"CHEAPER THAN EXPANDING YOUR HERD"

They Sell Milk In Plastic Bags

Plastic bagging, a new concept in milk packaging, is "working great" for Thure Osuldsen, a Northern Wisconsin dairyman. For about a year, he's been packaging milk in plastic bags and selling it retail at the farm.

He says his $100,000 bagging machine, a French-made product, has increased milk income 50%. An 80-cow milking herd is now able to support the elder Osuldsens and the families of two sons, Dan and Dale, without the addition of any more land, buildings or cattle.

The packaging system includes the bagger, pasteurizer, homogenizer and cooler, plus accessories. The Osuldsens package 150 gals. daily which takes about three hours, including cooling and pasteurizing. They also market milk to two local school districts and sell some to a local dairy.

The milk in plastic bags is currently sold for $1.50 a gal. when picked up by customers at the farm. The bags slip into a plastic pitcher for easy handling and pouring.

The whole dairy operation keeps the three families busy, especially in winter when the herd is milked three times a day.

The Osuldsens are relatively new to dairying. Until 1971, they were on a cash crop and beef farm in southern Wisconsin. They purchased their present 400-acre farm in 1968.

The decision to bag milk in plastic came after considerable discussion and investigation. There are only three such operations in the north central states, to Osuldsen's knowledge. He looked at them before putting in his own.

The entire operation had to pass inspection by the state department of agriculture, and inspectors make regular visits to see that it is operating properly.

Photo courtesy of Country Today

Mrs. Thure Osuldsen demonstrates how plastic bag of milk fits into special pouring pitcher.

"Any way you look at it, this system is more economical and easier than a conventional dairy," says Osuldsen. "Even when you pay for the extra equipment, it's cheaper than expanding your herd. It fits very well into a small operation."

Customers like buying milk in plastic bags, and many of them travel fairly long distances to get it. Osuldsen's Countryside Dairy is somewhat off the main roads, but people find it and keep coming back again.

For more information, contact: FARM SHOW Followup, Osuldsen's Countryside Dairy, Rt. 2, Box 386, Ladysmith, Wis. 54848 (ph 715 532-5213).

"WORKS AS SMOOTHLY AS AN AUTOMATIC TRANSMISSION"

Gas-Saving Device Shuts Off Cylinders

"It automatically shuts off four cylinders when you're cruising or decelerating and turns them back on when you accelerate," states Arthur Garabedian of Anaheim, Calif., whose new computerized cylinder shut-off device for internal combustion engines has the auto industry buzzing.

"Ford tried to do it and failed. Cadillac is coming out with a system using the same components Ford tried. It only works at speeds over 27 mph and costs around $1,200," says Garabedian. "We plan to sell our system, which we think is far superior, for around $150 installed."

As Garabedian describes it, his cylinder shut-off works as smoothly as an automatic transmission. Driving through town with an eight-cylinder car, for example, all eight cylinders will be working as you pull away from a stop sign. As long as the car accelerates, all will remain active. At any speed, when the car begins cruising at a steady speed, or coasts, fuel is shut off to four of the cylinders, preserving fuel.

Garabedian points out that you can have just two inactive cylinders, going from eight to six, if desired. The device will also function in six cylinder or four cylinder autos. "We installed one on a four cylinder Scirocco, and it worked great. Mileage increased from 30 to 32 mpg to 40. A Datsun 280Z went from 24 to 32 mpg," he said.

"The device modifies the carburetor slightly, using computer controls to shut off fuel to the selected cylinders. A digital readout on the dash indicates how many cylinders are working at any one time. We can also provide an override switch," says Garabedian.

Arthur Garabedian's computer-controlled cylinder shutoff sells for $150.

Do-it-yourselfers will be able to install the kit but he hopes to set up dealers to install and service kits for customers. His patents for the device also cover diesel fuel injection, which he says has tremendous agricultural possibilities, especially for stationary engines that frequently run in little or no-load situations.

Garabedian says prototypes are now being tested on police and county vehicles in Orange county, Calif. One vehicle has already logged more than 35,000 miles with the system operating.

"If we can operate successfully in police vehicles, taking care of the family sedan will be a snap," says Garabedian. He hopes to have units available commercially by early 1981.

For more information, contact: FARM SHOW Followup, Arthur Garabedian, Arthur Motor Co., 1924 S. Anaheim Blvd., Anaheim, Calif. 92805 (ph 714 879-8160, or 8136).

FIRST IT'S A TRUCK — THEN IT PULLS A SEMI-TRAILER

Turn Your Truck Into A Semi

Want to double your grain hauling capacity without buying a *big* truck? Do like the Goodin Planting Co., of Charleston, Mo., did. They converted a straight truck to pull a semi-trailer. When they want a smaller truck, it switches back in a matter of minutes to a straight truck.

Brothers Albert, John, Lester and Lee Goodin farm almost 5,000 acres in the Missouri Bootheel and needed more grain hauling capacity for fall harvest and winter delivery of sold grain. But they wanted to keep their straight truck available to haul seed and supplies during spring planting. So, for major hauling, they remove the truck bed and install a fifth-wheel assembly and tow a 35 ft. aluminum semi trailer, or a 30 ft. hopper bottom unit.

"We can haul about 750 to 800 bu. in either semi trailer," says Lee, "But we have to watch that we don't overload the truck. I think 1,000 bu. would be too much for it because it only has a single rear axle."

By comparison, Lee says the straight truck can haul 350 bu., or only half what they can haul in a semi trailer.

To make the change, the Goodins simply remove the truck bed by disconnecting the hinges between bed and hoist, then set the bed off. The hoist remains in place. Then, they attach 4 x 4 in. square steel tubing down each side of the frame to clear the hoist and attach a semi-truck fifth-wheel to the truck frame. An air brake kit was installed to operate trailer brakes — and they were in business.

Says Lee: "We bought a new fifth-wheel because it's hard to find a used one. Or, if you do, they're usually already worn out and not worth much. We got a new one for about $500 and it's worked great. In fact, the whole conversion has worked real well."

In 1979, the Goodin Brothers mounted a gravity box on the truck during planting and fixed the outlet to fill buckets of seed to be placed in planter boxes. "That really saved time," explains Lee.

The truck used is a 60 Series Chevy with 366 engine, 5-speed transmission and heavy-duty front and rear ends. So far, there have been no problems in pulling a trailer.

However, Lee Goodin cautions that they're extra careful not to overload the truck. "And you'd better not overlook getting the right license if you make a change like this. We put on a truck-trailer license and have had no problems. But you might be in trouble if you pull a big trailer with a straight truck license," he points out.