



American Cream News

Jan 2006 Vol. 16 Issue 1

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## American Creams Return to the Rose Parade



Courtesy of Dave & Barbara Hubert/ CA State Firefighter's Steamer Team

American Cream geldings Big Jake (536), Big Ben (341), and Captain's Sir Scotchy (Buddy) (278)

by John Schwartzel

The Rose Parade was quite a grand festival, with activities each day. The Equestrian exhibitor's gala banquet hosted by Wells Fargo Bank in downtown Los Angeles on Thursday night; we were one of the acts at the Los Angeles Equestrian Center Rose Parade Equifest show held on Friday. This show was held in a covered arena in front of several thousand spectators. The Wells Fargo's Stagecoach, Budweiser's Clydesdale Hitch, a Gypsy Caravan Wagon, United States 1st Army Mounted Cavalry Troop and many other colorful groups provided the en-

tertainment. Following our Fire Dept. "Code 3" runs around the arena, the California State Fireman's Association Steamer Team retired outdoors to have cameras film "Code 3" runs for an upcoming documentary film. The entire Equifest show will be available for purchase as a video in the near future. The CSFA Team had a private tour of the L.A. County Fire Dept. museum on Saturday, followed by a New Year's Eve Banquet and Party. On Sunday, while the Fire Wagons were being covered with flowers, we were on a free tour of the Gene Autry Western Heritage Museum in Los Angeles, compli-

ments of Miss Rodeo America and the Chairman of the Rose Parade Committee. Sunday night we hauled over to the Parade staging area in the rain, walked around all the floats, and waited for sunrise to hitch up. When I woke up, I saw what looked like the light of morning on the horizon, (I live in the country where the closest street light is twenty miles away) so ... I proceeded to wake up the camp at 3 am in the morning! Parade Day went well, all the horses were well-behaved, the crowd of spectators was quite large and very loud despite thunder, (con't on pg 8) light-



American Cream News is a benefit of membership in the American Cream Draft Horse Association, published quarterly, as of 2005. American Cream News welcomes articles, pictures, letters, and classified ads dealing with American Creams, other draft horse breeds, and equipment and events dealing with draft horses.

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#### Advertising Prices

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#### Merchandise

Decal (3"x3") (windshield) .....	\$ 4
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Oatmeal Canvas Tote Bag.....	\$ 7
Baseball Caps.....	\$20
Herd Book (2nd. Ed.).....	\$30



Jumper's Trouble photo

#### CLASSIFIEDS

May 2005 FILLY.  
Stocky, pink skin,  
light eyes, med.  
cream. JEB NN.  
\$3,000. Others  
available, inquire.  
HappyFoot Farms,  
Dennis and Betsy  
Aufdenkamp  
530-333-1008.



**Goldielocks**

1/1/P

Fair and show information needed for May issue. Send event, dates, and contact info to creamnewseditor@yahoo.com.

#### Wagon Restorations

## American Cream Draft Horses

Dennis & Betsy Aufdenkamp

P. O. Box 642 • Georgetown, CA 95634  
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2/2/P

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American Cream Draft Horses  
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www.creamacres.com



Cream Acres Ranch  
AMERICAN CREAM DRAFT HORSES  
**(541) 382-6201**

CAROL & DAVE  
PSHIGODA

63125 JOHNSON RANCH ROAD  
BEND, OREGON 97701

1/1/P

#### Address Changes:

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515-899-2475

## MAKING A MINI-BATCH OF BIODIESEL

In order to make Biodiesel, you will be required to use some potentially hazardous chemicals, namely sodium hydroxide (lye) and methanol (AKA wood alcohol and racing fuel). Both lye and methanol are potentially hazardous by themselves, but we will be mixing these together to form sodium methoxide, which is another chemical we need to be careful with. We will need to take the necessary safety precautions to make this a pleasant experience. Many people make Biodiesel every day without a safety incident. You can, too.

### Chemicals:

**Lye** (sodium methoxide, caustic soda) absorbs water from the atmosphere so it must always be kept in a sealed container when not in use. Take the lid off only when you are ready to measure an amount and then replace the lid as soon as possible afterward. You can see the water being absorbed almost immediately so open, measure, close and mix the lye as quickly and safely as possible. Lye also has dust and you do not want it to find its' way into your lungs so wear a filtering mask of some kind. The small paper ones are adequate for this purpose and can be found in most hardware stores. Lye can cause chemical burns to the skin. Wear an old long-sleeved shirt and protective gloves that are rated chemically resistant. The lye you want will need to be pure (99%) and will always be a dry product. Red

Devil drain cleaner can be located in your local grocery or hardware store along with other cleaners. Do not use any of the liquid products, they don't work, including the one produced by Red Devil. Always wear protective gloves and goggles or face shield when handling lye.

**Methanol** (wood alcohol, racing fuel) needs to be 99% pure. This means it contains 1% (or less) water. We don't want any water in the process until later, after the initial processing has been completed. Methanol is used for two main reasons. First, we need the alcohol to replace the glycerin and, second, we need to dissolve the lye prior to adding it to the oil because the lye won't dissolve in vegetable oil. When handling methanol you should always wear protective equipment just like when handling lye. Methanol is absorbed through the skin so wash any splashed areas off with cool water as soon as possible.

