

BRACE-A

Engineer Field Notes

Commanding Officer  
70th Engr Bn (Cbt)(A)  
ATTN: BRACE-OF  
APO 96297

Commanding Officer 27 Oct 69  
Co A, 70th Engr Bn (Cbt)(A)  
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1. Cleaning and Care of Concrete Vibrator

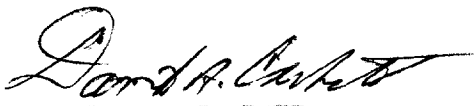
It is a good idea to clean all concrete off the vibrator and shut-off valve as soon as possible after use. At this time it is the easiest to clean and it prevents corrosion of the parts. After cleaning, lubricate the shut-off valve with OE 10 oil, making sure that it works freely. Next, pour approximately 1/3 pint of OE 10 oil into the vibrator shut-off nozzle, connect vibrator to compressor and let vibrate for about five minutes. Then clean all the oil out of the vibrator and hose. The vibrator and hose should be checked and lubricated at least once each month when not in use. Unserviceable vibrators should not be thrown away because the head has many good parts that can be used to fix other vibrators. Ordered parts for concrete vibrators will probably never be seen.

2. A Co, 70th Engr Bn (Cbt)(A) has had problems getting tie wire for tying rebar used in reinforced concrete construction. A possible solution for this problem is the reinforcing wire used in tire casings on truck and jeep tires. By hunning an old discarded tire, the wire can be easily salvaged for use on the rebar. A ~~jeep~~ tire will provide approximately 3,700 inches of suitable wire for tying rebar.

3. A Co, 70th Engr Bn (Cbt)(A) had a 15 foot six inch bridge abutment to build. The abutment concrete was poured in five foot six inch layers and the abutment forms were prefabricated. The problem occurred while pouring the concrete into the abutment form because the reinforcing bars protruded above the forms. The problem was solved by using one of the upper pieces of the form as a concrete chute. The form used was the same length as the abutment and saved time and materials. After the second five and one half feet was poured, the form used as a chute was set in position. The reinforcement bars were no longer in the way and the last pour was made through the top of the abutment form.

4. Repairing 24 inch Concrete Culvert

When repairing 24 inch concrete culvert which has either end broken or damaged, use one, 55 gal. drum with both ends cut out. Push the drum half way into the concrete culvert, fit two pieces of 24 inch metal culvert (with the lips cut off) over the drum and continue pushing the drum into the culvert until the metal culvert makes contact with the concrete culvert. Mix some cement and pack it (by hand) in the gap between the drum and the concrete culvert on the inside, and between the metal culvert and the drum on the outside. This seals off the culvert repair. Cement can then be used to join the concrete culvert and the metal culvert to complete the seal.

  
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