

Chrysler Car Is Assembled in 92 Minutes at Plant

Conveyer systems in up-to-date automobile factories are radically different from what they used to be. In fact, there has been a much improvement in the methods of making cars in the cars themselves, which accounts for better cars today at lower prices. The Jefferson Avenue plant of the Chrysler Corporation where the Imperial, "77" and "74" are built, is a striking example of a modern production plant. In this plant, there are more than six miles of conveyer chains carrying parts in process from one stage of manufacture to the next.

In 1924, a production chain moved about three feet per minute. The present Chrysler chain has a normal speed of 12 feet per minute, and has capabilities of 24 feet per minute. More and better cars are being built in the same amount of factory space by present methods. Sub-assemblies which were once considered unadaptable to progressive methods are now being operated according to logical systems, flowing into the final assembly line like little brooks that feed a river.

Instead of dumping parts on trucks, carting them to a storage bin, then tracking them from the storage bin to the assembly line, a long conveyer chain now passes by the cars, taking the material from a specially designed hook. There is always a slight over-supply of material or parts, hanging on the overhead conveyer chain, forming a bank of stock that takes care of any irregularities in delivery.

In the Chrysler plant, there is one conveyer chain that is 2200 feet long, just 340 feet short of a half mile. This chain is used to take the three, rims and wheels from the freight cars to and from storage, through the rough and finish coating processes and finally as assembled wheels, this same conveyer carries them to the chassis line.

Another long conveyer section in the plant is 1900 feet in length. It is called the white metal conveyer, taking the metal that is not annealed from the storage building to the enameling building. The chassis assembly line requires 600 feet of double-track chain and since the speed of the chain is 12 feet per minute, it is apparent that a chassis requires

50 minutes to traverse its length. The final assembly line starts at a point where the chassis is automatically placed on its wheels, and ends when the completed car runs off the line. It is 504 feet long, so that this process, at a chain speed of 12 feet per minute, requires 42 minutes. A Chrysler car, therefore, is assembled in 92 minutes.

At no time does any other part leave its position through the plant unless something exceptional occurs. In the planning department the location of every part in the entire factory is known at all times. Instead of having millions of dollars tied up in stationary materials, everything is on the march from start to completion. It is the accomplishment of the production man's dream.

1930 Licenses May Be Used On New Cars Dec. 20

SALEM, Ore., Dec. 14 (AP)—People buying new cars around this time of the year and dealers who have been waiting for the 1930 license season will be happy over the announcement made here by Secretary of State Hal E. Ross, who has said that 1930 license stickers may be used on cars registered for the first time on and after December 20. In other words, people having new cars or old ones not registered here in 1929 may apply for their 1930 registration and operate under it at any time.

"This action will tend to greatly expedite the giving of automobiles as Christmas gifts and will save a great many cars from the dealer's floors, according to reports that have come from all parts of the state," Ross said.

Another important announcement made by Secretary Ross is that effective Jan. 1, 1930, permits effective commencing Dec. 20, so that people who do not desire to mail applications to Salem may secure temporary permits at their county seats.

Magnet's Long Life

The life of a permanent magnet, magnetized in any manner whatsoever, has never been determined. A magnet made of the best quality of steel, properly heat-treated and used under the best conditions of service would probably deteriorate only a negligible amount in the lifetime of a single observer.

Furfural, Made From Oats, Has Numerous Uses

WASHINGTON, Dec. 14 (AP)—Furfural, a plastic substance made from oat hulls and suitable for use in manufacturing door knobs, penholders, bases for radio tubes, ink stands, varnishes, electric fixtures, airplane parts and telephone mouthpieces, has been developed by the bureau of chemistry and soils in the department of agriculture. This was revealed by Dr. Henry G. Kralch, chief of the bureau, in testimony before the house agriculture subcommittee on the department's annual supply bill.

One large firm that prepares oats for breakfast cereal is now producing fifty tons of furfural daily, which is being used in making varnishes and plastics, he said. Dr. Kelly exhibited to the committee an ash tray, a cup and other articles which he said were made by mixing the furfural with cornstarch, flour and carboxylic acid. Development of the substance has been carried to the point where it can be produced commercially at a very low cost, he said, and one furniture company is now considering making furniture for the plastic with metal cores.