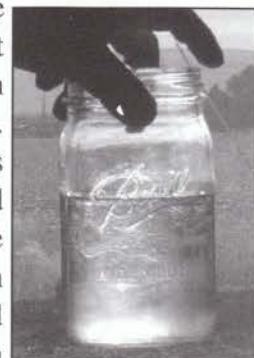
The fumes are also something to stay away from so don't breathe them. They are heavier than air so they will, for the most part, tend to dig the lowest area in their path and stay there until the dissipate. Being alcohol, this happens fairly quickly. No smoking, matches, lighters, etc. Methanol is typically used as a

racing fuel so it is very volatile and sensitive to fire.

**Methoxide** is produced when you mix lye with methanol. It is a particularly nasty chemical mixture. Since it is necessary to mix lye and methanol together to make Biodiesel, it is something that we can't avoid. We will wear goggles or face shield, gloves and long sleeves when handling this liquid. DO NOT BREATHE ANY METHOXIDE FUMES. THIS IS REAL UNPLEASANT STUFF.

**Protective wear:** These are a few things that will help keep us safe while working with these chemicals. Chemical resistant gloves, goggles or face shield, long sleeved shirt and a plastic apron that ties at the neck and waist. All these items are easy to find and will help keep you safe.

### What Biodiesel is and the general process to make it...



Biodiesel is created using vegetable oil, new or used, as a base liquid and adding a catalyst to it. The end result is commonly referred to as "Biodiesel" or, to be more technically correct, methyl esters (of vegetable oil). Biodiesel can be used in any current diesel engine without any modification to the diesel engine or vehicle it is in. It is not a miracle fuel. It does not increase your fuel mileage or wash your windshield but it is much less expensive to make than diesel #2 is to buy at the pump. It is not uncommon to make Biodiesel for (con't on pg 4)

**Biodiesel, con't from pg 3 -**  
as little as \$0.67 / gallon.  
Some can do it for less,  
some for a little more.

Vegetable oil is a triglyceride, that is, there are three hydrocarbon chains attached to each glycerin molecule. What will happen to the oil during the conversion process, called *transesterification*, is the detachment of the hydrocarbon chains from the glycerin molecules and the re-attachment of those chains to alcohol molecules provided by the methanol. The separation will require from two to eight hours to complete. You should find approximately twelve percent (12%), by total volume, of glycerin sitting at the bottom of the reaction container when the process has completed. Upon successful completion of the process you will have two liquids separated by a very clean, sharp line. The darker glycerin will be on the bottom and the raw Biodiesel will be the lighter colored liquid on the top. Congratulations, you have just made Biodiesel. But wait, there's more...

Please contact George  
for a pamphlet on the  
complete process.  
[webmaster@acdha.org](mailto:webmaster@acdha.org)

## SHIPSHEWANA, INDIANA · OCT 19-21, 2006

### 2006 ACDHA Meeting

Shhhh...the sounds of night in the country.

...the clip-clop of a horse trotting by, nothing but the crickets, and other creatures of the night,

...sitting around playing a game of cards, trading draft horse hitching tips, and visiting with your hosts and other newly made friends of the American Cream Draft Horse Association.

It's all possible in Shipshewana, Indiana.

Hospitality, always warm and genuine, is part of what brings people back to Shipshewana, again and again.

Shipshewana is about making memories! Where else can you take a trolley ride, ...tour the Riegsecker's Furniture and Peter Stone Horse factories in the Amish countryside,

...have dinner served up family style, ...go to a dinner theater, ...see Amish crafts folk at work whether it be making harnesses at Shipshewana Harness, carriages, cheese, furniture, or collectable horses in the Midwest?

"Where else, but Shipshewana, of course!"



Your hosts Sue & Larry Engel and Sheila Johnson will see you in Shipshewana, Indiana.

Flights can be booked to South Bend Airport, or if leaving from MI, then Kalamazoo, MI. Train passengers can arrive at South Bend station. Rental cars will be needed to Shipshewana.

Rooms should be reserved at the Farmstead Inn. Standard rooms with 2 queen beds run \$89 per night. Additional occupancy (other than children) is \$10 per additional person. Complimentary breakfast available. Inn phone: 260-768-4595.

**Thursday:** Check in. Those arriving before 2PM should meet at the main entrance at 2:30 PM to tour Menno-hof, an Amish museum next to Farmstead Inn. Those arriving later can join us at 5 PM for dinner. To be announced.

**Friday:** Meet at hotel common room at 8 AM for breakfast and an update on activities.

1.) Riegsecker's Furniture & Stone Horse factories (10AM-12PM). We will be riding the trolley there and back, so we will meet outside Shipshewana Harness at 9:30 AM where we will board. After the tours we will be returned to the Country Corral Restaurant for lunch at 12:15 PM.

