

nary to leave the fruit on the trucks while cooling, filling the precooling room entirely with loaded trucks, and removing them to the car as soon as cooled. Were it not for the swivels on each corner, it would be impossible to fill the rooms without great loss in space, because they allow trucks to be placed in corners, shoved sideways in filling spaces and turned about sharp curves in narrow alleys. Great difficulty would be experienced in turning into the rooms from the corridors were it not for swivels at both ends; although the latter difficulty might be overcome in the centre-wheeled type of truck were it adaptable to close placing in the rooms. The castors are of very heavy construction with steel pins in the swivels. This is important on account of the heavy loads carried causing a strain on these parts when running over sills, against obstacles, or into the refrigerator cars. There has been the objection raised that this type of truck is more difficult to handle than one with other kind of wheels. This is undoubtedly true, but three years' experience at Grimsby has shown that with plenty of lubrication two men can roll them on the level and that the advantage of the swivel wheels more than offsets this difficulty.

In loading these trucks ordinarily from 160 to 180 6-quart baskets are used for a load and from 84 to 100 11-quart baskets, aggregating a weight of from 1,000 to 1,600 pounds per truck. On account of different kinds of fruits and different times of receiving not all of the trucks are full when placed in the rooms, so that it requires from fourteen to seventeen trucks to handle a carload. The rooms at the Grimsby plant will hold seventeen trucks each, so that no difficulty is experienced in placing a carload of fruit in each room. In cars having many small lots of different fruits, it is necessary to place different kinds on a single truck. In this case, the card placed on the top of the truck states amounts and kinds for checking and tallying purposes.

There is always some necessity to handle leno or heaped baskets of fruit. This is accomplished by building racks to accommodate these packages, and by using the Wolverton or Hunter crates.

The trucks cost \$15.85 each and can be manufactured locally.

The "Grimsby" Truck.

Owing to the employment of boys in handling baskets during the fruit season, a system of trucking was demanded that would require less muscle in handling. In working out such a system, it was sought to adapt the western clamp-box truck to the use of baskets by providing a raised platform or stand for the clamps to grasp, which would at the same time serve the purpose of raising the fruit packages off the floor to allow the cold air for precooling to pass up through the perforated floor and circulate freely through the fruit packages. In adopting the truck, it was found advisable to provide it with an extended tongue, as shown in the illustration on page 13, which catches underneath the stands on which are piled baskets or boxes, lifts the stack clear from the floor for trucking, releases it, and slides out when the proper location has been reached. In this manner, the stacks of baskets are carried to the precooling rooms for cooling, after which they are taken directly into the car—the fruit is unloaded from the stands, and they are transported back to the receiving platform.

The trucks used in the Grimsby warehouse during the past season proved very useful and satisfactory. The name applied to this truck by the warehouse staff was that of the "Grimsby" truck. On busy days at the warehouse, the demand for the "Grimsby" truck is very heavy. While the large trucks are used first, there are days when all the fruit received cannot be accommodated by the large trucks and many hundred baskets are stacked on stands.