Ford News

Volume V. F Dearborn, Mich., February 22, 1926. No.

New Prices on Closed Models

Increased Demand and Production Furnish Key to Revision

New prices on all closed models of the Ford Car, effective February 11, 1926, were announced on February 10 by Edsel B. Ford, president of the company.

The greatest reduction made was in the case of the Fordor Sedan, the price of which was lowered from $660 to $565—a difference of $95.

The Tudor Sedan, selling at $580, was re-priced at $520—a reduction of $60. The Coupé, selling at $520, now retails at an even $500.

Constantly increasing demand for the closed Ford models has brought about a consequent increase in production and a corresponding decrease in production costs. It is this which has made possible the adoption of the substantially lower prices.

The price of the open models has been slightly increased. The Touring Car is now priced at $310 and the Runabout at $290. All prices are f. o. b. Detroit.

The prices of the Model T chassis, the Ford Truck chassis and Fordson Tractor remain the same as formerly.

Ford-U. S. Air Mail Flies

The Ford-operated Government air mail lines between Detroit, Chicago and Cleveland commence regular daily service on February 15.

The Cleveland plane leaves the Dearborn Airport at 10:40 a.m., and the Chicago plane at 3 p.m.; meanwhile at Chicago and Cleveland planes leave for Dearborn respectively at 8 a.m. and 2:30 p.m. Connections are made with the transcontinental line between New York and San Francisco.

East Indian on First Trip

Since its departure last month from the Port Richmond docks, Philadelphia, after undergoing extensive remodeling at Chester, Pennsylvania, the *East Indian*, recent acquisition to the Ford ocean fleet, has completed a very successful trial cruise to Southern United States ports, and is now loading in New York its first cargo of Ford parts for Europe.

The recent trial was to Tampa with Ford parts and 488 assembled cars. afterward two trips were made from New Orleans to Tampa carrying respectively 519 and 540 assembled cars, in addition to truck backs, for Florida delivery. The use

Concluded on page 4

Ten Thou[illegible] Fordsons Shipped on [illegible]gle Orde

Dealers Making Visits to Detroit

First Group February 1; Others Arriving at Intervals

Within the past two weeks, many Ford dealers from various parts of the country have visited the Detroit area, and have made two-day tours of the company's major plants. Other groups of dealers are continuing to arrive at intervals of about three days. At the opening convention, held February 1, about 350 dealers from the Omaha branch were entertained. They were followed on the 4th by 175 more from Seattle, Washington, Portland, Oregon, and Fargo, North Dakota, branches. Next came Louisville and Pittsburgh on the 9th, combining to form about 400. Des Moines sent 275 on the 11th, and at intervals of two or three days delegations from the following branches will complete the present schedule: Twin Cities, Memphis, Atlanta, Cincinnati, Denver, Washington, Norfolk, Salt Lake

Concluded on page 5

Ford-Built Units Bough for Agricultural Use i Russian Republic

The Ford Motor Company [illegible] cently completed filling the large tractor order ever placed.

The last consignment on a tot of 10,000 Fordsons, representing single order placed by the Amto Trading Corporation, a Russian bu ness organization, was last mon hoisted aboard a railway train the Rouge for transport to the coa More recently, the last of t ships, loaded with the final co signment, landed its cargo in Russi

The 10,000 were produced at t Rouge in approximately seven wee in addition to the normal producti quota for domestic absorption. Li after line of cases, stenciled wi such names as Vladivostok, Odess Moscow, Leningrad, Novorossis swung from the export dock to t decks of flat cars and gondol Trains laden solidly with Fordso rolled out of the Rouge yards towa the coast.

The greater part of the tracto shipped under the Russian order we sent through the port of New Yor Those destined for Vladivostok, ho ever, on the Siberian coast, were e ported through Seattle.

About the time that the last of t Fordsons were leaving the export do at the Rouge, the first consignme shipped was being received at i destination in the interior of Russi perhaps at some village where aut motive units of any sort had nev been seen before.

In the order it was specified th each tractor should be provided wi fenders and a belt pulley. Th fenders are designed to carry all toc necessary for minor repair work in th field. The vast expanse of Russ often brings it about that a tract is being operated some hundreds miles from a service station, and la ing a tractor up for small but nece sary repairs would be a wastef business.

The 10,000 tractors included in th present order make a total of abou 20,000 Fordsons in Russia, sinc approximately 10,000 had alread been acquired in a series of small orders and distributed among th peasants.

Concluded on page 8

Some of the Fordsons standing before the district supply depot after their arrival at a village in the Russian interior.

Ford News

ESTABLISHED 1920

Issued for the employes of the various Ford interests

Vol. V. No. 14 February 22, 1926.

PUBLISHED SEMI-MONTHLY

Motto

A peaceful nation is one that has the means to make war and restrains. Until the means are present, disposition toward their misuse cannot be fully known. In the present world the peace-believers confront the war-believers, and fortunately it is the peace-believers who are best armed. They, and no others, give such promises of peace as the League and Locarno may hold. Their power for peace seems to be in proportion to their power to enforce it. It sometimes seems that the course of history has been an effort to produce the invincible warrior, and through him to dominate the world for peace.

—Henry Ford.

New Prices

Ford enclosed models may be bought cheaper now than ever before. No similar price reduction could possibly have the significance of the one announced February 10, 1926, for no other could affect so many purchasers.

Approximately one-third of all passenger cars, exclusive of Ford cars, built in 1923, were enclosed models. In 1924 this ratio changed to half and half. In 1925, still excluding Ford production, the enclosed cars constituted something more than 70% of pleasure car production.