2.) 1:30 PM: Tour of Shipshewana Harness, and if time, Shipshe Farm Store, Miller's Carriage Co & Wana Wheels from 3:00 PM - 5:30 PM. Meet at the Blue Gate Restaurant for dinner (family style) promptly at 5:30 PM. An after dinner show at the Blue Gate Theatre with performance by David Pendleton, comedian/ventriloquist at 7:00 PM, or back to the hotel. Dinner \$18.00, Theatre \$12.00. (Theater reservations can be made by calling 800-645-4725 and let them know you are with the ACDHA).

**Saturday:** 7:30 AM Breakfast at Blue Gate Rest. 8:30 AM gather at Banquet Room downstairs for our annual meeting. 12:30 PM: Lunch served by Restaurant, soup (2 kinds), dinner salad, bread, pie, & beverage. \$12.00. Meeting adjourned by 5 PM.

Staying over Sat. night? Make reservations at St. Gregory's Abbey (an Episcopalian Benedictine monastery) west of Three Rivers, MI. Ph: 269-244-8370. Meet in Three Rivers, MI at the Oasis Restaurant on US-131 for dinner. Directions to the monastery after dinner.

**Sunday:** Join Sue & Larry for 8:30 AM Mass and a tour at the Abbey. Visit the Engel home for lunch. Then to Sheila Johnson's and Mike McBride's to see their horses.

### Hear Ye! Hear Ye!

### SIERRA NEVADA SMALL FARM PROGRESS DAYS

The first annual Sierra Nevada Small Farm Progress Days event is scheduled for October 20-22, 2006 at the Loma Rica Ranch Organic Farm in Grass Valley, CA. The event will feature field demonstrations of horse drawn, tractor drawn, and walk behind farm equipment, educational seminars and a harvest festival. For more information, please contact Dan Macon at the Nevada County Land Trust 530-272-5994 or [dan@nevadacountylandtrust.org](mailto:dan@nevadacountylandtrust.org).

## Horse-Drawn Plow and Mower

A product of the Oliver Chilled Plow Co. of South Bend, Indiana, this model was popular in the western United States, as well as in areas of the country utilizing small and irregular-shaped plots of land, and marginal or hilly sections.

The seat is adjustable for the angle at which the driver sits while operating on an incline, as on a hillside. This plow also features foot controls which in a moment could change easily the angle of the tongue, so that one can point the team uphill and so help correct the side-draft of the whole plow, especially useful in hillside work, and other tough conditions.

The 23-B had a very substantial cast-iron frame arch for stability and rigidity, and has a reputation for durability.

With the reversible-style plow

This tool is a mower built by John Deere Co. from the latter part of the Great Depression, roughly up until horse-drawn implements were withdrawn from the JD catalog lines about 1953.

Along with the McCormick-Deering #7 built from 1929 to 1939 and the Big 4's contemporary, the McCormick-Deering #9, the John Deere Big 4 represents probably the ultimate in ground-driven design applied to horse-powered machinery.

These mowers utilized modern advances such as roller bearings, enclosed gear trains shielded from field dust and debris, pressure "zerk" grease fittings, and in general the most advanced cast-iron foundry techniques, and machine

such as the Oliver 23-B, it is possible to plow any size or shape field and leave no dead furrows that require further primary tillage to correct.

The owner is unsure of the exact dates of manufacture of the 23-B, but believes it to be in the 1920's or early 1930s. He owns a second original 23-B, which is probably in its original factory paint. This example has been painted accordingly. The only difference is that the outside wheel rim

face of the original one is in silver, the rest of the wheel being yellow.

Many believe that Oliver equipment is always in Meadow Green. That is a choice made for their tractors in the late 1930s, and is one reason why we believe that this plow was made prior to that time.

Ben Corson of Moyie Valley Farm owns this plow, and it was sandblasted, primed, painted, lettered and equipped with new tongue and stud-tongue ... in the hopes

that if it were to be snagged by a time-traveler from 1927 or so, and dropped down on an Oliver dealer's showroom floor, no one would be able to tell it was redone in the early 21st century ... and that if taken care of, it might last another 80 years.



work throughout in cutting and balancing the gears and shafts.

It is pretty safe to say that the same level of workmanship and technology went into the manufacture of these latter examples of horse-powered equipment, as went into the making of the John Deere motorized power sources of the time ... and also that the horse ma-

chines might last even longer since they are normally subjected to far less speed and stress than are tractors.

The owner claims only that the mower shown here is "spruced up" and doesn't claim total authenticity in all details of the paint scheme, for example. The Big 4 seen here is to be simply a working piece of equipment, meant to be in daily summer use during hay season on a working horse ranch.



"Spruced up" by Ben Corson of Moyie Valley Ranch, a preservation facility dedicated to the American Cream Draft Horse.





**"Luke" -- Cool Hand Luke #491**

Abbott's Constable Tommy x Ostella's Blondie # 352  
 \$200 LFG / \$250 for semen each shipment  
 15.2 H 1600 # Born 1998 JEB Nj  
 Leslie & Timothy Beavers \* 931-637-7771  
 timothybeavers@bellsouth.net \* Belfast, TN  
 Mare care \$10/day at local Vet's clinic.

