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LETS TRUCKS DRIVE OVER IRRIGATION PIPE WITHOUT DAMAGE

"Pipe Bridge" For Farm Roads

A Virginia farmer built a 6-ft. wide irrigation "pipe bridge" that lets heavy trucks, tractors, etc., drive over irrigation pipe running across farm roads without damaging the pipe.

Warren Teates, of Rustburg, built his "pipe bridge" from used scrap metal to protect a 6-in. dia. pipe that supplies water to his traveling gun irrigation system.

"We irrigate fields on several different farms so we have to run the pipe across several different farm roads," says Teates. "Our pipe bridge lets us drive trucks weighing up to 20 tons right over the pipe without damage. The bridge consists of three sec-

tions we can haul on a trailer. We use a front-end loader and chains to handle the sections."

The three sections include two 4-ft. long ramps built from 2 1/2-in. angle iron welded onto a pair of steel "H" beams that are tapered down at one end. A 12-in. high, 16-in. wide steel "box", welded together out of 1/4-in. thick steel plate, is placed over the pipe between the two ramps. A pair of small steel prongs on each side of the box keep the ramps from moving from side to side.

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Cab is hinged at bottom to provide easy access to seat. Push handle mounts on back.

MODELED AFTER A DEERE 4230 TRACTOR

John Deere Baby Stroller

Baby strollers come in all shapes, sizes, and colors but this one - modeled after a Deere 4230 tractor - may be the most unusual one you'll ever see.

The stroller was designed and built by Tim Vanden Hoek and his father, Vernon, last summer for Tim's 6-month-old daughter Kelsi. It's 54 in. long, 29 in. wide at the back, and 44 in. high. The cab is hinged at the bottom and tips backward to provide

easy access to the seat, which is secured to the carpeted floor. Head lights and tail lights are built into the fenders. An automobile tailpipe was used for the exhaust stack, and the tires were taken from a riding lawn mower. The oscillating front wheels float over uneven terrain just like a real tractor. There's even a car radio (powered by a moped battery) built into the dash. A push handle mounts on back.



Home-built hitch lets Bertholet operate two IH 9-ft. sicklebar mowers at the same time behind his Massey Ferguson 35 tractor.

SINGLE PTO SHAFT POWERS 9-FT. MOWER

Doubled-Up Mowers Cut An 18-Ft. Swath

"It lets me cut hay twice as fast," says Bernie Bertholet, Hartney, Manitoba, about his home-built hitch that lets him operate two International 9-ft. sicklebar mowers at the same time behind his Massey Ferguson 35 tractor.

Bertholet combined the two IH 100 pull-type sicklebar mowers by cutting off the axle on the front mower and then mounting the mower on a heavy-duty steel frame (salvaged from an old IH disk) that hooks up to the back mower. A pto shaft off the back of the tractor drives a belt pulley on the front mower. A short driveshaft connects to a stub shaft on the back side of the belt pulley. It drives a roller chain that runs over to a pto shaft on the rear mower.

Bertholet built his double mower five years ago. "On flat ground I can go up to 8 mph and cut up to 140 acres per day. I've mowed about 480 acres with it every year with no problems. I've also done some

custom work for neighbors. You've got to keep your eyes open when cutting a swath 18 ft. wide, but once you get used to it there's no problem. The rear mower was not modified at all, except to remove the front part of the tongue. Both mowers are still belt-driven.

"I got the idea after seeing a commercial double mower. I didn't like it because there was no way to use the mowers independently. I designed my double mower so I can use either of the mowers alone, if necessary. By removing two bolts, the back mower swings behind the front mower for road transport. It takes only about 5 min. to switch from field to transport.

"I've built three similar double mowers for my neighbors for \$1,200 to \$1,500."

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Steel frame hooks up to back mower, which is operated by chain-driven pto shaft.

"People are amazed when they first see it," says Vernon. "Tim took it to our state fair last summer and could hardly get anywhere, especially after he turned on the lights, because so many people wanted to see it. I got the idea when I saw a stroller on TV equipped with large wheels to make it more maneuverable. It's much safer than a conventional baby stroller because it's not as likely to tip over and because the cab serves as a roll cage. The big tires make it fairly easy to push. The seat is a car-type safety seat.

"We spent 60 to 70 hours building it, but

we could probably build another one in only one third as much time. First we made a cardboard model, then we bent the sheet metal and assembled it. The welding was done in town. It was a very rewarding experience, but it was a challenge getting everything to look right and took a lot of patience to build. I think Kelsi will probably enjoy it even more next summer when she's older and can play with the knobs and buttons on the radio."

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