With characteristic directness, new Ford prices were announced at the beginning of the car-buying season.

The new prices are rendered still more remarkable by the many improvements added to Ford cars less than six months ago.

A Case From Life

Recent issues of FORD NEWS have carried matter relating to automobile insurance. Attention is now drawn to a situation involving a Ford employe, which exists at the present time and may serve very well to point the case for the automobile insurance idea.

While driving through the streets of Detroit, this Ford employe struck a man who stepped from the curb directly into the path of his car. The accident resulted in serious injury to the man struck. His attorney brought suit for damages to the amount of $25,000.

The employe felt that the accident had not been his fault and engaged an attorney to fight the case. That was two years ago. The case has since been decided against him in two courts; a judgment of $9,000, unless the Supreme Court reverses the decision of the lower bodies, must be paid.

"The Driver Is to Blame"

In the eyes of the Court, the driver is probably to blame. But suppose the Supreme Court *does* reverse the [illegible]? The expense of fighting the [illegible] in the meanwhile cost the [illegible] more than $9,000 in cash, to say nothing of the burden of worry and extra work incidental to it. Worse, since the judgment was awarded, a good-sized monthly allotment toward settling it has had to be made from the employe's pay.

In the midst of his misfortune, the employe was taken with pneumonia, and the doubt, the worry, the realization of his heavy debt, added to the weakening effects of the disease, may be the means of depriving him of his life.

Imagine leaving your family a lawsuit and a judgment of $9,000, all on account of the carelessness of another party!

What Might Have Been

This could have been a less depressing story. The company has for years arranged blanket policies under which the cars of employes may be insured at extremely low rates. One policy is for fire and theft; another is for liability and property damage. Had the employe in the present instance spent the few dollars necessary to insuring himself annually against liability imposed on account of accidents, all expenses, including the judgment referred to above, would have been paid by the Insurance Company up to the policy limits.

Coverage under the present policy may be bought in various amounts. A policy whose limit is $5/10,000 (meaning $5,000 for one in any one accident and $10,000 for more than one) costs $13.50 a year. A $10/20,000 policy costs $15.90 a year—except in New York State, where the rates are $24.60 and $26.94, respectively. In addition to this personal liability, property damage is covered to the extent of $1,000.

Make it Now!

If you own a car and are not insured, consider the matter earnestly and at once. Don't put yourself at the mercy of every careless person for the next eleven months, during every moment you drive. Don't take the least chance of becoming the victim of a situation like that described above. Insure yourself. Send a letter of application and your check direct to Kelly, Halla, Peacock, Inc., Buhl Bldg., Detroit, Mich., and you will be covered immediately. If you want more information, get in touch with your Time Department or Chief Clerk. The company has arranged this insurance for the benefit of its employes. It has made it available; you must do the rest yourself.

Here, it is alleged, is the text of a traffic poster designed by the local authorities of Tokio, for the benefit of English-speaking motorists in Japan:

At the rise of the hand of policeman, stop rapidly. Do not pass him by or otherwise disrespect him.

When a passenger of the foot hove in sight, tootle the horn trumpet to him melodiously at first. If he still obstacles your passage, tootle him with vigor and express by word of the mouth the warning, "Hi, hi."

Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by, or stop by the roadside till he pass away.

Give big space to the festive dog that make sport in the roadway. Avoid entanglement of dog with your spokewheels.

Go soothingly on the greasemud, as there lurk the skid demon. Press the brake of the foot as you roll around the corners to save collapse and tie-up.

Interstate Road System Planned

A system of interstate roads, known as United States highways, has been planned by the Joint Board on Interstate Highways.

More than seventy roads are to be included in the system, forming a network over the entire United States and touching every state capital. Thirty arterial routes have been designated to traverse the country east and west and north and south, reaching virtually every point of historic and scenic interest.

Eight cross the Rocky Mountains and extend across the continent; nine originate along the Gulf Coast and terminate in Canada; another starts in Northern Idaho and ends at Charleston, South Carolina, while one begins on the Pacific Coast and ends in Southern Florida.

One route runs the entire length of New England and another starts in Texas and runs across the Southwest and up the Pacific Coast.

Madame Curie, Discoverer of Radium

Carved in the architrave of the Ford Motor Company's Engineering Laboratories at Dearborn are 21 names selected by Henry Ford as representative of the highest type of progress. Short biographical sketches of these artists, scientists, and inventors will appear serially.

Marie Sklodowska Curie.

Marie Sklodowska (Madame Curie) was born at Warsaw, Poland, in 1867. Her father was professor of physics in the University of Warsaw, and from an early age Marie was intensely interested in the physical sciences.

She studied these sciences at Warsaw and later went to Paris to continue her investigations. Here she met and married Pierre Curie, a French physicist, in 1895. The same year, Pierre Curie was made professor of physics at the *Ecole Municipale de chimie et de physique.*

Becoming interested in the discovery of the Becquerel rays, which occurred about this time, they began in 1896 a joint independent research covering radioactive substances. Through tedious and innumerable fractional crystallizations performed upon a substance called pitchblende, Madame Curie finally succeeded in producing a minute sample of pure radium salt, and determined for the first time the atomic weight of radium. Incidentally she discovered another highly radioactive substance which she named "polonium," after her native land.

Prizes and honors for the discovery of radioactive elements were awarded jointly to Pierre and Marie Sklodowska Curie. They included the La Case prize of the Academy of Science in 1901, and the Davy medal of the Royal Society of London and part of the Nobel prize for physics in 1903.