Breeding season lease considered with restrictions. Private Treaty.



**"Lucky" -- Johnann Acres Happy Go Lucky #524**

Dan's Cheater #348 x Johnann Acres Jodee # 311  
 \$300 / Mare Care: \$4 dry, \$6 wet  
 No A.I. at this time  
 16.1 H 1600 # Born 2001 JEB NN  
 Leonard Offutt, Jr. \* 301-845-0358  
 deepvalleyfarm@hotmail.com \* Walkersville, MD

## American Cream Draft stallions

Continued on pg 11



**"Barney" - Captain's Barnabus Gold #234**

Ead's Captain #209 x Hockett's Barbie Doll #212  
 \$500 A.I.  
 Shipped semen available  
 16.3 H 1850 # Born 1988 JEB NN  
 Carol and Dave Pshigoda \* 541-382-6201  
 creamacres@coinet.com \* Bend, OR



**"Joshua" -- JD's Will's Pride #366**

J.D.'s Billy #273 x Hockett's Sara # 249  
 \$250 Creams / \$400 non-Creams  
 Shipped semen available  
 17.1 H 1800 # Born 1997 JEB NN  
 Donna and George Miller \* 530-477-7687  
 donna@millerscremdraft.com \* Grass Valley, CA

## Horse-Drawn Carriages and Their Horses

*Many thanks to Leslie Ide and Karen Smith for their technical help with this article.*

Horse-drawn vehicles have many variations, and just as many names, for all the styles over the years. Just as our automobile jargon changes with the times, types of carriages were often given different names to make them seem innovative or fashionable. In today's world, we don't find people driving station wagons anymore; that lost appeal when Moms desired the mini-vans. Now, that is old, and you want to be in an S.U.V.

One of the simplest vehicles we use with horses is the cart. We presume that's one axle with two wheels, and shafts. It's many variations include: peddler's cart, Chaise (shay), dog cart (with a ventilated box underneath the seat for the hunting dogs), tandem gig, governess cart, Stanhope gig, breaking cart, sulky, Hanson cab, Jaunting car, road cart, and others. The Meadowbrook carts shown here features a divided, hinged seat, which allows a person to step into the cart from the rear. A Meadowbrook often has fenders (either wood or patent leather) and a raised dash, to help protect from debris.

To carry more people, you need four wheels. At Colonial Williamsburg, we saw two beautiful Phaetons, the blue one, and the red one shown here. In the 18th century, they were called "sociables". This seating arrangement allows the passengers to face each other, and the French term is "vis-à-vis", meaning face to face. This name became popular by the mid 19th century, and the name and style of vehicle have endured to become the most popular for carriage rides and street use. The falling (folding) top allows protection from the elements, or,



Donna Miller \* Jumper's Elvira # 324 \* Meadowbrook cart



Colonial  
Williamsburg's  
18th Century  
Phaeton



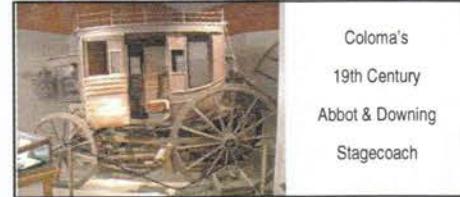
Wes Rogalski \* Clar Ann Dick's Major # 232 \* Vis-a-Vis



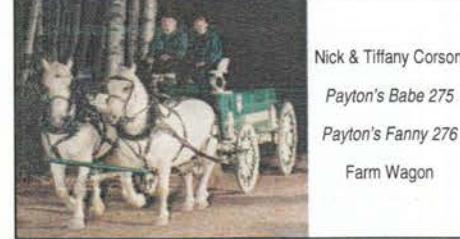
Dave Lively \* JD's Cassie #420 (Shirley)  
JD's Candy #421 (LaVerne) \* Vis-a-Vis



Colonial  
Williamsburg's  
Carter  
Coach



Coloma's  
19th Century  
Abbot & Downing  
Stagecoach



Nick & Tiffany Corson  
Payton's Babe 275  
Payton's Fanny 276  
Farm Wagon

by Betsy Aufdenkamp

when dropped, a lovely photo-op of the bride and groom. Modern ones are equipped with hydraulic brakes, electric lights and turn signals, if needed! Can a vis-à-vis have no wheels? Sure, if it's a sleigh.

At Colonial Williamsburg, we were privileged to get to see many other types of 18th century pieces, all restored or reproduced, road ready and driven regularly. So much more engaging than just a static display. "Huzzah!" to C.W. for the Coach and Livestock division.

The Carter coach, with its bright yellow gear striped in black, is a traveling coach. It has an enclosed passenger area and thorough brace suspension, as does the Wythe chariot, which is of lighter design for in-town use. This style of suspension, which later evolved into more varieties of metal spring configurations, was revived by American coach makers in the mid 19th century for stagecoaches and mud wagons traveling the rougher Western roads, like the coach we saw in Coloma, CA, this last October.

