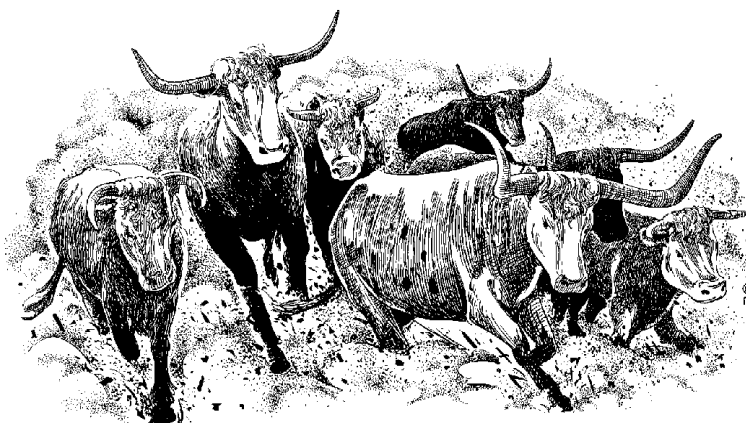


Institute of Food and Agriculture Sciences

Marion County Extension Service
2232 NE Jacksonville Road
Ocala, Florida, 34470
(352) 671-8400



Vol. 15, No. 1

MARION COUNTY LIVESTOCK NEWS

MARCH 2010

HORSE HAULIN'

Saturday afternoon May 2, 2009 just prior to the 135th running of the Kentucky Derby, much attention was given to the fact Mind That Bird was hauled 1,700 miles in a horse trailer pulled by a pickup truck driven by his trainer, Chip Woolley. While watching the pre-race TV coverage, it seemed every reporter that interviewed Mr. Woolley was fascinated the trainer had personally driven his horse from New Mexico to Kentucky. So much, in fact, that Mr. Woolley's first comment to the gaggle of trackside reporters after his gelding's impressive upset was "Now maybe you all will talk about something else."

I know horses travel by commercial vans, tractor-trailers and even air-transport, but the reality is most horses in the United States are transported in a horse trailer driven by their owner. Hauling horses requires more than just good driving skills. The driver should not only be experienced with the nuances of transporting large animals, but should also be a bona fide horseman or horsewoman.

To start with, make sure the towing vehicle is the correct size for the trailer you will be using. Just because you can hook up to a trailer does not mean your vehicle is suited to pull that trailer, especially when loaded. Be sure truck-to-trailer connections are secure and safety chains are attached.

Many precarious situations can be avoided by taking a few extra minutes to check all tires, including spares for air pressure, uneven wear and dry-rot. Look over
(see HORSE HAULIN' pg. 2)

How "NOT" To Pull A Horseshoe

Recently, while at a rodeo one of the competitors ask me if I had any tools he could borrow to pull a shoe. Seems his horse had thrown a front shoe during his first event. The other front shoe was loose, but still had four clinched nails holding it on. There was no way that shoe was going to last the night.

I told him I'd be glad to help and we could look in my trailer and see what I might have that we could use. His next event was approaching fast and he was anxious to get the shoe off so he could warm up his horse and get ready. As soon as I found that old rusty rasp, my friend took off to go to work on his horse and I looked for more tools. What I found in the trailer was a flat-bladed screwdriver and a pair of fence tool pliers. My plan was to straighten out (break) the clinches and use the fencing tool as a make-shift shoe puller.

By the time I found my friend, he had managed to rasp off the remaining clinches and was feverishly working to pull off the shoe with a small pair of wire pliers. Sometimes when clinches are rasped off (especially using an old, rusty rasp) a small hook is still holding just under the hoof wall making the shoe more difficult to pull particularly with improper tools. Time was really getting short now as the rodeo announcer had just called the contestants for the next event.

The fence pliers weren't much better than the wire pliers but they did provide some leverage and allowed me to grab two of the nails by the head and pull them out. With only two nails left holding the shoe, there was
(see How "NOT" To Pull A Horseshoe pg. 2)

HORSE HAULIN' (cont. from pg. 1)

trailer for excessive wear and tear. Check for wasp's nest, spiders and other critters that might have moved in while the trailer was idle. Inspect the floor as well as all windows, doors and latches. Test all lights, turn signals and brakes before loading horses.