In 1904 Pierre Curie was made professor of physics at the Sorbonne and the year following was elected a member of the Institute of France.

On the death of Pierre Curie in 1906, Marie Sklodowska was appointed his successor as professor of physics and director of the physical laboratories at the Sorbonne, where she continued her researches. Later she became professor in the *Ecole Normale Superieure des jeunes filles* at Sevres. In 1910 she was awarded the Albert medal and in 1911 the Nobel prize for chemistry.

First Council of Pathfinders Graduates

Ford School Boys End Course in Character and Conduct

The first council of the Pathfinders of America in the Henry Ford Trade School held its graduation exercises on January 8, in the Ford schools auditorium, Highland Park. This was followed January 22 and 29 by similar graduation exercises by the councils of the other two sections. The need for three such exercises is explained by the fact that the Trade School boys are divided into three sections, only one of which is in class at one time, the other two being engaged in practical work in the school shop, and the three changing in regular rotation every week.

Boys Preside

J. F. Wright, founder and leader of the Pathfinders, and George J. Gnau, its president, were the principal speakers at these exercises. The Pathfinder instructors, Mr. Robson, Mr. Crecelius, and Mr. Bittikofer, also spoke. Each exercise was conducted in parlimentary fashion, and presided over by the boys' own officers. The ceremony of presenting the certificates to the graduates was conducted by Mr. Gnau. Twenty-six, seventeen, and fifteen boys respectively graduated in the three classes.

Recognize Value

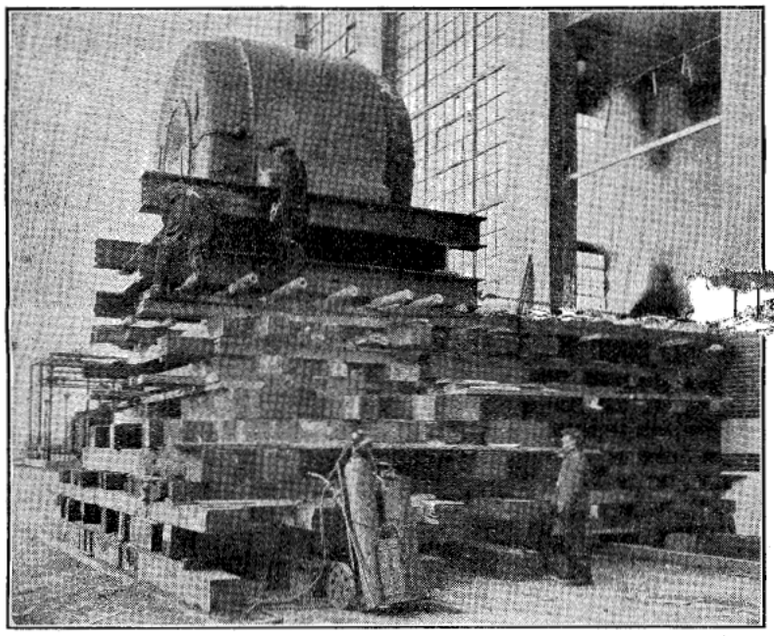
"Out of one hundred men twenty-five years of age," said Mr. Wright at one of the exercises, "at the age of sixty-five there will result the following distribution: 54 will be dependent upon others, 36 will have died, 5 will still be working for a meager existence, 4 will be well-to-do, and 1 will be independent. The class to which you will belong at sixty-five will depend upon how you have read the 'price tags of life.'" Mr. Gnau laid principal stress upon the clear conception of right and wrong, and the recognition of value. "Only a very few things need be known to direct your lives properly," said Mr. Robson, "such as understanding, good will, and service." Mr. Bittikofer defined success as "succeeding," and stated that success in human relations was the highest success. The increasing responsibilities of life formed Mr. Crecelius' topic.

Ford Membership Is 450

The Henry Ford Trade School now contains fifteen councils of the Pathfinders, the first one having been organized in November, 1924. Total membership numbers 450, of boys from 15 to 18 years. The work consists of a two-year course of lessons by outside instructors, council meetings of the boys for discussion of the lessons, and individual letters written by the boys to the instructors concerning the work, or personal

Concluded on page 7

Iron Mountain Plant Gets Generator



Installing the first 5,000-KW turbo-generator in the Iron Mountain power house. The picture gives an excellent idea of the difficulties involved in handling the big sections on this job. The piece shown in the picture is the 46-ton stator.

The work of installing the first 5,000-KW turbo-generator ever built by the Ford Motor Company has been completed at the power house of the Iron Mountain plant.

Owing to the conditions surrounding the installation, machinery could not be used to handle the generator's heavy sections. The weather was wintry. The rotors and housings had to be raised 11 feet from the ground on timbers to get them to the level of the floor of the generator room. Despite these difficulties the job was carried through without a single mishap; none of the riggers suffered the slightest injury.

A special skid was employed in the installation. The 5,000-KW generator, though not nearly so cumbersome as the 30,000's at the Rouge, is yet somewhat hefty. The lamination disks of dynamo special electric steel in the stator number 12,000, and weigh more than 20 tons. The copper windings in the stator have a total weight of 5,218 pounds. The housing, excluding lamination and coils, weighs 23½ tons. The rotor weighs nearly 12½ tons. The weight of the skid was about 2 tons, so that a total of 14½ tons had to be handled when the rotor was installed; while the handling of the stator involved a weight of about 48 tons.