Both the Carter and Wythe have removable driver's seats, so the coach may be driven postillion style, the coachman riding and driving from the wheel horse. This would allow more privacy for the conversations of traveling diplomats.

One of the vehicles that won the West was the all-purpose form wagon. This beautifully painted example shows clearly the uprights that hold the box in place, and the spring seat on brackets that could be easily removed for bulky loads. Add extra seats, and it's a passenger vehicle. Add stake pockets and racks for livestock or lofty loads. Put bows in the stake pockets, and (con't on page 8) a

## American Creams return to Rose Parade, con't. from FC

ning, and the torrential rainfall during the Parade. My son, Austin, took turns driving the team during the Parade when my cold fingers would get numb. All in all, it was quite an impressive finish to a fun-filled event. Kudos go out to the Rose Bowl Riders Equestrian Center who offered us dry stalls, wash racks and an arena for the "Creams" during our stay in Pasadena. The Cream Fire Horse Team was a big hit and was treated like equine royalty at the stables!

The Greenwood Ranch Creams' next major event will be April 14th - 16th in San Francisco, to commemorate the 1906 Earthquake & Fire that leveled the City of San Francisco. Horse drawn and motorized Fire apparatus from all over the State of California will participate in the pageant of events. Media coverage should be quite extensive for this Historic gathering. Creams will be providing horsepower for three Fire Engines at these activities. Photos and videos of the CSFA Rose Parade events will be available shortly.

### 1st Foal of 2006



"Emma"

Danny Boy's  
Jack # 463 X

C.W. Whip  
Cream (Sarah)  
# 374

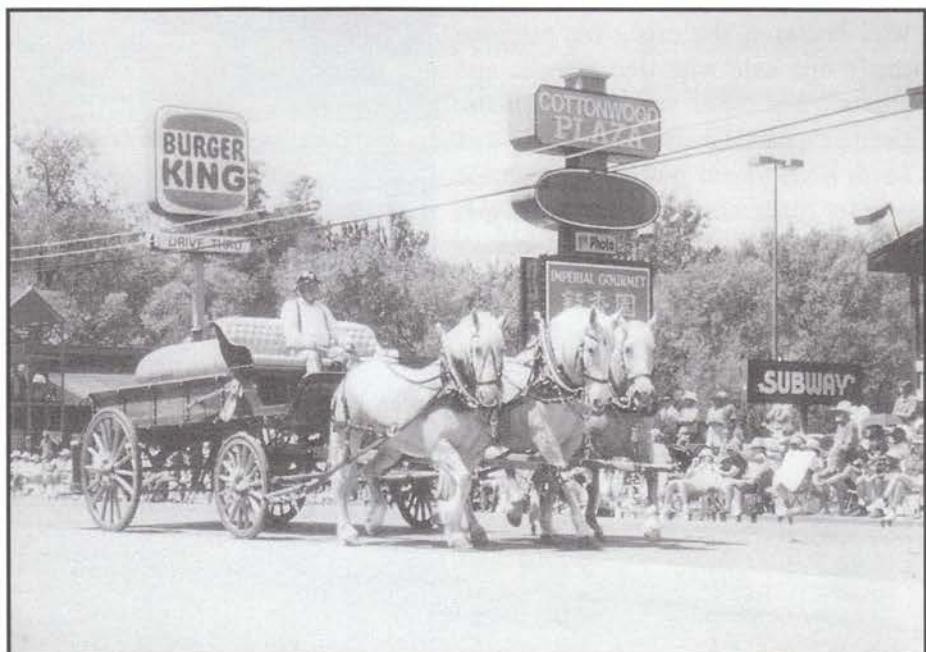
### Carriages, con't from page 7

canvas top for a covered wagon. Years after the westward migration, cattlemen gave it another incarnation, the Chuck Wagon. With the chuck box and the pan boot, tailgate hinged to become a table, and all the accoutrements hanging on the outside, cattle drives had a self-contained mobile kitchen for the cowboys to call home.

Well, thanks for joining us on our armchair coach and wagon tour. Happy Trails!



Colonial Williamsburg's  
18th Century Wythe Chariot  
showing Thoroughbrace suspension  
and removable driver's seat



### 1996 Tournament of Roses Parade

Clar Ann King's Taffy # 221 (age 12)

Jumper's Proud Mary #325 (age 6)

Clar Ann Fannie # 215 (age 19)

*Pulling the BLM Fire Wagon*



AM Cream of Rice # 565

Barney's Benjamin Gold # 328 X

Ostella's Old Dan's Goldie # 353

May 2002 - January 2006



## Training Starts at Birth

From the time I was 4, I knew I was enthralled with horses, all horses, any story filled with horses. This, I felt was my destiny; to have a storybook relationship with my envisioned companion horse. Then I grew up...