I've learned some of these horse hauling lessons "the hard way". Back in the day, when I was a college freshman, I used to break and train horses for extra money. One of my clients had two horses outside of Louisville and asked me if I would be interested in going up there to get them. He wanted one delivered to his place and he wanted me to take the other one for a couple of months. He was willing to pay me, instead of a commercial hauler. On my way home, while stopped on the exit ramp at the Shepherdsville truck stop, my entire truck and trailer shook violently. I thought someone had hit me from behind and got out to check the damage. To my surprise, I had not been hit, but when I looked in to check on the horses they were both standing on the asphalt.

The trailer I was pulling had not been used for a few weeks and the floor, consisting of pressure treated 2 x 6's had several rotten boards that had given way under the weight of the two horses I was hauling. Now, here I was, alone, on an exit ramp and two horses that belonged to someone else were standing on the ground while inside my trailer. The horses were calm as I backed them off and tied them to the side of the trailer while traffic continued to pass. I was able to remove the busted boards and slide enough good boards together to load the horses on the trailer safely. Once the horses were back on the trailer, I drove to the truck stop and called a friend to come with his truck and trailer to haul the horses home. The horses arrived at their destinations none the worse for wear and I learned a hard lesson about the importance of checking your equipment and being responsible for someone else's horses.

A few weeks later, as I was following a livestock trailer up the entrance ramp to the interstate, I noticed a horse loose in the trailer. The trailer had one large swinging door that was equipped with an internal sliding door. The large door was latched and fastened securely, but as the trailer made its way up the ramp the sliding door kept opening wider and wider. The sliding door had not been latched and the banking of the ramp combined with the vibration of the road set up the perfect circumstances for the door to slide open. As the truck leveled out and started to merge into traffic, the horse stepped out of the trailer onto the interstate. The driver had not seen his horse step out of the trailer and continued to pick up speed.

The horse was right in front of me and fortunately went to his right, toward the shoulder of the road away from the median and oncoming traffic. I tried to get the driver's attention by flashing my lights and blowing the horn, but he never saw me. I was slowing down, trying to keep my truck between the traffic behind me and the loose horse on the road. When the driver of the tractor-trailer beside saw what was going on he pulled up beside me and slowed to a stop as I got out of my truck to catch the horse or at least keep him from running back to the road. About that same time, I noticed the trailer the horse was previously riding in had stopped about a quarter mile down the road. Thankfully, someone up ahead had been able to flag them down.

The horse was surprisingly calm as I approached him and he allowed me to grab his halter without incident. The horse's owner was sheepishly pale as he approached and thanked me for stopping to help. What he said next, made a huge impression on me and it's something I'll never forget. His comment was "They told me you're good to go!" Lesson learned. Don't take someone else's word for "good to go".

Make a habit of conducting a walk around inspection every time you hook up. This exercise is important for all trips and is extremely crucial for trailers that have not been used in several days or weeks. Ultimately, it is the driver's responsibility to ensure the safety of the horse(s) they are hauling.

How "NOT" To Pull A Horseshoe

(cont. from pg. 1)

enough slack that I could get under the shoe and pry it off.

My friend made his event. He got to the arena just as the announcer was calling his name.

On my way home that night, I thought about what I needed to put in my trailer so I could pull a shoe quickly and efficiently. I needed to buy the following:

- ✍ Shoeing hammer
- ✍ Clinch cutter
- ✍ Creased nail puller
- ✍ Rasp

The next time the need arises either at home or on the road, I'll be ready.

First, use the clinch cutter and hammer to "break" the clinches. Next, use the creased nail puller. Work the nail from heel to toe, as more of the shank is exposed, re-grab the nail close to the shoe and pull again. Finally, use the rasp to smooth out any rough edges.

John Mark Shuffitt
Livestock Agent
UF/IFAS Marion County Extension Service

Pasture and Hayfield Herbicides Old and New

Chemical Name: 2,4-D

Brand Names: Many

2,4-D (and 2,4,5-T sometimes called Agent Orange) was first synthesized in 1940, and first proposed as a herbicide in 1941. Soon thereafter all research on 2,4-D was classified TOP SECRET by the US military and its development was slowed. A secret Biological Warfare research unit was established at Camp Detrick, Frederick, Maryland. All research there was kept secret until after WWII was over, at which time its research was published by Ms. J.W. Mitchell, a researcher in the USDA in Beltsville, Maryland in 1944, just before the end of WWII. She is credited with being the first one to test 2,4-D on dandelions in a turfgrass and discover its selective properties (dead dandelion, alive turf grasses) in the field. The mother of chemical weed control tactics.