The two principal parts of the turbine weigh: rotor, 7,000 pounds; housing, 40,000—or exactly 20 tons. The other parts bring the turbine weight up to 40 tons. The bedplate for the turbo-generator, complete, weighs 20 tons.

The Iron Mountain turbine is of the bleeder back-pressure type. Steam passing through it is either bled off or exhausted. The reason for this type being installed at the Iron Mountain plant is that the nature of manufacturing activities there requires a plentiful supply of live steam.

The turbine rotor has but three bucket-wheels. A bleeder valve located just beyond the first bucket-wheel draws off the steam at 125 pounds. If pressure on this line is up, however, the steam passes through the remaining wheels and is exhausted at 8 pounds.

First graduating Pathfinder class, Henry Ford Trade School. The five men in center of first row, left to right, are Mr. Crecelius and Mr. Bittikofer, Pathfinder instructors, Mr. Wright, founder and leader of the Pathfinders, Mr. Robson, Pathfinder instructor, and Mr. Rogers, English department, Trade School.

Elevated Wal Offers Safe Passage

First Section Complet and in Use; Rest Read in Two Months

Large industrial plants have t traffic problems no less than la cities, and at the River Rouge pl the ebb and flow of humanity and from work is so great t attenti ted walks are being construct One section, from Miller road to B Building, has been completed more than a month, and is used da by many thousands of men. T other section, from the B Build to the Spring and Upset Buildi is well under construction, and be ready in possibly two mont

Walkway Serves Twelve Unit

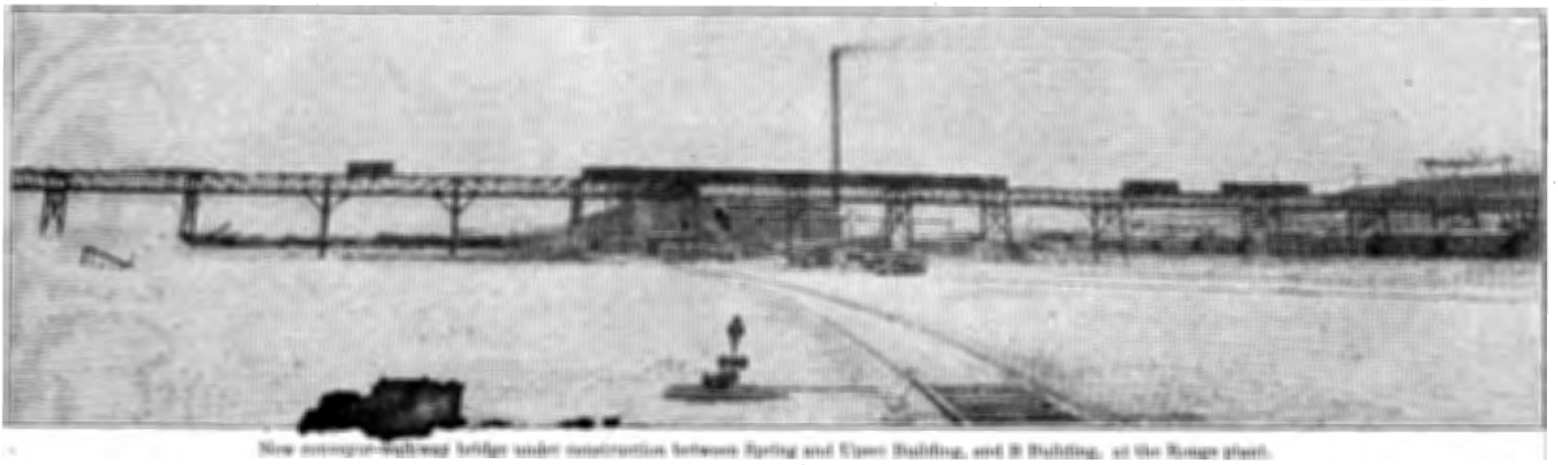
These elevated walks compr one of the greatest Safety measu that have been developed for Rouge plant. Formerly the men h a long way to walk, over scores railroad tracks, and through conges areas where their passage in la numbers interfered with men work. Time was lost by all, and spite of the pains taken thorough to protect pedestrians at the crossin the danger of accident was alwa present.

An idea of the great utility of th walks will be apparent when c considers the number of units th they will serve. The list includ the Jobbing Foundry, B Buildi Fabricating Shop, Garage, Pov House No. 3, Paper Mill, Dry Kil A Building, Sawmill, Glass Pla Spring and Upset Building, a Pressed Steel Building. One end the walk will provide a direct ro to the city cars on the west side the plant, and the other end to t busses on Miller road, on the ea

Structure Does Double Duty

Ford economy engineering w not absent from the plan of th elevated bridges, for they will ser to carry when completed two tru conveyor systems, the longest the Rouge plant. In fact, the brid will have the appearance of a doul deck, and the six-inch monorail co veyors, traveling in both directio will be suspended from the roof the lower compartment, this ro serving as the floor of the walk abo These conveyors, starting in t southeast corner of the Foundr and traveling through the Found and Motors Building, will join t bridge from a bridge of their ow at a point about 420 feet north the Motors Building. Thence th will turn west and follow the brid to the Spring and Upset Buildin The longest of these conveyors w extend from the Foundry to the Building, a distance of 1¾ mil making it probably the longest the world. The other will extend fro the Motors Building to the Spri

Concluded on page 5



New conveyor-walkway bridge under construction between Spring and Upset Building, and B Building, at the Rouge plant.