During my personal mom phase I crossed paths with lots of horse people. Every one of them had a different recipe for success with training their horses. Some strong handed, some not. Most of the saddle horse people I knew bought their horses trained, or at least started and I watched them bumble their way through finishing their horses. Many of the people I met in and around The Dalles used the "buck 'em out" method, including Fay Pishon, who told me about Creams in the early 80's. I found this technique did not suit my temperament. So... When our first babies started coming I decided to try a different way.

As a very young girl moved from my place of birth, Seattle, to San Diego, then Scottsdale, AZ, back to Seattle, then finally settling in San Diego again, our father bought a 17.3 American Saddlebred for all 4 of us girls. With this horse came English riding lessons. We learned from the able man who rode Man O' War's grandson, Black Bat. (Have this on home movies by the way - breathtaking!) He told us, (while my older sisters admired his build, and my youngest sister was oblivious, I was intent on his lessons and loved the smell of the barns at this huge facility owned by Champ Huff) to be gentle with a horse, start them young when we can, and try to feel what they feel. If we can do this we will go far in our dealings with horses. I am the only one of my sisters who did not lose her infatuation with horses.

His words stuck with me. I had to feel my way through this

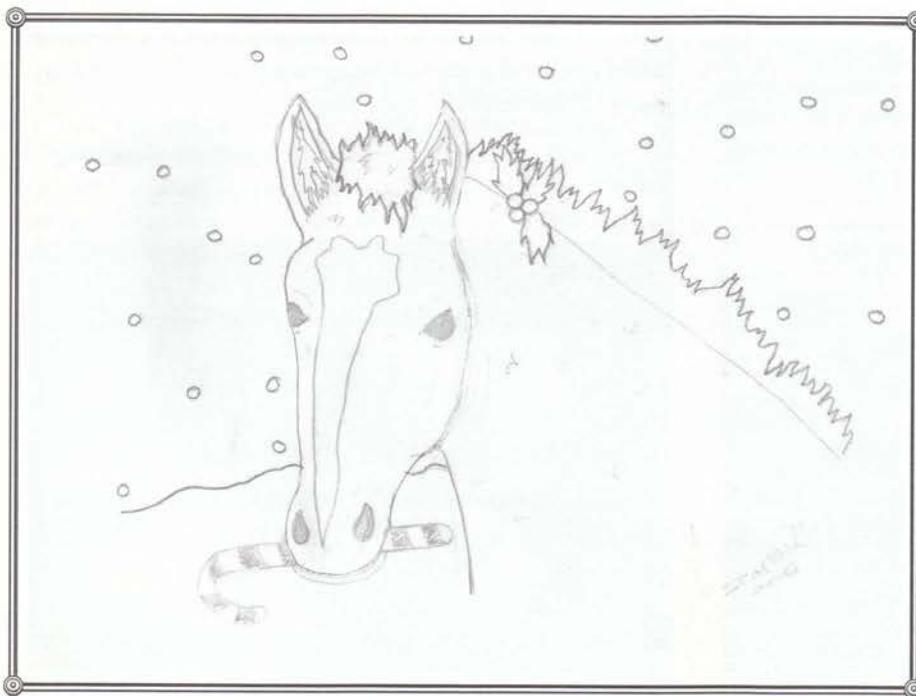
**by Carol Pshigoda**

thing called training. Our mares used to foal outside, but now foal in a very large, open air, box stall. Georgia got herself stuck in a corner of a big box in The Dalles and the foal died. She turned on her back with her feet against the stall wall and that is how I found her, with a dead colt, suffocated in the sack. Oregon's first Cream born dead. So I went to foaling out, then changed again due to the cold climate in Central Oregon.

Our horses often eat in the barn. This way I get to handle them each day. Along the 60 ft long manger in our barn I can tie 15 horses on what we call the mare's side. Actually we do not separate our geldings from our mares. This works for us. I hear it does not work for some, but our horses have grown up together and are a family. I only had one team of geldings who never fit in with the herd and eventually I had to separate them out due to conflicts with the mares.

When a foal is born they are haltered, and toughed all over. I do not interfere with the mare bonding with the foal. More often than not we arrive during labor, or shortly thereafter. I would say 98% of all my mares foal just before sunrise. Only 2 have not out of 52 foalings here on the ranch. Of those 2, 1 foaled around noon, and 1 at 5 pm.

We pet the foal, help mom dry it, do our cord care, give it a tetanus shot, look for any obvious problems, then leave it alone for the day to adjust with mom. When we come to care for the mare we always pet and groom mom, who is usually very happy to see us and loves the rub down. This makes the new foal curious. We pet the foal; take the halter on and off; and pick up all 4 feet. Dave and I both do this. I used to be the one who han-



Holiday drawing by Scarlett Raneigh Tollmam-McGrath

### 1906 Earthquake & Fire Party

April 14 - 16 · San Francisco, CA  
John Schwartzler · 530-885-9885  
jschwartzler@psomas.com

### Horse Progress Days

June 30 - July 1 · Claire, MI  
Frank Tremel · 410-867-4739  
rosehillcreams@aol.com

### Draft Horse Classic

Sept 21 - 24 · Grass Valley, CA  
Nevada Fairgrounds · 530-273-6217  
drafthorseclassic@nevadacountyfair.com

