

Standard pens are 7 ft., 7 in. long and 3 ft., 7 in. wide.

POPULAR EUROPEAN CONCEPT NOW AVAILABLE IN U.S.

Pigs Do Better in Nursery Pens

"We're not sure why but pigs raised in these new-style nursery pens stay healthier and consistently gain faster," reports Sam Kennedy, president of Ag Waste Controls, Clear Lake, Iowa. "The pens can also be stacked to boost capacity of an existing facility for very little extra cost."

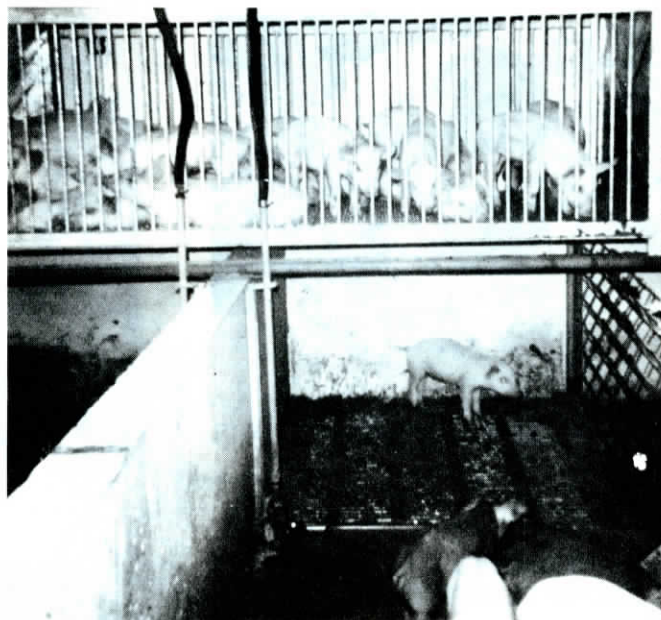
It all started a year ago when Kennedy was visiting swine operations in Europe: "Nineteen of the first 20 farms we visited were using nursery pens. It was the hottest new idea I saw on the trip."

Kennedy made arrangements to have experimental nursery pens shipped to the company's 800-sow farrowing operation near Clear Lake. "Pigs raised in these nursery pens from weaning to 70 lbs. have consistently weighed 10 lbs. heavier than pigs kept in large, conventional pens.

We think getting them off the floor and out of drafts is part of the reason, along with being able to keep fewer pigs of the same weight in each pen."

Kennedy, whose firm is licensed to market the nursery pens in the U.S., notes that some of the first U.S. hog producers to test them are using the littermate concept of keeping individual litters intact as they're weaned. Others prefer to sort hogs by weight into individual pens. In either case, they're weaning as early as three weeks with excellent results, says Kennedy.

He anticipates that most producers will use the new nursery pens in new or existing facilities for raising pigs from weaning to about 70 lbs. "They can be set on top of existing slatted or regular floors, or they can be double



Nursery pens can be double decked in this and other configurations to boost capacity of existing facilities.

decked in various configurations for optimum utilization of available floor space," he points out.

Individual pens are hot-dipped galvanized. "We considered having them made of aluminum but our contacts in Europe showed an overwhelming preference for hot-dipped galvanized," Kennedy told FARM SHOW.

Standard pens are 7 ft., 7 in. long; 3 ft., 7 in. wide; and weigh 330 lbs. Pens interlock from 3 sides, with one side or end serving as a common partition between adjacent pens. A latch at the feeder end allows the entire unit to swing open. The opposite end

also swings open. Openings in the mesh floor constitute 50% open space, enough to maintain maximum cleanliness with a minimum of abrasions and foot injuries, says Kennedy.

Individual units cost \$475 for the first unit, and \$375 for each additional 3-sided unit. Slightly larger pens (measuring 9 ft., 3 in. long) are available for approximately \$100 more per pen.

For more details, contact: FARM SHOW Followup, Agricultural Waste Controls, 2150 4th Ave. South, Clear Lake, Iowa 50428 (ph. 357-7020).

PROVIDE BRAKING OF HEAVY LOADS IN BOTH FORWARD AND REVERSE

Hydraulic Brakes for Farm Wagons

A first-of-its-kind hydraulic braking system that easily adapts to new and many existing farm wagons and trailers is new from Dico, headquartered in Des Moines, Iowa.

The new system's two most important features are that:

1. Unlike surge brakes, which operate only when moving forward, the new Dico hydraulic braking system operates in reverse as well as forward;

2. Its available on new or existing wagons for about the same cost as surge-type brakes.

"If the wheels of your present wagon or trailer are equipped with brake mounting flanges, our hydraulic brake kit will readily adapt," says Ed Mills, sales engineer. "On wagons or trailers without these flanges, the spindle has to be reworked, which

makes the cost quite prohibitive."

Mills says the new braking system operates off the tractor's hydraulic system. The driver simply hits a lever to brake the wagon or trailer, whether going in reverse or forward. If the tractor brakes are adequate to hold the load, the hydraulic brakes don't have to be activated, thus helping to minimize wear. The system has a built-in emergency parking brake which the operator can pull to hold the wagon. For example, if he can't make a hill, he can brake the wagon and leave it stand while he unhooks the tractor and goes after a bigger tractor. If two wagons are being towed, the hydraulic braking system can be extended to serve both wagons.

Dico engineers recommend that any time trailer weight exceeds that

of the tractor, the trailer should be equipped with brakes. They've worked up a chart (Technical Bulletin 249) which shows approximate stopping distance for a 12 ton brake and non-brake equipped 4-wheel farm wagon.

It shows that the distance required to stop a 12 ton wagon is 100% greater on a 20% grade than on the level. Using a travel speed of 15 mph, and assuming a level surface, a 10,000 lb. tractor traveling alone with nothing hooked behind requires about 25 ft. to stop. Pulling a 12 ton wagon with no brakes, it requires about 85 ft. to stop. With 2-wheel braking on the wagon, stopping distance is reduced to 25 ft.

There isn't much difference in stopping distance required between 4-wheel and 2-wheel braking on the

trailer if the road is level. However, the advantage of 4-wheel braking for the trailer really shows up if the road isn't level. For example, a 12 ton wagon being pulled 15 mph with a 10,000 lb. tractor on a 20% grade requires about 63 ft. to stop with 2-wheel braking, about 50 ft. with 4-wheel braking, and about 165 ft. with no braking on the trailer.

Dico's new hydraulic braking systems for new or existing wagons and trailers are available through most major suppliers of hopper-bottom and other type grain wagons. Check with your nearest local dealer. If the line of trailers he handles isn't available with hydraulic brakes, you can contact Dico direct to get the name of your nearest grain wagon dealer who does handle the new braking system for new or existing wagons. The company supplies brake kits to manufacturers of farm wagons who, in turn, make them available through their dealers and distributors. Dico itself isn't set up to sell direct to farmers, explains Mills.

For details on availability for various makes and models of farm wagons, contact: FARM SHOW Followup, Dico Co., Box 1344, Des Moines, Iowa 50305 (ph. 515 244-7286).