New Conveyors to Form Trunk Lines in Great Rouge System

Ford Forces Complete Construction of First Link

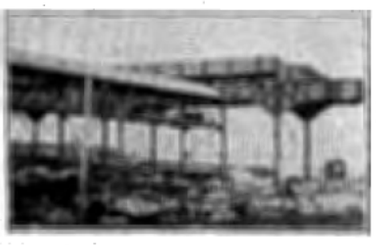
The first link of what is probably the world's longest industrial conveyor is now ready for use at the River Rouge plant. When completed, this conveyor will be a mile and three-quarters in length and will extend from the Foundry to the B Building. The finished link joins the Foundry and the Motors Building and is 3,600 feet long. Another long conveyor under construction will join the Motors Building, the B Building, and the Spring and Upset Building, traversing a distance of a mile and a quarter.

The two new conveyors are of the 5-inch overhead monorail type, the most flexible type so far designed. Parts are carried on hooks hanging from an endless chain and are loaded and unloaded with maximum ease. The overhead monorail is the type most commonly used throughout the Ford organization.

Including all departmental and inter-departmental systems, the conveyor length total at the Rouge runs into the hundred thousands of feet. The new conveyors will serve as the main arteries of the super system in which all others are included.

Of outstanding interest is the fact that throughout nearly their whole length the new trunk conveyors will travel on an inclosed elevated bridge. Many factors combined to make this feature particularly desirable. Through the bridge the conveyor will be removed from the scene of work in departments through which it passes but where it is not utilized; safety to men below will be 100%; ready accessibility and uninterrupted repair will be possible; protection against the weather in spaces between buildings will be perfect.

When it was decided to build an elevated walkway to facilitate and make safer the going and coming of employes in this section of the Rouge plant, the designers had the forethought to utilize the same structure, to a great extent, for both walkway and conveyor bridge.



Junction of conveyor and walkway bridges north of Motors Building.

Conveyor bridge crossing Road 4 between Motors Building, and Foundry at the Rouge.

For a distance of about 2,500 feet, from a point north of the Motors Building to the Spring and Upset Building, the structure is double-decked: the upper level is for pedestrian travel, the lower for conveyors. This stretch is in the open except where the bridge-walkway passes through the B Building, on a third story level. The walkway is 21 feet wide and 7 feet above the conveyor level floor; the conveyor level is 22 feet above the ground.

The longer conveyor will begin in the southeast corner of the Foundry; as it travels through this building it will gather tractor parts for the B Building and T parts for the Motors Building. The Piston Ring Department will add to the load, hanging the rings on vertical carriers holding 48 pieces each.

The Safety element in the construction of the conveyor bridge is well shown in the section which extends through the Foundry Machine Shop. The floor is of diamond-surfaced non-slip steel plate for the Safety of repairmen. In some places the floor is open grating, to help in the lighting and ventilation of the departments below. The sides are protected by heavy wire railings to prevent workmen from falls and to obviate any chance of tools from the bridge level dropping on the workmen underneath. The conveyors themselves have the Ford standard Safety device for conveyors, the emergency Safety cord.

From the Foundry to the Motors Building, a distance of 430 feet, the bridge carries both the new monorail conveyor and a 24-inch conveyor of the slat type for cylinder blocks and other large parts.

The lesser of the new conveyors will carry primarily crankcases from the Spring and Upset Building to the Motors Building. These must now be transported by truck or railway car—a process involving much laborious loading and unloading. Here and in several other cases, the saving of time and labor effected by the new trunk conveyors will be immense.

The entire job of designing, fabrication, and erection of the new walkway-conveyor system is a 100% Ford Motor undertaking, except the elevated walkway and conveyor bridge from the B Building to the Spring and Upset.

The East Indian

Concluded from page 1

of the *East Indian* and another Ford ship, the *Oneida*, in this field was the result of a recent railroad embargo curtailing auto shipments to Florida. Thanks to these ships there was scarcely any delay in meeting the demand for Ford cars in that state.

The success of the *East Indian* in operation is highly satisfactory in every respect and is a gratifying achievement in view of the extensive remodeling in which new types of equipment were included. The greatest confidence is felt regarding future movements as the vessel prepares to embark the 18th of this month on a full cargo cruise to Trieste, Barcelona, Antwerp, Copenhagen, and other European ports, carrying parts for thousands of Fords.

Non-Theatrical Film Shows Valuable

Chance to Reach Youth in Churches, Halls and Schools

The impression appears prevalent among Ford dealers who use Ford Films for sales promotion, that they should strive above all things to have these films shown in the theaters of their vicinity. Any non-theatrical method of showing the pictures to the public appears to be regarded by them as a far inferior alternative.

Though it is assuredly worth-while to have Ford Films projected in reputable motion picture houses, it has yet to be demonstrated that this method of exhibit is as superior to certain others as many dealers seem to think. From some angles, indeed, it is believed by those who have had best opportunity to observe, to be inferior.

Take the child, and the youth of school age. They are today wide-awake, eager to learn, curious, tenacious of memory. Tomorrow they will be citizens, purchasers of automotive products. They may be partially reached through the theater. They may be also very effectively approached through the school, the church, the recreation hall. The atmosphere of these places is certainly conducive to concentrated attention and thoughtful appreciation. Most of the counter-attractions that exist in the motion picture house are completely absent from such environments. The child or youth is entertained, curiosity is stimulated; this in turn leads to reflection on industry, on the Ford industries, on Ford products. Children are moved to ply their nteachers with questions regarding them, and the teachers are often moved to arrange for more showings, to write for information about Ford activities, to subscribe for Ford publications, to grow thoroughly acquainted with the Ford World.