### ACDHA Annual Meeting

Oct 19 - 21 · Shipshewana, IN  
Sue Engel · 269-244-8370  
sulynnengel@juno.com

## Training Starts at Birth, con't.

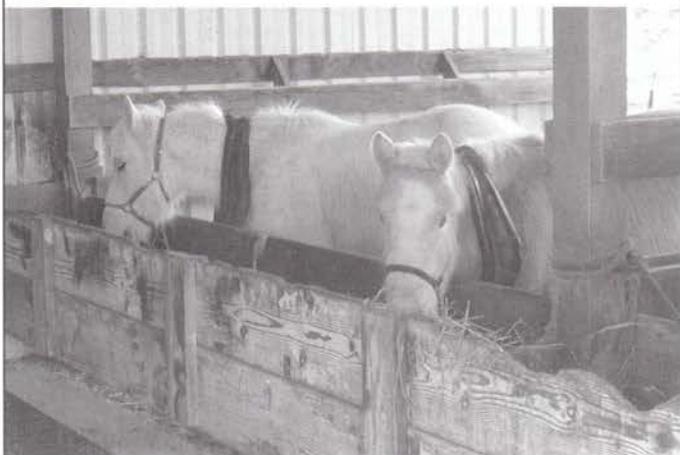
dled the babies, but we found they usually listened to me better when driving, and would actually take voice commands from me on the ground when someone else was driving, instead of the person who was driving. Now this can be fun, but not our goal.

After 3 days we start tying the foal with mom while she eats. At first I stay in the barn and the foal only stay tied for about 5 minutes. I do this while I am working down the line of horses putting their halters on. When we feed inside, I fill the long manger with enough hay for each horse at their specific place in the barn. They all know where they eat. When I have to move someone it takes them a few times to get the change, but with the addition of new horses, building of teams, and births, from time to time I need to change who each horse stands next to for feeding time.

Eventually the foal will stand tied for the whole 1 1/2 - 2 hours the other horses are in the barn feeding. At most of the shows we go to the draft horses have to stand tied in the tie stalls for the duration of the show. This training now diminishes the ordeal of having to stand tied for 2, 3, and 12 day shows, ie, our state fair, which only recently went to box stalls for the drafts, thank goodness!

At about 2 or 3 months I will put a buggy collar on the babies. I do this to 1 and 2 year olds we may not have raised here, as well. They learn to put their heads through the collar to get to their hay. I put it on upside down so as to miss their eyes. Then rotate the collar just behind the cheek (the narrowest part of the neck) to its normal position and rest it against the shoulder. During eating, the collar will move up and down along the foal's neck. This aids in spook proofing the horse from things moving about their heads. Sometimes when the foal is small enough, or a growing horse is small enough, the collar may come completely off their head. This is fine, too. After a few lessons, they could care less about the collar and put it on with ease. I may lay them off of this, then try it again in a few months.

Photo by Carol Pshigoda. 2005. Harness training.



by Carol Pshigoda

I also have back pads and britches from buggy harnesses for saddle horses, and I will keep my eye open at auctions for a pony harness. People joke when Dave and I buy this, but it is invaluable for baby training. I harness them while they are eating and let them stand with the britchen and back pad parts on them. They become comfortable with the feel of the harness long before they will ever be driven. I feel this lessens their stress when they finally are hitched.

I regularly work nursing moms, but I never tie the foal alongside. I know other people feel this is good training, but I do a lot of driving alone and do not like the potential for problems that lie with this, especially when mowing. When I used Barney and Georgia, Georgia's foal would have had to walk in front of the cutterbar. This was not a good idea, so I never started the practice. I had enough problems with Georgia when training her and I did not want Georgia passing on her bad habits to her babies.

The foal goes into the big stall adjacent to where I harness a team. I can tie the team on the outside of the dame manger the foal is tied to inside the stall. This calms the foal about his mother being outside the barnyard, and the foal sees mom, and can nuzzle her, while she and her teammate are being harnessed. Then we take the team and hitch them into whatever we plan to drive that day while the foal is tied in their spot. Sometimes we leave the foal tied, sometimes not. It depends on the foal. I leave someone in the barn if possible on the first go with taking the mom away for ranch work. This way the mom's learn to leave their foals, and the foals learn it is okay for mom to leave and she will come back. It also makes it much easier for Dave and me to take a nursing mom to a show if she foaled late because the foal has gone through this process on the ranch before going to the show.

Leading is pretty simple. When we take mom somewhere we also put a lead on the foal and lead them alongside. I take a foal out with mom often. I put mom on a trailer and lead the foal in along side her. This is routine training. When we go to the Vet for health certificates and Coggins' on our sold foals, they always remark they wish everyone's babies were as well mannered as our foals are. They lead out of the trailer calmly, go into the Vet's building, and out again, get their blood drawn and are examined without fuss. Of course we always feel like proud parents.