MORE AG STUDENTS

CORVALLIS, Ore. (AP)—The steady decline in registration of students in schools of agriculture since the post-war depression has been halted at Oregon State college, where a report issued by Dean A. B. Cordley shows an increase of 10 per cent this year over last.

Every Oregon county but three is represented in the school this year, along with 12 other states and six foreign countries or territories. Five co-eds are taking agriculture, three of whom are majoring in landscape architecture.

DOG WALKS BACK

ROSEBURG, Ore. (AP)—Mikes is just another dog, but a good one. Mikes' owners consented to give him to a friend, who later went to California to live, taking the dog with him. Mikes went to California, a thousand miles from his original home. But the dog wasn't impressed with the south so he tramped back to Roseburg. His paws were ragged and he was hungry.

Meerschaum

The chief known deposits of meerschaum in the United States are in Grant county, New Mexico. Meerschaum taken from these deposits, says the geologist survey, is very similar in appearance to that obtained from the famous deposits in Asia Minor as it appears on the market ready for carving. The Asia Minor product, however, is somewhat lighter and more flangey.

A scrupulous person is one who has the legs taken off the chicken before it is placed upon the table.

OFFICE CAT
TRADE MARK REG.
By JUNIUS

There are a hundred applicants for every job at FAULTFINDER, but a hundred jobs are open for every FAULTFINDER.

The whole of the movie orchestra has been fired. On being asked to explain their dismissal, the manager of the theater said:

"Why, they spoiled the best situation in our big, super production picture. You know the court scene where the hero is sentenced to death?"

"Yes."

"Well, they were told to play something appropriate, and the

judge had no sooner put on the black cap than the judge struck up: 'Where Did You Get That Hat?'

Hap: 'I've cut myself and I'm bleeding to death.'

Sop: 'Is there any way in which I can help you?'

Matlo: 'So Maurice and you are to be married? Why, I thought it was a mere flirtation.'

Helen: 'So did Maurice.'

Economist Professor: 'Name some production in which the supply exceeds the demand.'

Student: 'Trouble.'

It is funny, too, just what it is that will cause a dear, sweet girl to leave a good home to be near some animal that chews tobacco, eats onions, drinks anything from floor polish to embalming fluid, and won't stay at home at night.

THE PERFECT MAN
There is a man who never drinks. Nor smokes, nor sweats, nor sweats. And never gambles, never flirts and shuns all sinful snares. He's paralyzed.

There is a man who never does anything that is not right; His wife can tell just where he is. At morning, noon, or night. He's dead.

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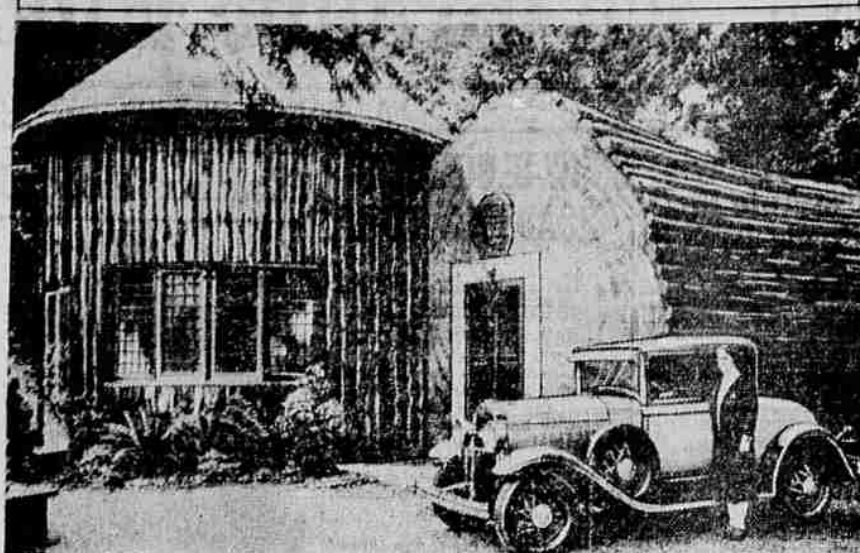
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Oldsmobile Has "Tree" Home



