

## LARGE EXPANSION BEING COMPLETED

Only Four Months Required for Huge Project; Start Operating Soon

PONTIAC, Mich., Mar. 31.—Last week, less than four months after the first rattle of pneumatic hammers signaled the commencement of the latest expansion project of the Oakland Motor Car company, the new \$3,000,000 car assembly and shipping buildings for the Oakland All-American Six were completed and pronounced ready for the installation of conveyors, processing equipment and machinery.

The speed with which the buildings were erected is believed to constitute a record for this type of steel, brick and concrete construction.

The new structures provide the company with 530,191 square feet of additional floor space beside five more railroad shipping spurs, four of them entirely within the walls of the shipping building. The company now has ten tracks in its private "railroad yard."

Nearly all of the machinery to be used in the Oakland assembly will be entirely new. The old assembly plant ceased operating on March 24 in order that a portion of the equipment then in use may be transferred to the new assembly. President A. R. Glancy expects that production in the new plant will start April 2. The old assembly building will be used for material storage.

Two assembly lines will be installed and space has been provided for a third assembly line such as was added recently in the Pontiac Six assembly plant which parallels that of the Oakland Six. Minimum production capacity of each line in the new Oakland plant is 40 cars per hour.

The Oakland assembly building is of two story monitor type construction, 540 by 64 feet. Besides the assembly lines it contains an entire new enameling unit for the treatment of Oakland fenders and sheet metal. Exactly as in the Pontiac Six plant, the converging lines of Oakland assembly parts and materials will be so synchronized that the component parts of the car will be delivered at exactly the proper moment as the automobile progresses down the assembly line.

The adjoining car shipping building is one story high, 108 feet wide and 750 feet long.

Some idea of the size of the Oakland expansion project may be gained from data provided by L. A. Blackburn, resident engineer, who supervised the construction work.

Foundation excavations and the necessary roadway and railroad grading involved the removal of 101,000 cubic yards of earth. The contractors used 24,600 cubic yards of gravel, 200 carloads of cinders and slag, 141,000 bags of cement and 3,750 tons of structural steel. Incidentally the steel work was finished in 43 working days, an average of 87 tons per day. In addition, 160 tons of miscellaneous iron work was used for guard rails, door-frames, conveyer or pit edgings, etc., and 350 tons of steel for reinforcing concrete.

One million board feet of lumber was required for building construction and for making concrete forms. The painters used 11,000 gallons of paint, most of which was applied with air brushes. The buildings contain 180,000 square feet of window glass. The roofs carry 41 carloads of roofing material and 134 carloads of cement roofing tile.

An unique expedient was used during February when the company rented two Mikado type freight engines from the Grand Trunk road to provide steam heat for the completed two-story section pending the addition of a \$210,000 unit to the power plant of the nearby Fisher Body Corp., which now is supplying steam and compressed air to the new Oakland buildings.

The recent plant expansion gives the Oakland All-American Six factories a total floor space of 2,011,600 square feet, while the floor area of the Pontiac Six factories is 1,440,000 square feet. The combined floor area of the two plants is 3,451,600 square feet or nearly 80 acres.

### Peerless Production Indicates High Record

CLEVELAND, Ohio, March 30.—Peerless production figures which have been mounting steadily since the introduction of the new 1928 models, show that the month of March will probably hit a new high mark for the Cleveland company.

In spite of this fact, unfilled orders from dealers and distributors continue to pile up rapidly. Already they are far ahead of this time last year.

Charles A. Tucker, general sales manager of the Peerless Motor Car corporation, who has just returned from the Boston Automobile show brought with him from the east a great many orders.

Mr. Tucker is most optimistic regarding Peerless and the general demand for automobiles this spring. "Conditions in the wheat belt and the corn belt are better than they have been in many years," he says. "General business has shown more life and better fundamental conditions than at any time for the past eight months."

