

ing, these sizes are likewise allowed to run over the end of the chain onto the trash conveyor.

The sorter working next to the chain selects stalks of the proper size and places them on the table. The packer, working beside the sorter, then picks the stalk up from the table and places it in the crate. Depending on the size being packed, a specific number of stalks are packed in each layer in the crate. When the crate is filled the packer motions to the "set-over" man<sup>12</sup> who, after placing the lid on the top of the crate, lifts the crate from the table to the packed crate conveyor (9).

The filled crate then moves along the conveyor to the closing table (10). When a crate reaches the closing table an automatic lever switch stops the conveyor. As soon as the crate is pulled on the closing table the crate automatically releases the switch, starting the conveyor until another crate reaches the closing table. The shipping crate commonly used is wire bound with four wires running around the crate. These wires are fastened by means of loops into which a hand tool, called a "rocker," fits. A worker using this tool draws the wires tight and fastens them. When the lid is fastened the worker removes the crate from the closing table to another conveyor (12), which transports the crate to the sorting room. All crates from all chains and of all sizes feed to this conveyor and are intermixed.

The sorting room (13) is used for dividing the crates into lots by size and grower. This operation requires a crew of men and a large space and involves considerable handling of crates. When sufficient lots for loading have been accumulated the crates are set back on the same conveyors (12 and 14), which transport the crates into the pre-cooler (15). From 10 to 30 minutes are required for the crates to pass through the pre-cooler. The crates then emerge on a loading conveyor (16), which usually runs the length of the loading platform. Loading crews select crates from the loading conveyor and hand them into freight cars on the rail siding (17). Sometimes portable roller conveyors are used to roll the crates from the loading conveyor into the freight car.

Most of the washhouses are arranged with a shipping crate assembly room above the unloading platform. The assembled crates are placed in slides and fall by gravity into the storage chutes (8) ready for the packers.

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<sup>12</sup> "Set-over" man is a worker employed for the purpose of lifting the packed crates from the packing table and placing them on the filled packing crate conveyor.