

Move of Automobile Factory Effected With out Loss of Production

The story of how 375 huge machines, all of them weighing more than 1000 pounds, were disconnected, hauled almost a mile to their new locations and reinstalled there without the slightest interruption of production has just been received here by R. Hornbeck, manager of the Gilby Motor company, the local Oakland-Pontiac dealer.

This unusual feat was accomplished when the Pontiac Six production machinery was removed from the Oakland factory to the new \$10,200,000 plant at Pontiac Michigan. "This feat is merely another vivid illustration of the length to which efficiency has been developed in the automotive industry," Mr. Hornbeck.

"Until the completion of the new plant the Pontiac Six was manu-

factured at the Oakland factory where it was born a little more than a year ago. During that period almost 100,000 were produced. However, as the demand for the "Chief of the Sixes" increased, more and more space was required for the machinery to manufacture it, as well as to meet Oakland's growing demand.

"So thoroughly did Oakland and Pontiac production machinery fill the factory that a visitor would have thought it impossible to extricate a single piece without shutting down the entire plant, but scientific planning enabled engineers to carry out their task without interfering with the production schedules of either car.

"When the date for the move was set, A. A. Miller of the Maintenance department carefully plotted every detail in advance. Special charts listing every machine and stating its specifications were pre-

pared so proper facilities might be provided to handle each unit. He ascertained from the foreman in various production departments that each had sufficient stock on hand to supply the assembly lines while the move was in progress. From the traffic department he obtained freight cars, a locomotive, and a clear track from the Oakland factory siding to the covered spur within the Pontiac plant.

"Three crews of six men each were appointed for the day shift and a like number for the night. Each man was instructed just what to do, so no time would be lost in duplicated motion when the actual move started. Tractors, hoists and specially designed 'dollies' on which to trundle the huge machines were ready far in advance.

"When the signal to start was received an electrician cut the wires of the first machine scheduled to go. Then a pipefitter disconnected water and oil lines of that unit. Almost before the wondering operator could grasp what was going on, his machine was jacked-up onto the waiting dolly and towed off by a tractor to the waiting flatcars. The first intimation some of the operators received that the move was under way was the sudden stopping of their machines in mid-operation as electricians snipped the wires.

"Loading of freight cars went on rapidly, with three crews working. The short haul to the new plant, and re-installation of the machines there, completed the job. This was comparatively simple, due to adequate space and lighting, the presence of facilities for handling the heavy equipment. Removal from the Oakland plant grew easier as it progressed, for the crews operated inward from the edges, constantly gaining space in which to work.

"Two days' work proved the crews could keep well ahead of the schedule laid down for them. At the end of that time they had moved 11 carloads, totalling 440 tons, the amount of work prescribed for 90 hours instead of 48.

"Included in the moving job is a rearrangement of machinery in the Oakland plant itself. One of

these units, a big milling machine, weighs 55 tons. The moving crews pre-arranged large machines to small ones, explaining that the satisfaction of seeing a big hole compensates for the effort involved in creating that space.

"Today 375 machines uprooted from the Oakland factory are performing their accustomed operations in the new Pontiac plant, and there are hundreds of new ones, necessitated by the vastly increased demand for the 'Chief of the Sixes.' The space they vacated will be filled with new machinery for Oakland Six production."

Addition of water is not generally required, but if serious loss occurs enough is required to put the material back into its fresh-cure condition. It needs to be well tramped to exclude the air so the silage does not become mouldy or slick. Even spreading and packing are essential to exclude air pockets around which spoilage is likely to occur.

The packed material heats rapidly and remains hot for about two weeks after the silo is filled, during which time some stockmen think

it likely to cause intestinal disorder if fed.

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CENTRAL GARAGE

Vetch and Oat Mixture Gains Favor For Silage

The vetch and oat crop for silage is gaining favor in the vetch districts of western Oregon, and Washington, says H. A. Schoth of the Oregon experiment station.

The mixture is said to be particularly adapted to summer silage use, though it likewise makes a good winter feed. It is considered by many dairymen as being the equal of corn when it is rightly handled.

The mixture is harvested for silage at the hay stage, when the vetch has nearly full sized seeds in the lower pods while the oats are in the medium to hard dough stage. Both crops are at about the maximum yield at this time, and usually fresh and green throughout. The yield is from 10 to 15 tons of silage material per acre.

The crop is best put into the silo while fresh and not allowed to lie in the field after cutting, as this practice causes loss of weight and deterioration in keeping quality. In its best condition the material is heavy and needs sharp knives for cutting and plenty of power for elevating it.

Classified Advertising FOR SALE

DUPLIX HOUSE for sale, two-three-roomed apartments, \$1900, any reasonable terms. Inquire hotel Vista. 461

FOR SALE OR TRADE—for small house or lot close in—one acre on Second avenue. Inquire 542 Third street. 461*

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Used school books bought.—Vernonia Variety Store. 452

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Measure No. 302

Measure No. 302 on the ballot for the special election to be held June 28 is a constitutional amendment which provides that the 6 per cent limitation provision of the Oregon Constitution may apply to the Portland School district as it now applies to all other school districts throughout the state.

This measure affects no other district in Oregon than the Portland School district and Portland residents will appreciate your support. **VOTE 302 YES.**

EDUCATION COMMITTEE
Charles A. Rice, city superintendent, Portland schools.
F. S. Pickering, chairman school board.
Mrs. W. R. Gabriel, state president of Oregon congress of parents and teachers.
Walter S. Asher, representing central council of Daddies clubs of Portland.

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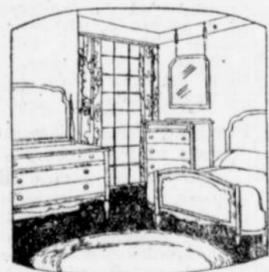


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FINNEY OF THE FORCE By F. O. Alexander

City Slickers



SHERIFF—I'VE COME TO SEE MY BOY NED GRAD—WANTS FROM COLLEGE—WHERE DYUM RECKON I'LL FIND HIM AT?

FATH'NOW, MISTHER, AN' IT'LL BE AVETHER IN THE BLUE & VALLER EAT SHOP OR IN FRONT AV WAN AV THE SORORITY HOUSES SURE—

VE'VE GOT MEON THAT LAST UN, SHERIFF? !!!

WELL, SOR YEZ WALK THAT WAY TILL YEZ BEGIN SEEN SEVEN OR EIGHT PEOPLE IN TWO-SEATED CARS—AN THEN YERE NEARIN' THE COLLEGE—

THEN Y'LL SEE A RESTAURAN' WHERE A LOT AV VALLER SLICKERS IS GOIN' A' COMIN'—AN THAT'S THE BLUE & VALLER EAT SHOP—

SLICKERS, EH?

I MIGHTA KNOWED FROM THE BILLS, THAT THAT RASCALION NED WAS AMONGST SLICKERS OF THE WUST KIND!!

RAH! RAH! PA! PA! PA!

YE EAT SHOPPE