Exceptional examples of the handiwork of nature and man were presented when the above picture was taken of Mrs. Andrew Swanson, the Big Tree Inn she and her husband operate on the Seattle-Tacoma highway and their new Oldsmobile de luxe coupe. The Inn is built from a giant redwood tree which required approximately 2,500 years to grow to the 300-foot height and 20-foot diameter it reached before it was felled. On the other hand the Oldsmobile is the result of about 30 years' constant development by Olds Motor Works, manufacturers of the Oldsmobile Six and Viking Eight.

NEW ROUTE WILL FINISH PROGRAM

H. H. Corey Comments on J. C. C. Order for U. P. to Build New Railroad.

SALEM, Ore., Dec. 14 (AP)—Construction of the Crane-Crescent Lake line, ordered yesterday by the Interstate commerce commission, will complete the railroad construction program initiated by the Oregon public service commission in 1922, H. H. Corey, member of the Oregon commission, said here.

Corey was mainly instrumental in starting the movement. He said the new road would give all Oregon and Western Idaho market outlets in all directions.

"The news received from Washington, D. C. carrying the information that the Interstate commerce commission had issued its order in the Oregon public service commission complaint case which requires the construction of a line of railroad from Harriman near Crane, Oregon to Crescent Lake, Oregon, a distance of approximately 150 miles, is indeed gratifying to all who participated in this long and arduous battle," Corey said.

"In the complaint filed by the Oregon commission, which made all the carriers of the state of Oregon defendants, the prayer was that the interstate commerce commission order the construction of a line of railroad to be constructed from Oakridge to Kirk, Oregon, known as the Naiton Cutoff, also a line from Bond to Klamath Falls, and a line from Crane westward to connect with the line from Bond to Klamath on the Naiton Cutoff in the vicinity of Crescent Lake, and that a line be constructed from Harriman to Huxley and a line from Lakeview to connect either at Klamath Falls or northward to connect with the Cross State line."

"It will be noted that this entire program is practically completed or in the course of completion with the exception of the Cross State line, Crane to Crescent Lake, which is now ordered to be constructed."

"The completion of these lines will give all Oregon and Western Idaho market outlets in all directions and it will open the entire state to the consuming markets of the east and to the Pacific markets, ports and terminals, whereby heretofore unserved territory may ship their products to the markets of the United States and foreign countries and establish a more direct route east for more than 100,000 feet of timber which must reach eastern markets in competition with lumber from the neighboring states of Washington and California, that heretofore have had the benefit of the shorter haul."

License Department: What is it, please? Mrs. Newbyrich: Let me look at some license plates for our car. Something in buff, with numbers in white and a border of blue—New Jersey Autolot.

Patron: Here's a piece of rubber tire in my hash! Waiter: No doubt, the motor is displacing the horse everywhere.—Detroit Motor News.

Golfer (hopefully): Notice any improvement since last year? Caddie: 'Ad yer clubs shined up, 'aven't yer!—Lackawanna Motorist.

Speeding Hudson Is Used To Put Plane Into Air

An aviation stunt, said to have never before been attempted, was carried out successfully at Old Orchard Beach, when a Moth airplane took off from the top of a speeding Hudson sedan. The car was driven by Ira J. Snow of Pine Point, Me., and the plane by Alexander Krapch of Lowell.

The Hudson car, equipped with two uplights from the running board, extending six inches above the top, and another upright from the tire carrier, was furnished by the Bentley Kimball company of Boston. Fastened to the top of the two forward uplights was a plank, on which the wheels of the plane rested. The tail skid rested on a bracket attached to the rear upright. The wheels were fastened to the plank by a coupling so arranged that it could be released by the pilot of the plane by pulling a string.

The engine of the plane was just above the engine of the automobile, the propeller whirling in front of the automobile radiator. With both engines roaring, the Hudson started down the beach and in about half a mile had attained speed of fifty-two miles an hour. Krapch then shoved his stick forward and brought the tail of the plane up off the bracket. He then pulled the string to disconnect the wheels and the plane rose.