## Co-Eds Seek Auto Course



Michigan State College Co-Eds Petitioning Professor G. W. Hobbs for special automobile engineering course.

Following the lead of the growing number of men college graduates who are selecting the automotive industry for their life work, a group of co-eds of the Michigan State College is seriously considering the place women may attain in the industry. With this in mind, 18 of the co-eds have petitioned the college faculty to extend the course in automotive engineering to the girl students.

For the past two years the Oldsmobile factories, which are located three miles from the State college, have been open to a selected group of college graduates seeking training in the industry. The success of this plan, together with increasing adoption of women to new places in the business world, no doubt has been an influential factor with these Michigan girls.

The policy of Oldsmobile officials has been to encourage youth. The introduction of youthful ideas, working with the mature judgment of experienced executives, will, it is believed, maintain the progressive spirit which has characterized the industry and brought it to its present eminent position.

With this idea the Oldsmobile officials nearly two years ago notified several universities that it would make places for graduates

who desired to enter the automotive industry. Scores of senior students were interviewed and a selection made.

A schedule of activities was outlined for the students. They were employed for periods in the various divisions of the factories. When this educational phase of the mechanical training has been completed the students were routed through the service department and later sent to the various Oldsmobile retail branches. At these places they were trained in retail selling, business routine and wholesale contracting.

The majority of these students more than made good and several have gained responsible positions in Oldsmobile or other General Motors units. A second class of students, selected last spring, now are undergoing the same training.

In addition to opening these opportunities for college graduates, employees of Oldsmobile also may obtain a four-year course in automotive engineering and kindred subjects at the Flint School of Technology. The course is so arranged that the student is self-supporting during the four-year period.

The course is open to Oldsmobile employees who have the necessary qualifications, through the General Motors Corporation's affiliation with the Flint school. The

course consists of 24 weeks a year spent at the institute, 26 weeks at practical shop experience at the Oldsmobile factories and two weeks' vacation. Four weeks are spent at the school, followed by four weeks at the factory, this alternating during the year.

Whether women are destined to become automotive engineers and executives is problematical at this time, but the action of the co-eds of Michigan State is indicative of a trend in that direction.

The accompanying picture shows Mildred Wangeman, of East Jordan, Michigan, presenting the petition of automotive engineering instruction to Professor G. W. Hobbs, of the Department of Engineering. Professor Hobbs has charge of the automotive engineering classes at the college and is co-author of the text book "The Gasoline Automobile" by Hobbs, Elliott and Conallier.

The girls desiring the automotive course are Thelma Estelle, Virginia Dell, Ruth Watstead, Alberta Wochholz, Violet Hamer, Florence Tower, Irene Leavengood, Virginia Lansun, Katherine Lynch, Dorothy Hillman, Deed Watkins, Sabine Henderson, Doris Bullock, Kathryn Van Aken, Barbara Bako, Margaret Teibard, Florence Nugent and Miss Wangeman. All live in Michigan, which may account for their interest in automobiles.

## OLD TIMER PLAYS ON DEVIL'S COURSE

"Dad" Fairbanks Travels In Dodge Brothers New Victory Six

Such names as R. J. "Dad" Fairbanks, "Death Valley" Walter Scott, the late "Shady" Myrick and "Shorty" Harris, are as common to prospectors in the famous Death Valley region in California as names like George Washington and Abraham Lincoln are to true Americans, declared Ernest Bonesteel of the Bonesteel Motor company, Dodge Brothers dealers for Salem.

"Dad" Fairbanks, like the others mentioned, has saved more people from the terrible death in this district caused by heat and lack of water than he could keep track of. The number is well over one hundred. Some were found too late and were buried on the spot. "They are pretty bad off," says "Dad," "when their tongues get black, and a man then will kill himself if given too much water. You have to give him a little at a time."

