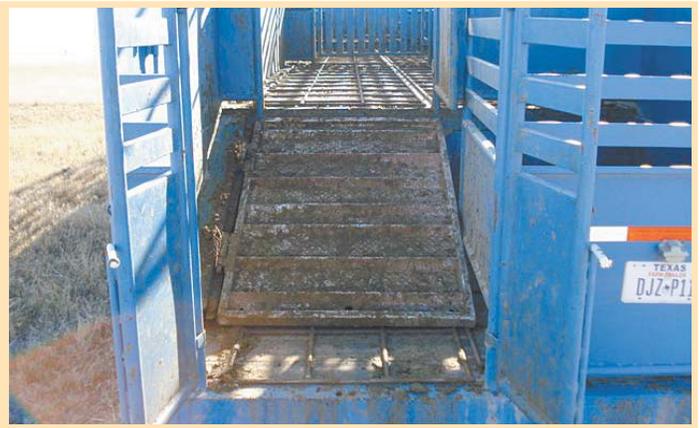




Home-built, 46-ft. cattle-hauling semi trailer holds about 25 mature cows.



Trailer has a 10-ft. long compartment at front, followed by two 15-ft. compartments – each with its own gate.

By Janis Schole, Contributing Editor

Home-Built Cattle Hauling Livestock Trailer

After working together to build a 46-ft. semi trailer for hauling livestock, Robert, John and Bradley Veitenheimer all get to share in the pleasure of using it as well.

“We like how it turned out and the cattle load really easily. We get a lot of positive comments from people who see it,” says Bradley, who worked on the project alongside his father, John, and uncle, Robert.

Bradley says it took just over a year to build the unit, as they fit the project in around other farming duties.

To form the floor of the trailer, they used 3 and 4-in. channel iron, with cross pieces spaced about 1 ft. apart. Rubber tongues and groove flooring goes over the top. It’s 2 in. thick and 7 in. wide.

“In each compartment, we installed cleats to keep the cattle from slipping. To do this, we welded together a series of 1-ft. squares, using 5/8-in. oil field sucker rod. The whole thing is hinged to the wall on each side, but it’s not connected down the center of the floor, so you can lift each side up and lean them against the trailer wall to allow easy access

for scraping out the floor with a scoop shovel. The last thing we do is pressure wash it out, so we can get it quite clean.”

“The upright posts were made with used 1 1/2-in. oilfield tubing, and we framed the exterior with 5-in. channel iron all the way around. For the bottom 2 ft. of the walls, we welded on 12-ga. sheet metal with a 1-in. lip bent at the top of it,” Bradley explains. “Above the sheet metal, we put on 1 by 3-in., 16-ga. rectangular tubing, gradually increasing the spacing from 3 1/2 in. to 5 in.”

He says they also used the lightweight 1 1/2-in. oilfield tubing to make the bows over the top, by welding pieces together that formed two 22 1/2 degree angles on each side.

Inside, the rig has a 10-ft. long compartment at the front, followed by two 15-ft. compartments (each with its own gate).

The compartment gates are designed in such a way as to create a corner of protection when they’re open, for a person inside while cattle are being unloaded. On the driver’s side of the trailer, there’s a 1-ft. fence section, then

a 4-ft. gate hinged to the remaining 3 1/2-ft. fence (for each of the compartments.) When the 4-ft. gate swings open, it creates a safe triangular standing space because it hits the opposite trailer wall.

At the back of the trailer, the floor drops down 2 1/2 ft. where there’s a 6-ft.-long “box” which is what makes the trailer into a “ground-load” unit. The floor of the box is 17 in. off the ground – the same as a regular stock trailer.

However, inside the box, the Veitenheimers installed an aluminum ramp, salvaged from an old double deck semi trailer. It needed some modification to make it fit, but it already had lugs on it for traction. The ramp allows the cattle easy entrance to the three upper compartments. It’s hinged on one wall, so when the rest of the trailer’s full, the Veitenheimers just pull it up out of the way, and latch it before loading animals into the final 6-ft. “box” compartment.

The trailer has double gates on the back, and all the corners on the gates are made with the two 22 1/2 degree angles on each side, to

make it look nicer, according to Bradley.

The unit is 102 in. wide, which is the standard width of a truck, and has a capacity of about 25 mature cows. The family has hauled up to 47 yearlings with it, according to Bradley.

The project cost the Veitenheimers roughly \$10,000 in materials. Other than the used chassis, oilfield sucker rod and pump barrel pipe tubing, the rest of their supplies were bought new.

“It’s nice to have because we don’t need a loading chute,” he says. “We can load anywhere that a stock trailer can load. Although most semi trailers can haul a lot more cattle, most of them require a loading chute, too. Something similar to this sold new, commercially, would cost \$35,000 to \$36,000, and it wouldn’t be built as well.”

Contact: FARM SHOW Followup, Bradley Veitenheimer, 363 Frances Dr., Windthorst, Texas 76389 (ph 940 631-2500; altabradgen@comcell.net).



Butch Lackey owns a collection of almost 3,000 hammers. He displays the hammers inside an 8 by 40-ft. shipping container.

Giant Texas Hammer Collection

After our story last issue about Dale Palmer’s huge hammer collection in Pennsylvania, a reader informed us that Texas has a big hammer collector, too.

Butch Lackey of Center Point started his collection of nearly 3,000 hammers 45 years ago. He was driving a semi out of California when he picked up a toolbox that had fallen out of someone’s truck. It contained several hammers among the tools. That’s all it took for Lackey to start watching for hammers at garage sales and flea markets. He often buys just the hammer head and puts on his own handles.

Lackey notes that many of his hammers are duplicates and he even buys new ham-

mers made in Japan. The interesting part of his collection is the artistic designs he uses to display the hammers. He built stud walls inside an 8 by 40-ft. shipping container, covered with 3/4-in. plywood. He screws the handles to the walls, some with hammerheads up, some down, sometimes in ring patterns. He even screws hammers to the ceiling.

“Everybody thinks I’m crazy,” Lackey laughs, but then they want to stop in and see his collection. He gives informal tours to people who call ahead.

Contact: FARM SHOW Followup, Butch Lackey, P.O. Box 157, Center Point, Texas 78010 (ph 830 634-7783).

Work Clothes, Boots For Women

Until recently, do-it-yourselfers of the feminine persuasion were stuck with trying to adapt men’s gear to their needs. But thanks to Marissa McTasney and her company, Moxie Trades, there’s now a line of products made especially for women.

McTasney got the idea when she tried to buy work boots for herself and found that they weren’t available in women’s sizes.

“Women generally have a different fit, so men’s sizes just don’t fit that well,” she says. “And men’s boots just aren’t very attractive.”

One thing led to another, and McTasney ended up designing, and working with existing manufacturers to produce a whole line of stylish women’s work gear including not only work boots, but also hard hats, tool belts, safety glasses, safety harnesses and apparel. What makes the product line unique is that each item is available in a choice of pink, baby blue and in some cases, black and tan.

This allows women to look stylish, and yet be comfortable, prepared and safe on the job.

Her products are generally no more expensive than those available for men.

Contact: FARM SHOW Followup, Marissa McTasney, Moxie Trades, 25 Cassels Rd. East, Unit 2, Brooklin, Ontario, Canada L1M 1A4 (ph 888 404-6694; info@moxietrades.com; www.moxietrades.com).



Marissa McTasney has come up with a line of work gear products made especially for women.



Each item, including work boots, is available in a choice of pink, baby blue and in some cases, black and tan.