If you can spend some time with your babies on a regular basis, it will go a long way to make their training when they are older so much smoother for them, and especially less stressful. These great beasts look to us for all their care. They are at our mercy. I really work hard to make our contact with them as pleasing for them as possible. More on driving training later. Have fun, be safe, and keep it between the shafts!



# American Cream Draft stallions

continued



## **"Trouble" -- Jumper's Trouble #450**

Jumper's Rebel # 295 x Jumper's Elvira # 324

\$500 Creams or non-Creams

Shipped semen available

16.0 H 1600 # Born 1996 JEB NN

Dave & Nancy Lively \* 802-447-7612

[livery@sover.net](mailto:livery@sover.net) \* Bennington, VT

## SALE OR LEASE TO ACDHA MEMBERS:

### *Lasko's Melody Loving Ann #489*

Born Aug. 18, 2000. JEB NN. Medium Cream, pink skin, amber eyes, white mane and tail, blaze.

She was bred to J.D.'s Billy for an April '05 foal, but "April Ann" did not suckle and passed away. For more information, contact James Harper and

Linda Powell at [lspaco@yahoo.com](mailto:lspaco@yahoo.com).



## Alliance TRUST • ALBC



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### Equus Survival Trust Update - December 2005

Since the success of its first exhibition in Richmond, VA this past April, the Trust has been quietly going about its work to increase the visual profiles of the endangered breeds. Several articles have appeared in regional and national magazines and various endangered breed newsletters to help achieve this.

The Trust continues to add rare breed associations as associate members in building its Breed Association Advisory Panel. The Trust hopes to make the panel active by the fall of 2006.

Last month, Executive Director Victoria Tollman traveled to the Outer Banks islands off the coast of North Carolina to see the critically endangered Banker Pony wild horses. Networking with the US Parks Department and two private foundations involved to help manage and protect the Bankers, Tollman learned first hand about the issues surrounding the herds and had the opportunity to see many of the horses. It is hoped the Trust can aid the cause through donations to the *Trust's Banker Pony Survival Project*.

The Trust is also exploring an exciting new project for the funding and application of a Genetics Bank to store the semen of endangered breeds.

For more information on the proposed Genetics Bank or the Banker Pony Survival Project, please contact:

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### Rare Breeds Provide Rare Tastes in 2 ALBC Tasting Events

Rare breeds represented on the ALBC Conservation Priority List delighted taste buds at 2 events in 2005 - The Annual Meeting in CO, and A Taste of America's Culinary Heritage in VA. Three days of lectures, tours, and sharing connected preservation, conservation, husbandry, a live animal exhibit, and meals from rare breed products. Such items as Galloway and Red Poll prime rib, roast leg of St. Croix and Tunis lamb, Rouen Duck quesadillas, Highland/Angus burgers, and Heritage Turkey graced the first event, and received rave reviews.

Ayrshire Farm, the first in the US to be both Certified Organic and Certified Humane, hosted the Taste of America in VA, with hayrides by teams of Shires and tours of rare livestock and heirloom fruits and vegetables. These rare breed meats can be purchased from Hunter's Head Tavern and Home Farm Butcher Chop in nearby towns, and Chalk Hill Estate Vineyards near Sonoma, CA provided the wines.

These events demonstrated the wonderful and complex qualities of flavors represented in rare breeds of livestock. Each breed found supporters for its unique qualities. All breeds presented demonstrated clear equality or superiority to meats commercially available. Below are some of the comments received:

*"Good & I hate duck!"*

*"St. Croix - very good, mild."*

*"Tunis - excellent flavor."*

*"Galloway texture softer, Red Poll had more taste."*

*[Highland x Angus] "Texture very fine, good flavor", "juicy!"*

*"Red Poll - What we'd buy!"*

*"Turkey was great"*

*"Old Spots- "Awesome sausage!"*

*Bronze Turkey-"Wow, I'm getting one of these for Thanksgiving".*

[www.albc-usa.org](http://www.albc-usa.org) for more information.

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Born and bred in the U.S.A.

**Gilded Gelding: C. W. Cream Soda # 299**

By Norah and Pete Knutsen



We live in Goochland Co. VA in a place called Kents Store on a small hobby farm. We are Peter, Norah, and our daughter Kate, Knutson. Around 9 years ago a friend notified me that Col. Williamsburg had an American Cream Draft for sale. My wife had just been diagnosed with breast cancer and I wanted something to offer her as a cheerful distraction. It seemed to work -- Norah's been cancer free for 9 years. We didn't know Jerry wouldn't pull a cart, so we tried it anyway. In our low stress environment, Jerry seems to enjoy pulling a cart and being ridden. Sometimes he gets a little strong headed when Norah rides him, but becomes the gentle giant when we put a small child on him. He seems to sense when a small child is aboard.

Jerry is a full member of our family and leader of our herd of 7 horses. He is our only Cream and we love him. We go on trail rides and pull our cart around our front field. We recently obtained 2 other drafts - a Clydesdale and a Belgian. Jerry is still the herd leader and lets all the other horses know it. Despite his large size, he is a gentle giant that the whole family loves. He brings all of us great joy.