Things have changed, however, since the days of '98, when Fairbanks first entered the country. "I used to think 15 miles a day with a team and 25 miles a day on foot over the Funeral Range (the mountains skirting the east side of Death Valley) was pretty fast travel, but today, in this new Victory Six Dodge, we are rolling off the distance the team could go in less than half an hour. This new Dodge sure rides smooth over these desert roads."

"Dad" has watched civilization creep into Death Valley. The prospect has been pretty cautious in this region, but steady, although the modern tourist confines his bold and free movements to the winter months when the thermometer stays below 100 degrees. Normal summer heat is seldom under 130 degrees.

The old timer is a modernist, however, and when the Victory Six party suggested a game of golf on the Devil's Golf Course he never blinked a weathered eye and agreed. He stepped boldly up to the 284 feet below sea-level government bench mark, which was used as a tee, and with driver in hand, took a mighty swing and sent a perfectly good golf ball bounding out across the very same salt pianacles that in former years had caused both his pack animals and his own feet great hardship. Just a mile below in 1907, "Dad" had helped bury Jim Dalton, team driver for a borax company, who had perished on the desolate waste.

After the golf drive, and need-

less to say it was the first golf club he ever held in his hand, he dined royally at the new Furnace Creek Inn, a strictly winter resort, recently opened for venture-

With all of the modern progress, however, there are still remote places in Death Valley where roads resemble dim paths suitable only to the original beast of burden. With "Dad" as a guide, (C)

Victory Six ventured over some of these washes and the car amazed the old resident by snaking its way along without a hitch and passing over high centers and deep ditches like a veteran.

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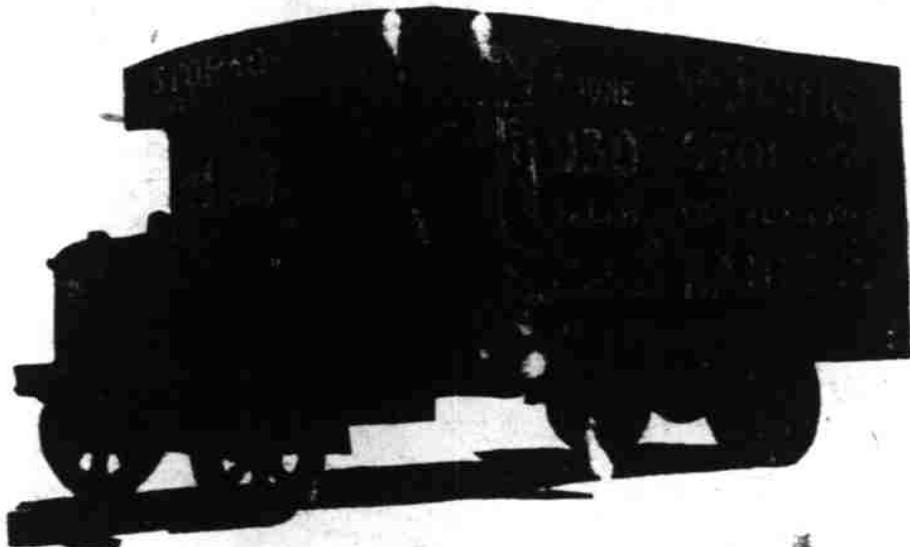
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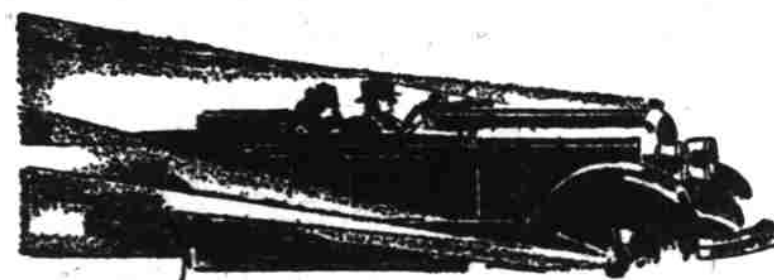


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