

Park Aide Patents Ice Chipper

By MYRTLE WIMER

FORT KLAMATH—A veteran of nearly 24 years with the Crater Lake National Park Service, Richard O. Varnum of Fort Klamath has patented an ice chipper which has been in use in the park on an experimental basis for the past three winter seasons.

Varnum started working on his idea in 1957, and filed June 12, 1959, for the patent on his invention which he secured on March 9, 1963, patent number 3081965.

The ice chipper is an attachment which fits on a rotary snow plow, and its purpose is to break up ice or snow to eliminate using bulldozers to push snow or ice down to the plow, thus enabling the plow to follow the caterpillar without the use of bulldozers.

Varnum said that the first and only pilot model of the ice chipper was financed by the park service and became its property, subject to his retaining any profits from subsequent sales resulting from the manufacture of his invention by other concerns. The model was constructed in Klamath Falls by the Klamath Iron Works, of which Ellis Matthews is manager. After a change in its construction, the ice chipper has proved fairly successful so far in the park, and it is understood that further improvements are planned to perfect its effectiveness in coping with the heavy snow and ice in the park.

Eligible for retirement from the park service, on reaching the age of 62, in August of this year, Varnum is foreman of the roads and trails maintenance department in the park, and has lived in Fort Klamath for 36 years. His wife, Elva, has been postmaster at Crater Lake for 16 years, and they have one daughter, Audrey, who lives at Beaverton, Ore., with her husband, Alvin H. Simmer, and their five young sons. The Varnums maintain their home here, and drive to and from the park to work.

The ice chipper is not the only invention which Varnum has had patented—he has also received a patent for a child's hobby horse, and in the event of his retirement in August, says that he has still other inventions in mind that he plans to perfect.

In a recent issue of the "Popular Science" monthly magazine of New York, Varnum's ice chipper was listed among promising patented inventions which, if proven successful, should be profitable to the inventor.

By VESTON CASEY
BEATTY—The Paiute Road, wanted by everyone, has been a complete enigma, dangerous though useable, but never satisfactory.

This long gray road may see final completion in 1965, but its entire history remains baffling. It was begun a little over 40 years ago at Beatty and extended to the Anderson Ranch, a short half-mile. In the late '20s the grade was extended across Sprague River to where the Drew Road now joins the Paiute. At that time the Klamath Indian Agency was in charge of the work.

An incident, one of many, illustrative of government management of the time, occurred during the road's early construction. A government grader needed a new sparkplug, a new one was found at a garage a few yards away from the construction zone. The foreman of the grading crew expressed his desire to borrow the plug until a man could procure one from government stock at the Klamath Agency, some 35 miles away. The garage owner refused to loan out his sparkplug, so the road work was discontinued for that day while a man drove to the agency to obtain the needed plug. "Saved the government about 30 cents," the foreman explained at the time.

The road was graded high and narrow and surfaced with river bottom rock so that during rainy weather, the road was a muddy mess, causing cars to slide into the deep borrow pits on either side of the road.

In 1956, the road reached its present length ending at the forks of the Blue Creek and Black Hills roads, and was surfaced with red cinder dust. At this time, it was discovered that the government had neglected to get the right-of-way for the road and a great furor arose before it was finally obtained. Then came the year of 1961, the final year of

and beyond comprehension. Liquidation of the Klamath Indian Reservation and the Paiute Road passed into the hands of the Klamath County road system.

Immediately Klamath County widened the road by grading history remains baffling it down, and added more red cinder, but before a second

and cost could be added, it was realized that this surface was totally inadequate. Accordingly in 1964, the county set up a crusher near the Jackson Pad dy Ranch on Snake Creek and crushed enough gravel for the redoing of Paiute Road.

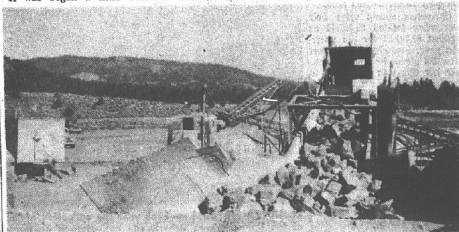
Another surprise was sprung on the local citizens, the road

department discovered in government records that the actual name of the roadway was Goddows Springs Road. No one knows why such a name was given since the Paiute is many miles from the springs area.

The troubles of the road were not yet over. The Christmas floods came, rivaling or exceeding those of 1890, and took out the bridge and cut-

verts because they were both too small to accommodate such a heavy amount of water. Finally the waters rose to the point that part of the grade was washed out leaving the road completely impassable.

It is now wondered by many if when the final construction is complete on the Paiute Road, will it actually be adequate?



ROCK CRUSHER—Paiute Road, outside Beatty, has had its ups and downs since under the jurisdiction of the county, crews have set up a rock crusher, pictured above, in hope of completing the road.

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INVENTOR'S ICE CHIPPER—Richard O. Varnum, Fort Klamath, began work on his ice chipper idea in 1957 and upon its completion, the pilot model, financed by the Crater Lake National Park Service, was put into use in the park during the winter of 1962-63. Shown above, Varnum is pictured with his invention which attaches to a Sno-go.



INVENTION IN OPERATION—The ice chipper, invented by Richard O. Varnum of Fort Klamath, has been in use during the winter months at Crater Lake National Park for the past three years. Although a formidable looking piece of machinery, the ice chipper eliminates the use of several pieces of heavy equipment to complete one job. The above picture is of a Sno-go with the ice chipper attached in the front.

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Historical Paiute Road May Be Completed In 1965

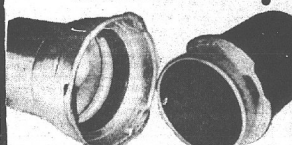
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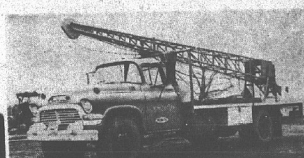


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