Once this situation has developed, it needs only normal attention to make certain that Ford products will enjoy an immense advantage with the child or youth when he reaches the purchasing age.

:is Assembly Branch [s Thoroughly Modern

.odeled to Conform With Standard Ford Plant Idea; New Power House Constructed

:d, extended, newly equipped :ictly modern machinery for ing automotive units, the ant of the Ford Motor Com- recently began production, y is 150 cars a day.

new plant, which replaces the it Bordeaux, is located just of Paris, in a suburb named s. It is in close proximity River Seine, making it possible to be served with assembly il by barge.

e the company took over the which was designed originally different purposes, a new power nas been built, some large build- ›upled and extended, and some r ones razed. The present main ng was formed by coupling ›o largest original buildings and g a considerable extension to the ure so formed. It is 672 feet nd 324 feet 8 inches in width, ; of steel and brick construction.

sembly stock is unloaded from s by crane. A crane, too, es the various parts to their er locations along the assembly The main assembly conveyor 2 feet in length and is of the single › type. It is equipped with a type of starter, here employed he first time.

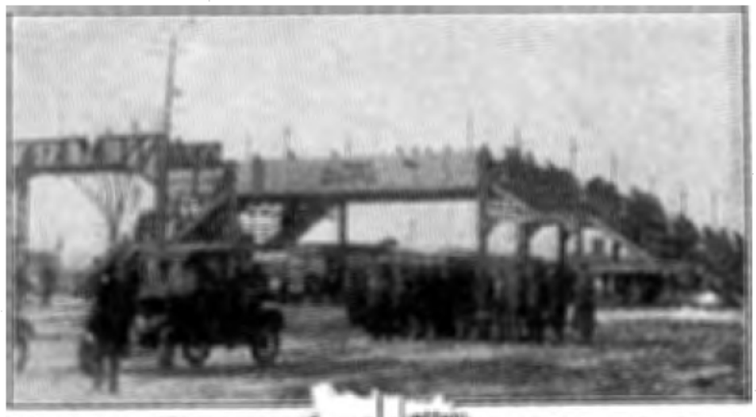
ames are shipped in knockdown ı and painted at the plant. dial ovens are provided for rear front axles and wheels. The neling system is virtually a dupli- of that installed at the Jackson- › Branch. Stock is prepared for neling by being passed through ashing machine and burn-off oven. ars are delivered to dealers over car-delivery conveyors, as in the ıpany's United States plants.

Bodies are painted in a combina- ı closed and open body oven and delivered by conveyor to the proper point on the assembly line. The body oven is 131 feet long. The length of the overhead chain which carries the bodies through it is 1,594 feet. Capacity is 35 bodies in eight hours.

The Asnieres plant is equipped to do its own sewing on open bodies. This is a feature not usually found at a branch.

Virtually all the equipment is American design. The greater part of it, however, was constructed in France.

Under Ford ownership the property has been protected against fire hazards by standard extinguishers and sprinkler systems. A first aid station has also been established in a portion of a building near the gate to the street (the Quai D'Aulagniers), in conformity with Ford practice everywhere.



One of the three harvest [illegible] road showing end of walkway extending to B Building and beyond.

Walkway Means Safe Trip to the Job

Concluded from page 3

and Upset Building, giving it a length well over a mile. The latter will principally carry crankcases, but the former will have several styles of hooks to carry a large variety of parts.

The length of the walk from Miller road to the B Building is approximately 1,000 feet. Its width is 17 feet, which will enable it to handle easily 250 to 350 men per minute. Approximately 400 tons of steel and 550 cubic yards of concrete were used in its construction.

The walk from the B Building to the Spring and Upset Building will be 1,187 feet long, and four feet wider than the other. It is expected that it will be used by more men than the other, partly because it leads to the city cars, and partly because the future expansion of the Rouge plant will be toward the west. It will handle 300 to 400 men per minute. Its construction will require approximately 400 tons of steel and 600 cubic yards of concrete. The height of the bridges above the tracks is 21 feet 6 inches.

The bridges and conveyor systems both are outstanding examples of Ford engineering and construction except for the new section, which was designed by Albert Kahn, architect.

Dealers Make Tour of Detroit Area

Concluded from page 1

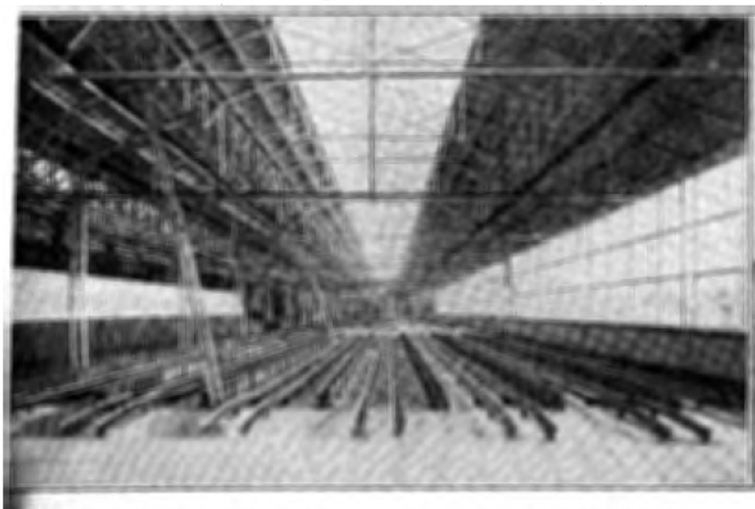
City, St. Louis, Chicago, Milwaukee, Charlotte, Dallas, Philadelphia, Cambridge, Buffalo and New York. About two-thirds of the branches of the country are represented in the above.