The snow fighting equipment available for the season of 1929-30 is as follows:

Motor graders for light snow—8
Mold board graders for truck mounting—63
Widening plows for truck mounting—2
Blower type rotary plows for truck mounting on special units—6

"V" Rotary plows, lateral type, for tractor mounting—4
The power units for snow fighting, both truck and tractor, are for the most part used during the summer season on other maintenance or construction work. The motor graders used for light snow are otherwise employed for blading macadam surface and pavement shoulders.

Roads to be Cleared this Winter
All state highways now constructed will be kept open this winter except that portion of the Mount Hood Loop from Seix to Cooper's Spur, the Wapinitia cutoff, and the McKenzie highway.

Cotton Leads All
Cotton ranks first in the list of commodities exported from the United States, and comprises about 17 per cent of the total exports.

Bravery and Love
All men brave love; for he only is brave who has affections to fight for, whether in the daily battle of life or in physical combats.—Hawthorne.

Tall Bread-Fruit Trees
The bread-fruit tree is a native of the islands of the Pacific ocean and the Indian archipelago, and grows to a height of 40 to 50 feet.

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SNOW-BLOCKADED ROADS NO MORE

(Continued from Page Seven.)

King. The equipment is placed with great care and selection on the basis of former years' experience, and when the icy blasts of winter descend the war is on. The high speed, light trucks are drawn up in battle array and sent here and there. As the winter grows colder and the depths of snow increase, the reserves of huge rotary plows are called upon. The fight starts at the beginning of the storm and continues night and day with changing shifts of men until the weather clears. While an attempt is made to keep the trucks warm and comfortable, few of the public realize the hardships the highway workers suffer in bucking a storm lasting several days and repairing equipment broken down in icy drifts. Warm storage sheds are provided in the snow sections of the state quickly. On returning to the sheds, the equipment is refueled and the lights tested so that the equipment will be available on a moment's notice, either by day or night.

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from Belknap Springs to Sisters. These roads pass over the high miles of the Cascade mountains. However, two east and west main roads passing through these mountains will be maintained free from snow, namely, the Columbia River highway on the north and the Green Springs highway between Ashland and Klamath Falls on the south.

While considerable pressure is brought to bear from time to time by the public to keep the roads above named open throughout the year, there is a grave danger in connection with snow removal on high mountain passes which is not fully realized by the general public. Storm clouds form quickly in the high mountainous country and in a short time blizzards sweep around the flanks of the icy peaks with a bewildering speed. As the storm gains in intensity, the wind moves the hard snow pellets into packed drifts, halting all motor traffic. Snow plows are hard pressed to keep open their line of communication for the necessary fuel and supplies between their base and the point of operation, and must necessarily at times allow the high passes to temporarily block. It is almost impossible for the men to work during the height of such a storm and the severe strain often results in the break down of the equipment. Motorists caught on the lonely mountain passes through the wild uninhabited country are in grave danger, especially women and children. Such severe storms sometimes last for days and snowfalls of sixty inches in forty hours have been recorded. Unless long sections of snow sheds and frequent travelers' aid stations are maintained, the passes in the high Cascades can not be kept open, without the danger to the public above outlined. This extreme picture does not apply to any but the high summits of the Cascade mountains, namely, the formation of frost heaves or boils. The frost now penetrates deeper under the road surface than under the adjacent fields due to the removal of the protective coating of snow. Sandy and gravelly soil are not bothered, but silts and light clay soils catch the disease readily. While in former years this was manifested by a few light pimples, we now note the formation of large boils which leave the road surface during the winter months forming ridges and ruts. Some of these ridges become quite high, especially those at the end of bridges and of culverts, so that it becomes necessary to erect signs, warning the public of such condition. It is not possible to smooth up the road surface under such circumstances. After the frost leaves the ground, the underlying ice layers trap the water and the boils become badly infected and break, necessitating road limitations and the soft roads cause the highway engineer to lose sleep, while the general public becomes very dissatisfied with the roads and everyone connected therewith. Such extreme cases, happily, are few; but they require extreme and very expensive measures to insure well drained subsoils so as to remove the water and prevent harm on account of the frost.

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