

# MILLER'S Tire Shop Bulletin



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## Miller Tire Service

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## FENDERS MADE OF HARD STEEL

### Biddy Bishop Explains How Metal is Handled at Factory

When an automobile owner endeavors to straighten a fender bent or dented in a collision he is apt to wonder how such heavy and resisting sheet steel, as is used for fenders in the better automobiles, ever was formed in such smooth, graceful curves. It requires the largest and heaviest machinery in an automobile factory to accomplish this work, according to "Biddy" Bishop, Oldsmobile dealer, who explains the various processes in the manufacture and finish of automobile fenders.

"Giant presses mold the heavy steel fenders used on Oldsmobiles as easily as a housewife cuts dough for cookies. An oblong sheet of steel is laid upon the under die of one of these presses and a lever is thrown. The upper die closes down, pressing the steel between the two faces with its own ponderous weight and the added power of large electric motors. The combined pressure exerted is 365 tons. When the upper die raises the steel has been changed to a perfect formed fender with the superfluous metal neatly trimmed from the edges.

"Big Stamping Machine  
"All other sheet metal parts are similarly formed, including radiator shells, rear axle cover plate, fender skirts, step housings and lamp brackets. Some of the stamping machines and presses used in this work are from 30 to 40 feet in height.

"When two sheet metal parts are joined together it is the practice in the Oldsmobile factories to use electric welding for this purpose. In some operations an electric welder which forms a continuous seam, and which is a recent industrial development, is used. Electric welding fuses the metals into one solid piece.

"The finishing of the full crown Oldsmobile fender is typical of the processes used on the various enameled sheet metal parts. When the fender comes from the final buffing it is inspected for perfection of line and form. Then starts the washing process to assure that the enamel is firm and smoothly baked to the metal.

"The fender is hung on an overhead conveyor that carries it slowly through the first cleansing bath. As it enters the washing compartment it is deluged with a special washing compound that removes any particles of oil or dirt that might have adhered to the metal. Further along in the compartment the conveyor carries the fender through sprays of live steam.

Finishing Fenders  
"By the time the fender reaches the further end of the washing

## NICARAGUAN HEIRESS BUYS PONTIAC



Senorita Teresita Arguello, descendant of famous family which gave early California the immortal Concepcion Arguello, takes delivery of Pontiac "Six" on Panama Mail dock for shipment to her home in Nicaragua. Senorita Arguello is one of the wealthiest girls in Central America and is returning to her home after a tour of scenes celebrated in early California history.

compartment it has been washed, steamed and rinsed. Workmen then give it a "rough dry" with compressed air. Then it is switched to a second conveyor which carries it through long drying ovens from which it emerges with all vestiges of moisture evaporated. But as an added precaution it is thoroughly wiped before entering the enameling room.

"An alcohol bath and rubdown

is given the fender just prior to hanging it on another conveyor that carries it through a series of enameling baths, drip tubs and pneumatic tired truck of larger capacity carried over the drip tubs and then into an oven so long that it requires an hour and fifteen minutes for the conveyor to pass from end to end. Then follows a second enamel bath, drip and paint sags through the ovens."

Summing up the two conventions, one reaches the conclusion that America, in addition to being the land of liberty, is the country of prosperity, economy, privilege and pillage.—Trenton Times.

A donkey engine, skyline and other logging equipment were burned recently at the Ripple camp on the Nehalem river by a fire started in slashings by two deer hunters.

## Pedestrians Found Cause Of 11,367 Traffic Deaths

WASHINGTON, D. C., Oct. 20.—(Special)—Carelessness on the part of pedestrians was largely the reason for 11,367 highway accident fatalities in 1927, the American Road Builders' Association reported today. Pedestrian control has become one of the most difficult problems of city traffic officials, the organization pointed out. Already nearly one-half of the total number of persons killed each year are pedestrians.

Last year 11,765 deaths in highway accidents are charged to the carelessness or discourtesy of motorists, while 11,367 were the result of acts on the part of pedestrians. Some 3,486 persons lost their lives as a result of physical conditions affecting traffic.

**Pedestrian Control Needed**  
"The percentage of pedestrians killed in highway accidents is increasing each year," the American Road Builders' Association declared. "This is a result of the rapidly increasing population of the country and the climb in registration of automobiles, particularly in already congested sections of the United States.

"The problem has become extremely perplexing in many of the nation's largest cities. Various methods of pedestrian control have been attempted, and a few of them have proven more or less successful. The establishment of pedestrian control systems is a matter which must be worked out in individual municipalities to suit local conditions.

**Jay Walking Scored**  
"Generally, however, the pedestrian himself is at fault in highway accidents in which he is involved. Failure to use reasonable courtesy and caution while crossing an intersection has resulted in an inexcusable number of deaths. The greatest single cause

of pedestrian fatalities is jay-walking. During the year 1927 a total of 3,069 adults were killed while in the act of crossing a street between legal intersections. This is a practice which should be discouraged, if not legally prohibited by the adoption and rigid enforcement of pedestrian regulations."

A study of statistical information relating to pedestrian fatalities during 1927 shows a number of children killed while crossing between intersections or playing in the streets. A total of 3,638 children of school age were killed as a result of this form of carelessness alone.

"As a whole the pedestrian problem is one of the most perplexing which now exists in the entire field of accident prevention. The remedy is the practice of courtesy and caution by every individual. It has already been proven that a complex series of traffic rules and safety regulations are ineffective unless rigidly and constantly enforced. In lieu of such regulations, local campaigns should be waged designed to influence the general public into the adoption of the simple principles of courtesy and caution."

The organization urged all cities of the United States to adopt programs of safety education of children through the medium of churches, schools and juvenile organizations. Adults should be informed as to the legal requirements of pedestrian traffic, and these legal requirements should be made uniform for all cities in so far as this may be possible.

"A thorough study of the movement of both pedestrian and vehicle traffic will indicate to city officials the best possible plans they may make in behalf of public safety.

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## WATCH WAIT WONDER!