The purpose of these visits is to enable the dealers to get acquainted with the parent organization, inspect the various plants, and observe at first hand methods of manufacture. The experience of visiting the Ford factories will be new to most of them, and will enlarge their conception of the entire scope of the Ford activities, of great interest to them in connection with their own work of Ford sales and service among the purchasers of Ford products. The benefits accruing from these visits will be mutual, the company and the dealers both enjoying the advantage of the new contacts and friendships. The dealers also have an opportunity to get acquainted with each other, and exchange helpful ideas relating to their work.

The Ford retail sales organization is fully as remarkable as the manufacturing organization. There are over 9,700 dealers in the United States. The number of retail Ford salesmen alone in this country is more than 30,000.

The present dealers' convention is the first of its kind in the history of the organization, but will probably be repeated in the future. Due to the great numbers of dealers, about twenty separate groups are formed, representing an average of 300 men each. This means twenty special trains, and as many different repetitions of the program of entertainment.

Visits through the Highland Park, River Rouge, Lincoln, and Dearborn plants constitute the major part of the program during the two days of the visits, but banquets and entertainments at the Book Cadillac Hotel, demonstrations at the Ford Airport, and meeting officials of the organization are also included.

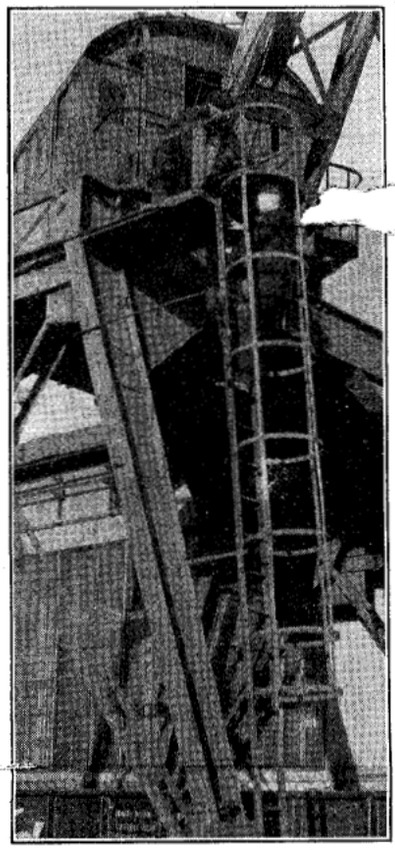


[illegible] through the Assembly Building at Asnieres, from the car-delivery end.

The Paris plant, First Aid Station in right foreground, residence of watchman and Main Office Building beyond.

Gantry Hazards Reduced; Chicago, St. Paul, Active

Gantry cranes have been the source of considerable anxiety from the Safety standpoint, due to peculiarity of construction. Men mounting



Operator of gantry crane opening trapdoor after warning bell operated by pressure on ladder rung has sounded.

cranes have been swept off the platforms and dashed to the ground, some twenty feet below, because the operators did not know they were there. Signs were placed at the base of the metal ladders, requiring a bell to be rung, to notify the operator of one's presence; the element of hazard, however, cropped into view often and with disastrous results. Now, an ingenious device has been perfected and put into operation at the Rouge plant which practically guarantees safety to the man on the ladder.

As the man mounts the ladder, he closes a contact on one of the ladder rungs which rings a bell placed in the crane-cab. The operator then opens the trapdoor admitting the man to the crane platform, and until the operator replaces the trap over the top of the ladder—*HE CANNOT SWING HIS CRANE*—because the electrical contact is broken.

Chicago Holds Lively Meetings

The Chicago branch Safety Committee held a short and snappy meeting January 22, at which Safety Rules were distributed, and a short talk made explaining the rules and the duties of the committeemen. Another meeting was held February 1, when rules and duties were made the subject for a general discussion, lessons in First Aid and resuscitation given, and badges distributed. The Chicago Safety Committee is going after the accident record in earnest.

Winter Class Organized

The Twin City plant continues active on the Safety side.

Having got Safety routine, such as inspections of elevators and operators' permits, out of the way, the recently organized a winter y class consisting of committeemen and general foremen.

Lectures have already been given by the plant physician on the prone pressure method of resuscitation, shock, hemorrhage and the application of tourniquets. Further plans will include meetings among electricians and maintenance men on the prone pressure method. Committee meetings are held after classes.

Oil Leak Results in Blaze

A dangerous fire at the Rouge resulted from a leaky connection in an oil line. The oily spray from the leak was ignited by a motor nearby and the fire spread to other inflammable liquids in the vicinity.

The Safety department reminds us that only one day's supply of inflammable liquids is to be kept in any building at any time.

The Deceptive Grinding Wheel

The sad part about the breaking of a grinding wheel is that it doesn't give any warning when it is going to happen. It also seems a trifle unfair on the part of Providence that a breaking grinding wheel is equally as apt to be a new one as an old one, a large one as a small one. Complaining does not help matters. Neither does indifference; nor boldness in taking chances without goggles merely because a wheel has never broken on you yet.

I. J. Shaw, of the Kansas City Branch, recently owed the saving of his eyes to goggles. He was using a grinder which broke with such force that the guard was torn off, and a piece of the wheel in a flash shattered his goggles. He sustained a slight injury due to a piece of the broken glass. But this was better than horrible pain, disfigurement, and blindness.

