

gallons), and as the floor of the bath has a slight fall to this end, the liquid naturally drains into the sump. Over the sump is suspended a heavy wooden block and when this is lowered by a rope and hand windlass it almost completely fills the sump, displacing the bluestone solution, which flows out to fill the bath once more. The block does not float because it is a good deal longer than the sump, thus giving it sufficient total weight to sink it to the bottom. It is a simple and fairly quick procedure either to fill or empty the bath, and there is little to get out of order. This design keeps knocking about of sheep to a minimum, and bluestone staining of the wool is practically eliminated. Such an arrangement means that, if necessary, a pen in frequent use, such as one of the crush pens, can be used as a foot-rot bath, because it can readily be emptied when required for its legitimate purpose, yet the bluestone solution is immediately available when required again. A perforated copper or brass strainer should be provided at the entrance to the sump to prevent droppings and other dirt finding their way in, and a wooden plug or other means is required to prevent the entry of rain-water from the pen to the sump. Where a crush pen is being used to hold the bluestone it is also desirable to close board the bottom for a few inches up and to keep these boards inside the concrete rim to prevent undue loss of solution by splashing.

At times it has been recommended that sheep should be passed through a trough or pen containing water to clean their feet before entering the bluestone. Some farmers even go to the length of putting rounded pebbles about the size of pigeon's eggs in the section containing the water, with the idea of opening up the claws of the hoof and getting out the dirt. Though these ideas are sound enough, both in theory and practice, they are no substitute for thorough and conscientious trimming of the hooves; a water wash

by itself will do little good if the trimming has been omitted.

LOADING RAMPS

Ramps for loading sheep and lambs on to motor trucks are usually so arranged that they can be fed either from the woolshed or the yards. They

are nearly always made to suit double-decked trucks, but there is no standard design. In the illustrations reproduced on this page and page 233 three different ways of accomplishing the same result are shown. Fig. 31 shows a double ramp where top and bottom decks may be loaded separately by use of the gate in the foreground. Fig. 29 shows a type where the ramp is made to lift like a ship's gangway and is counter-balanced by the drums of stones. In the top position it rests on a steel rod or pipe slipped through the rings let into the posts. The decking consists of 6in. x 1in. planks running across the floor and overlapped like weatherboarding to give a non-slip surface. The ramp is approximately 10ft. long, 18in. wide inside, and about 2ft. 9in. deep.

Fig. 30 gives different views of a type of ramp in which part of the floor hinges up to give access to the bottom deck of the truck or when in position gives direct access to the top deck. The loose section of floor is 6ft. 10in. long and is pivoted at its forward end on a piece of 1/2in. water pipe. The whole structure is 15ft. long and 9ft. 6in. high over-all and forms an extension of the drafting race which is used very effectively for feeding it. The inside measurement of the ramp is 16in. and the depth 2ft. 11in. The lower loading ramp finishes at 4ft. from the ground and the upper one about 6ft. 9in. These heights cannot be laid down as standard, because the chassis measurements of trucks vary considerably, which is the reason why transport operators always carry on the truck a

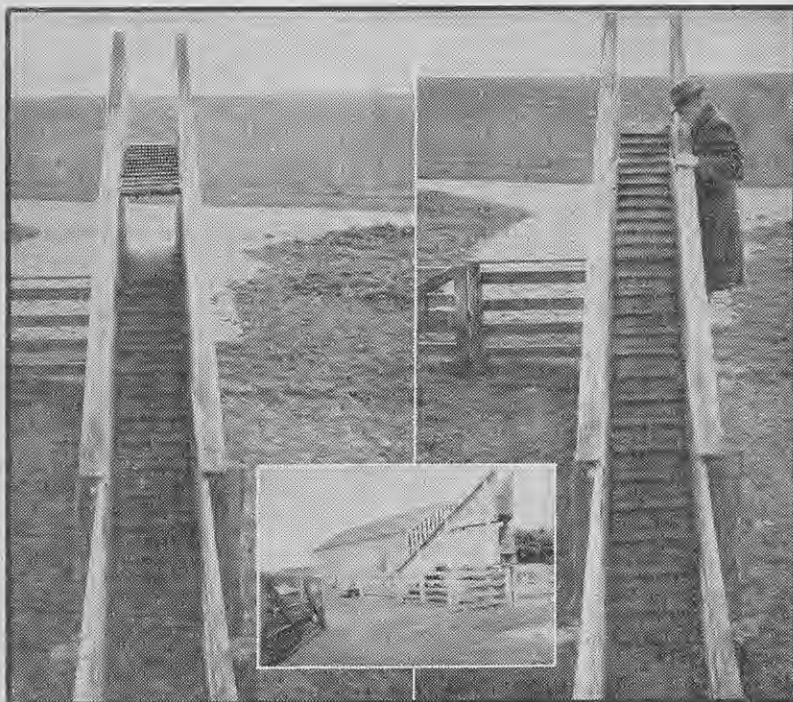


Fig. 30—2-way loading ramp. Left—Gangway up, to load from bottom deck. Right—Gangway down, to load from top deck. Inset—Side view of ramp.

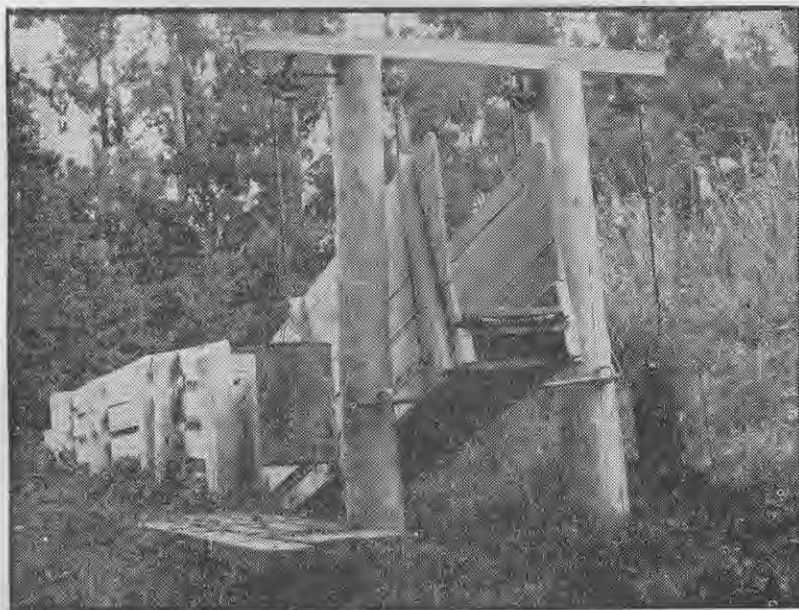


Fig. 29—An adjustable loading ramp.