

New Ideas and Improved Methods

By FLOYD QUERY

CLAUDE MOORE, a section foreman at Milwaukie, has designed and used a barrel peavy for handling asphalt in iron barrels. A 50-gallon barrel of asphalt weighs around 500 pounds and is a difficult object to handle. The peavy is so designed that one man can easily tip a full barrel over or raise it up on end, and during the current labor shortage it is often necessary for a lone man to handle these barrels.

Claude's idea was well enough received so that blue prints showing details of the peavy were prepared and sent to others who might be interested. He makes no claim that this is the first barrel peavy ever used, but it has made a tough and dangerous job less difficult, and his interest in getting things done is to be commended.

WALTER N. GREENE, foreman of oiling crew number 5 which operates in Eastern Oregon, suggested that the spreader boxes on his rock trucks, be redesigned with a quickly adjustable opening in place of the old hand crank on each side of the box.

Leo Brunell and George M. Rother, under the supervision of J. K. Campbell at the LaGrande shops, solved the problem very successfully. The old cranks were replaced with a single ratchet lever at one end. This lever controls a shaft running the full length of the box which is connected to the swinging part of the box by means of links. The opening of the box can be instantly changed from a closed position to the maximum of 8 inches in steps of $3/16$ of an inch. The box can be opened to maximum while the truck is in motion to allow oversize rocks to drop through and instantly returned to the proper opening without stopping or slowing the truck.

It is difficult to assess an exact value

to this improvement, but there is no doubt whatever that it is an improvement, and is saving the state money every day it is used. At the present time, midway in the oiling season, Mr. Greene's crew has averaged 8100 gallons of asphalt laid per working day. The average for all five of the crews is 6600 gallons. His operating cost is 9c per gallon of asphalt against an average of 10c for all five crews.

It would not be true to state this excellent record is due entirely to the improved spreader box design. Many other factors are involved including the efficiency and know how of the crew personnel, spacing of aggregate stock piles, length and frequency of moves, organization, efficiency of the equipment, and many other things. Mr. Greene and the boys in the La Grande shops, however, are to be congratulated for their interest and ingenuity in designing this improvement.

Editor's note:

Department heads and employees are invited to send in new ideas or improved methods being used in any state department. We would like to have data from all state departments. Send your articles to Improved Methods Editor, 1615 Nebraska Avenue, Salem.

The difficulties and struggles of today are but the price we must pay for the accomplishments and victories of tomorrow. —Wm. J. H. Boetcker.

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