After WWII, commercialization of 2,4-D as a selective herbicide proceeded rapidly and soon broadleaf weeds were being killed in agricultural fields across the country. The first great weed population shift from broadleaves to grasses was underway.

2,4-D: Many Firsts: As indicated earlier, 2,4-D was the first selective herbicide. 2,4-D was also a first for several other qualities. It was the first growth-regulator type herbicide with hormone (auxin) like activity. It was the first low rate (1 kg ai/ha or less), high specific activity, herbicide for agriculture.

It is hard to appreciate the impact that 2,4-D had on agriculture when it was first introduced. Suddenly, it was possible to control dicot weed species in cereal and maize crops easily, quickly and inexpensively. No more tillage! It also had the profound impact of showing the chemical industry a totally new market. The path was open if more herbicides could be developed.

2,4-D is used primarily as a postemergence chemical: applied to foliage of emerged plants. Although it is rapidly degraded in the soil, it is used as a soil-applied herbicide in some situations.

Chemical Name: Dicamba

Brand Names: Banvel, Clarity, Vanquish

Another auxin herbicide developed in 1961. Controls many broadleaf species in small grains and pastures. Unlike 2,4-D, it is safe on hermarthria species like Limpograss. Often mixed with other herbicides.

Chemical Name: 2,4-D and Dicamba

Brand Names: Weedmaster, Kambamaster, Outlaw, 2,4D Plus Dicamba

Control of annual and perennial broad-leaved weeds and brush species. Combination generally more effective than either herbicide used alone. The gold standard for broadleaf weed control in pastures of the Southern US for decades.

Chemical Name: Triclopyr

Brand Names: Garlon, Pathfinder, Remedy

Another member of the 2,4-D family developed in 1979. Particularly effective on brushy and woody plant species. In Florida, became the primary weapon for battling Tropical Soda Apple.

Chemical Name: Aminopyralid

Brand Names: Milestone

Mixed with 2,4-D to broaden control spectrum as Forefront now called Grazon Next

A selective hormone-based product manufactured for control of broadleaf weeds on grassland, such as dock, thistles and nettles. It was first registered for use in 2005, in the USA.

Found to be more effective on Tropical Soda Apple than triclopyr. Also provides residual control in treated soil and manure.

Can be of concern to vegetable growers when it collects in cow manure. It affects potatoes, tomatoes, peppers and beans, causing deformed plants, and poor or non-existent yields when contaminated manure is used for fertilizer on these crops. Passes through animals without harming them.

Chemical Name: Fluroxypyr

Brand Name: Cleanwave

A systemic, selective herbicide developed in 1998 used for the control of broad-leaved weeds in small grain cereals, maize, pastures, range land and turf. It is a synthetic auxin. Found to be very effective on dogfennel when tank mixed with 2,4-D.

Chemical Name: Sulfosulfuron

Brand Name: Outrider

Established bahia and bermuda only. Controls many sedges (nutgrass, nutsedge, watergrass) and also suppresses vaseygrass.

Ed Jennings

UF/IFAS Regional Livestock Agent

The Foundation for The Gator Nation
An Equal Opportunity Institution

Beef Cattle Management Tips

MARCH

- Prepare land for summer crops.
- Begin grazing warm season permanent pastures.
- Check and fill mineral feeder.
- Observe bulls for condition and success.
- Rotate and rest bulls as necessary.
- Deworm cows as needed.
- Observe calf health and provide adequate nutrition for “good” weight gains.
- Hang forced-use dust bags by April 1st for external parasite control or use insecticide impregnated ear tags.
- Identify, vaccinate, implant and work late calves.
- Put bulls out by March 1st for calving season to start December 9th.
- Remove bulls March 22nd to end calving season January 1st.

APRIL

- Plant warm season and perennial pastures.
- Plant corn for silage.
- Check and fill mineral feeder.
- Check dust bags or apply treated ear tags.
- Check for external parasites and treat if necessary.
- Observe cows for repeat breeders.
- Deworm cows as needed if not done in March.
- Vaccinate against blackleg and brucellosis after 3 months of age and prior to 12 months of age.
- Market cull cows and bulls.
- Update market information and refine market strategy for calves.