

short ramp and sides, which are used to connect up with whatever the sheep are being loaded from or into. The heights given are about an average which will suit most trucks.



Fig. 31—Double loading ramp.

SELECTED SHEEPYARD PLANS

The figure used throughout this article in calculating the capacity of yards has been 5 sq. ft. per sheep, except in the case of crush pens, where 4 sq. ft. is sufficient. It would therefore be easy to give the approximate sheep capacity of any set of yards by finding the total area in square feet and dividing by five. This, however, would not give the number of sheep the yards could be expected to handle, as some pens must be left empty for a start before sheep can be moved around in the yards. Then again a comparatively small set of yards used in conjunction with two or three small holding paddocks can handle thousands of sheep; in fact there would be no upper limit, provided sufficient time was available for the job. To compromise, therefore, and make use of a figure which bears some relationship

PLANS OF SHEEP-DRAFTING YARDS

to actual working conditions the capacity of each set of yards has been taken on the basis of the main receiving yards plus one or more of the forwarding pens—usually a figure approximately half the total area of the yards—and this has been expressed as the number of sheep which yards will handle comfortably.

The position of the gates in the outside fences of the various yards illustrated is determined to a large extent by the location of existing paddock fences when the yards are built. The ones shown in the plans, therefore, are merely suggestions and may have to be modified according to existing circumstances.

The aim throughout in presenting these plans has been to incorporate variety and show different ways in which certain objectives can be achieved. That is why certain gates may be shown in, say, the crush pen in one plan yet are not repeated in other plans, where some other novel features will be depicted instead.

sacrificed to economy. A double crush pen and 3-way drafting have been included. Features to note are:—

The four gates (1, 2, 3, and 4) arranged at the entrance to the receiving pens A and B. These allow stock to be shifted in or out with the maximum convenience.

The same general principle applies to the arrangement of gates 6, 7, and 8, at the entrance to the crush pens. Thus sheep can be taken direct from B to E, but if required they can also be shifted from B to D by opening gates 6 and 7 and fixing them together.

The crush in this design may be a single pen, twin crush pens of equal size (as shown by the dotted line), or two pens of different sizes as shown in the actual plan, where D is 4ft. 6in. wide and E is 3ft. wide. With the last design E, being narrower, is very suitable for dosing sheep or similar jobs where one man is working on his own. A roller is provided at the entrance to the drafting race at X to help prevent sheep jamming.

The race is 10ft. long and in the interests of efficiency should not be made any shorter than this, nor should the two drafting gates 15 and 16 be made any less than 3ft. 6in. in length. The small 2ft. swing gates shown at 12 and 13 should be noted. They allow the man on the drafting gates (whether right- or left-handed) to get down to the end of the crush rapidly if a stoppage occurs. To this end it is advisable to keep these gates small and fit them with self-closing springs so that they may be opened in either direction but will always close themselves.

The arrangement of the gates at 17, 18, 19, and 21 should be noted; they allow sheep to be moved in various ways between pens and paddock and vice versa.

The purpose of the 10ft. gate (20) is to allow a lorry to be backed in

Estimates of Quantities and Costs

In the estimates which are given with each plan the quantities have been subdivided to some extent to give a prospective builder some idea of how much material is required for each part of the yards, so that if modifications to the plans are to be made they can be more readily allowed for.

With prices still generally rising at present it is unlikely that the prices quoted will be accurate for long, but adjustments to current rates on the quantities given can readily be made. No allowances have been made for either labour or cartage costs, as these are unpredictable.

No. 1 Plan

The keynote of No. 1 Plan (small yards to handle about 250 sheep) is simplicity, yet convenience is not

No. 1 Plan: To handle about 250 sheep

