



Buildings mount on runners so they can be easily moved. A strip of rubber belting runs across ends of shed. As building is towed to a new location, the belt helps the building slide up and over manure.

## Built-To-Last Portable Buildings

"I've come up with several design features that give my portable shelters maximum strength and long life," says Glen Schweppe, Syracuse, Neb., who recently sent FARM SHOW photos illustrating his building ideas.

All together, Schweppe has built 10 portable, tin-sided buildings. They range in sizes from 10 by 12 ft. to 14 by 22 ft., and serve a variety of purposes.

"I use these buildings for everything from hay shelters to calf sheds to garages," says Schweppe. "All the buildings are built on runners so we can hook up to them with a chain to move. And the framing on all of them is made from notched lumber for extra strength and to provide a smooth surface for the buildings' tin sides. It takes a little more time to build this way because everything has to be cut to fit, but it's worth it," says Schweppe.

He uses 6 by 6 treated posts on all the building's corners (bigger sheds have an extra 6 by 6 at the middle on each side) for maximum strength. The 6 by 6's are notched at the top to accept 2 by 6's, which hold the sides up and also support the rafters. The side tin is applied horizontally. "These sheds are built strong enough to resist high winds," says Schweppe.

Angle iron brackets and 3 1/2-in. lag bolts are used to attach the 6 by 6 corner posts to the runners. "Recently, along with using angle iron brackets, I've been adding metal connector plates that simply hammer in place. A connector plate holds lumber together just as if they were laminated together," says Schweppe.

A 1-ft. wide strip of heavy rubber belting runs across the ends of the livestock sheds. The upper edge is attached to a



Framing is made from notched lumber for extra strength and to provide a smooth surface for applying metal siding.



Schweppe uses 6 by 6 treated posts on building's corners for maximum strength. They're notched at top (left) to accept 2 by 6's, which hold the sides up and also support the rafters. Metal connector plates that hammer in place are used to attach the 6 by 6 corner posts to runners.

horizontal 6 by 6 about 1 ft. off the ground, while the bottom end is loose. As the building is towed to a new location, the belt helps the building slide up and over the manure. "It's a lot easier to remove manure out in the open, instead of having to go inside the building so we just move the buildings out of the way," says Schweppe.

He lines the inside of livestock build-

ings with 16-ft. metal fence panels. "The fencing keeps the animals from damaging the walls, and also strengthens the walls," says Schweppe. "When the buildings aren't in use, gates can be added on front to keep the animals out."

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## Trailer Built "On-The-Cheap"

"I saved money by building my own trailer, and fitted it with some handy features you won't find on most commercial trailers," says Tom Chaney, Chrisman, Ill.

The trailer rides on a pair of 15-in. car and measures 9 ft. long by 6 ft. wide, with a 6-ft. long tongue on front. The bed is made from 1/4-in. thick plywood and has an air flow tailgate on back that's off an old Dodge pickup. The tailgate is secured by a pair of hitch pins. The trailer's sides and front are formed by lengths of wired-together cattle panel, which are set inside 1-ft. high channel iron sides.

"I use it to move everything from furniture to firewood, saving a lot of wear and tear to my pickup," says Chaney. "I made the tongue 18 inches longer than

normal so if I ever happen to turn a corner with the tailgate down, the tailgate won't get damaged. I plan to use the tongue's extra length to add a toolbox on front.

"I spent less than \$500 to build it. I bought the axle, which is rated to support 5,000 lbs., at Harbor Freight for \$275. The axle's 6-bolt wheels have the same bolt pattern as the wheels on my pickup, so if I want I can use the pickup's spare tire on the trailer. I bought the two car tires at a junk yard for \$10, and I paid \$15 for the jeep-style fenders. The tailgate was given to me."

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Trailer's sides and front are formed by lengths of cattle panel inside 1-ft. high channel iron sides.

## Big Smoker Sports Chrome Exhaust Pipes

Gene Boehler, Farmersville, Ill., has developed quite a reputation for designing and building meat smokers, which are used at friendly competitions and also at smokehouse restaurants.

FARM SHOW visited Boehler just as he was about ready to deliver his latest smoker to Jim Hitchings of Waggoner, Ill. The smoker is made from a used 250-gal. anhydrous ammonia tank.

The fire is generated in a 100-gal. tank, mounted in front that was originally an air compressor storage tank. A 110-volt squirrel cage fan is used to inject air at the base of the tank. It feeds the fire and pushes smoke through several baffles at the back

side of the firebox and into the larger smoker tank, entering just below the grille.

"The idea is to diffuse the air as evenly as possible under the grille," says Boehler. "The firebox is large enough that you can also cook on a stainless steel grate directly over the fire."

Smoke exits the smoker via a pair of chrome truck exhaust pipes, fitted with dampers.

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Gene Boehler made this smoker from a used 250-gal. anhydrous ammonia tank. The fire is contained in a 100-gal. tank mounted on front.