THE JEEP – A NEW VEHICLE FOR MOSQUITO CONTROL

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In June of 1944 our organization was successful in obtaining a jeep. Our immediate concern was to rig it for larviciding. We secured a 50-gallon square tank which would fit into the space behind the front seat by removing the back seat. On top of this tank we mounted a small Bean pump with a Briggs & Stratton motor. With proper hose connections, etc., and with 200 feet of hose we had a power spray capable of reaching almost any of the inaccessible places.

When the tank and pump were mounted, this used up most of the body space, so we extended the body one and a half feet in the rear by bolting angle irons to the sides and making a wooden platform. Now the jeep can carry two or three men with spray cans and in addition is a power sprayer.

We have found that the equipment is very efficient because it can be driven through fields, underbrush, swamp lands and places inaccessible to heavier equipment. It has proven very effective in treating ditch basins, highway ditches and borrow pits.

The only apparent disadvantage seems to be that it can not carry enough oil. We plan to overcome this by making a trailer with a tank mounting which will supply enough oil for a day’s work.

In addition to larviciding, we have also used the jeep to level ditch banks. We secured a one-horse scoop and attached it to the jeep. By this method, three men can do the work of a whole gang—one driving, one loading the scoop and one dumping the scoop. Thus three cubic feet of dirt were moved from a bank and leveled over 2½ minutes or 1.04 cubic yards per man hour.

We have also used the jeep and scoop for making slopes on ditch banks and for cleaning culverts.

There are, no doubt, many more uses for the jeep on mosquito control. When the war is over and they can be purchased, I expect the jeep will be an important piece of equipment on the mosquito control team; and when others begin to experiment with them their use will only be limited by the operator’s imagination.