

Picture  
News  
of the  
Week



**OFFICER CANDIDATE** — Oliver Kinney, son of Oliver Kinney and Mrs. Nell Kinney of Klamath Falls, was in the city Saturday on a stopover from Fort Stevens. Kinney, sergeant in Battery A, Klamath national guard, is en route to Fort Monroe, Va., for officers' training. Second Lieut. George Kinney, brother of Oliver, graduated from Fort Monroe this summer.



**BE CAREFUL AT SCHOOLS**—Dean Nichols, school traffic patrolman at Mills school, stops a motorist to permit Mills school children to get across East Main street safely. Motorists are especially urged during this season of slick streets to drive carefully in school zones.



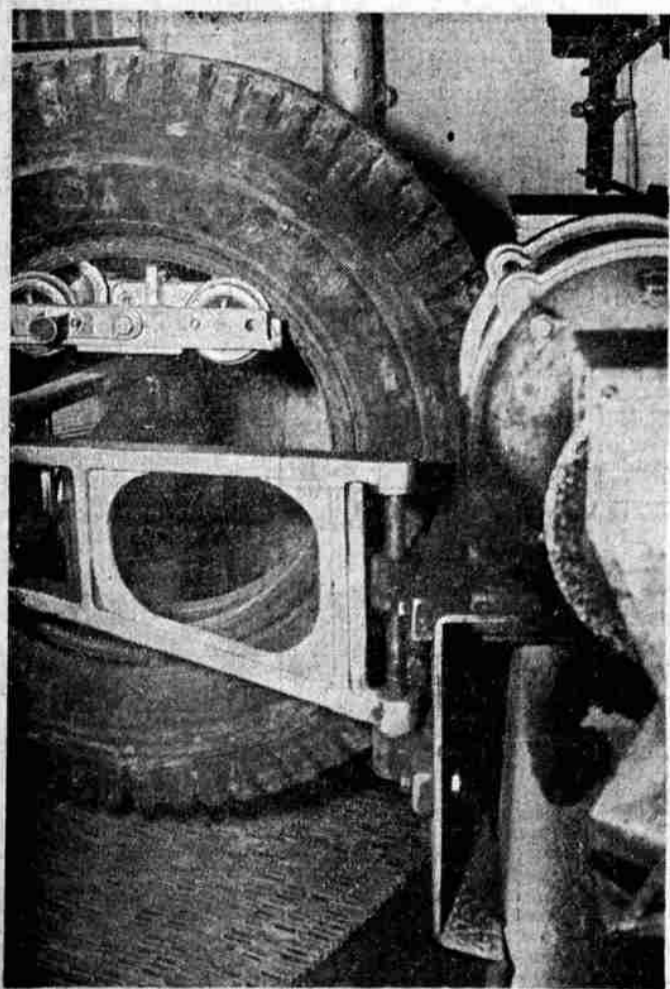
**WINTER BEAUTY**—This picture, taken on South Riverside, shows trees transformed by "frozen fog." The view is more than a week old.



**1** First step in re-capping process, if tire needs section filler, is raw rubber plug. Like an infected tooth, tire cavity is drilled out and layers of rubber inserted. Cement and cohesive action make it stick. Earl Young shows how it's done.



**2** Tire is then placed in section mould which "cooks" it at 200-degree heat, makes plug unrecognizable part of whole tire. Above, Young is adjusting mould gear.



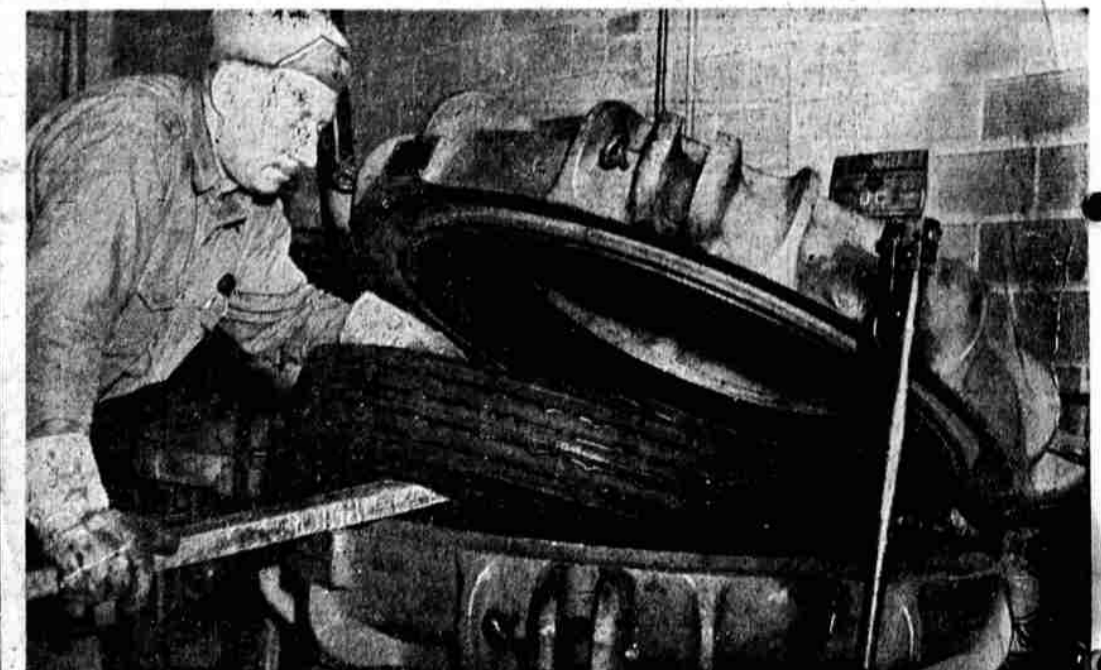
**3** Ready for re-capping, tire's old tread is buffed down smooth with automatic high speed buffer. Rotation of tire during process insures even job on entire circumference. Rubber cement is then spread on exposed surface, allowed to set for 1 1/4 hours.



**4** "Camelback"—rubber re-capping—is then placed on cemented surface. In continuous strips, camelback is blue seal, highest grade material, gives the motorist mileage equal to new tire. Guy Wilson is shown applying it to old rubber.



**5** With camelback cemented tightly to old rubber, tire is placed in full mould for "cooking" process which also insets new tread. For passenger car tires, 200-degree heat is applied for 1 1/4 hours under 150-pound pressure. Rubber melts for first 15 minutes, then hardens with continued heat. Above, Wilson places tire in "cooker."



**6** Done to a turn, tire is removed from mould and allowed to cool. Later sidewalls are painted, making old tire look brand-new. Present re-capping process merges camelback with sidewall, giving smooth, even job. Mould heat is applied only to running surface, does not injure sidewall. Going price for complete re-capping job, not including section work, is \$7.50.

## Tire Re-capping Business Booms as U. S. Rubber Shortage Hits City