diesel engine. "It'll cut through a thick tread or sidewall on even the biggest tires in only a few minutes," says Parker. "I use a front-end loader to place the tire onto the cutting table. Then I start the engine and position the blade. As the tire rotates, the blade slices through the rubber."

Parker has also experimented with stacking worn-out tires one on top of the other to form inexpensive and durable 4,000-gal. water tanks. He's had interest in his 12-ft. high tire tanks from local fire departments looking for a cheap, no-maintenance way to store water in rural areas. He fills the bottom tire with concrete to seal it to a concrete pad and then bolts the tires together, sealing them with silicone. He places a cover made out of styrofoam insulation on top.

Parker cuts off top sidewall and mounts tires on a cement pad to make stock tanks (above). He stacks tires on top of each other (below) to make 4,000-gal. water tanks.

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Photo shows a portion of Booher's deer fence which is made up of 200,000 tires.

Farmer Went To Jail For Building Tire Fence

"Get it in writing," is the advice given by Gerald Booher, a Pennsylvania farmer who ended up in jail last January in a dispute related to the 1/4-mile long, 7-ft. high tire fence on his farm that he constructed out of old tires. Booher says he went ahead with the fence after receiving a verbal okay from the local Department of Environmental Resources. He was later fined $20,000 by the D.E.R. for storing municipal waste without a permit and ordered to remove the more than 200,000 tires, a job he says would cost hundreds of thousands of dollars.

Booher's farm borders on over 2,000 acres of wooded state game land. Deer damage was so severe in recent years that he was forced to stop growing crops on adjoining fields. The state game commision refused to cost share a fence to protect the crops, telling him instead to shoot all the deer necessary to protect his crops. Booher, who serves as a supervisor on his local township board and also owns and operates a local mill, did not want to do this and eventually hit on the idea of putting up a tire barrier.

He got the tires cost-free from a scrap dealer who welcomed the fence-building project as a way to get rid of old tires. Tires were stacked in a pile 7 ft. high and about 10 ft. wide. "You have to make it big enough so deer can't jump over it. They won't walk on the tires so they make a great fence," notes Booher. Tires are stacked like bricks so they interlock. Booher says it makes a great maintenance-free barrier to wildlife and sits well back from the road so it's not an eyesore to anyone. Tires never deteriorate, so he felt there was no threat to the environment.