If you believe that you live under some mysterious charm, that accidents never happen to you, it is time that you were coming in out of the wet.

Trace Him Back!

When you are invited by a fellow workman to "take a chance," ask him where he gets his authority.

Not from the superintendent, who ordered the work done. You may be sure he has planned the thing clear through.

Not from the designer who laid out the job. His work has been calculated to the end.

Not from the foreman who is following the design and making a finished job.

Not from the finished workman who takes a little pride in a job well done.

Not from the Safety inspector who is following through the various steps of the job.

But we have among us the near mechanic, the careless fellow, who keeps the superintendent worried, who upsets the designer's plans, who causes the foreman extra work, and raises the better workman's wrath, to say nothing of taxing the Safety inspector's eyes and tongue. This fellow can get us all into a heap of trouble. We can't afford to accept his invitation to "take a chance." We must teach him, or drop him.

Keep an eye out for him.

Houston in Good Shape

A recent inspection of the Houston, Texas, branch by the Safety Committee found the various departments in excellent condition except in the case of a few minor items. A new Safety committee has just been appointed.

Practice makes perfect Safety.
—*Andrew H. Brand, B-15, Hamilton Plant.*

The freight train was pulling into the yard. The sun had not yet risen, and, although it was light, the tracks were lost in haze in the distance.

In the cab the engineer half-slouched on his seat as he eyed the constantly changing scene. His browned face was that of a man of iron, fit to control that huge locomotive which knew no master but himself. His firm mouth and alert eye betokened a readiness to grapply with Fate itself.

Far ahead a figure came in view crossing the yard on the way to work. As its distance from the locomotive became lessened, one could see that in the chill of the morning the coat collar was turned up. With hands in pockets and head bent forward this figure was starting to cross the tracks.

A blast of the whistle.

The man moved on unconscious of the oncoming train. Would he never stop? Would he never even look up?

The engineer leaped to his feet. Another blast of the whistle as he shoved the throttle. The brakes were set.

Too late!

The man of iron shuddered. He had done his best. No power on earth could have saved this absent-minded man.

Shop Meeting Center of W on Hazards

The Shop Meeting, the department has discovered, pl very important part in the w eliminating accidents. An in in the number of Shop Meeting noticed, means an increase in alertness, and in the number of suggestions sent in, showing thought is being given to Safe its objective.

The Safety department a Highland Park plant has re launched a new series of Shop ings which will bring every man plant into close touch wit department's Safety engineer is the aim of these meetings to home the contrast between Ca ness and Carefulness throug personal touch which Shop M make possible. The importan man's own well-being and th stant danger of injury are realized so vividly as when illus by object lessons from neigh departments at a Shop M in the very atmosphere of the

Fatally Burned

Gasoline and an open flame re brought death to an employe Fordson Coal Company. T ploye in question went to an oi at 11:00 p. m. and, leaving hi near the door, drew about two of gasoline into a tub. He pro then to drag the tub away w right hand, carrying his lam his left.

Of course the gasoline in t caught fire. Worse, the en hastening to escape the flame, his foot on the tub's rim and the blazing liquid over his ba legs. He had run 150 feet b fellow employe succeeded in guishing the flames. Two day he died.

Gasoline is now being issue in one-gallon Safety cans for torch use.

Keep This in Min

Fire Delays Unit for But 60 Days

The Ford Motor Company will lose but sixty days in its aircraft manufacturing program as a result of the loss of the Stout Allmetal Airplane factory by fire on January 17. The company's resources were immediately called into the field, and within a few days the wreckage was cleaned off and all scrap metal delivered to the Rouge for reclamation in the furnaces. A temporary airplane factory was installed in a large garage near the Engineering Laboratory in a little over a week. Meanwhile plans already drawn up for a new factory several times the size of the old one will be put into immediate execution.

About 165 men formerly employed at the Stout factory have been given temporary transfer half to River Rouge, and half to the Highland Park and Lincoln plants. A small force is retained for the temporary factory, which will do little more than continue experimental work.

Weekly's Sales Above Mark Set

Gratifying success attended *Dearborn Independent* subscription sales during December, 1925.

The quota set for the month had been 53,836; the number of subscriptions actually secured was 79,601—25,765 or 47.8% in excess of the quota. Twenty-four branches succeeded in selling more than the number of subscriptions allotted them.

The high score of December shot the subscription sales figure for the year well above what had been expected. It has been calculated that 646,032 subscriptions would be sold during the year, but December sales brought the total up to 657,096, or 11,064 more than the quota.

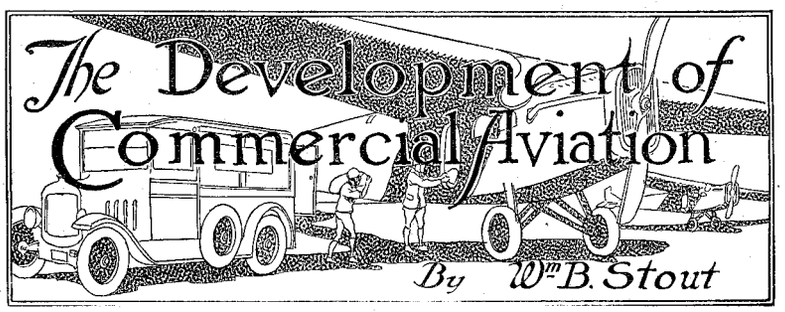
Sixteen branches exceeded their quotas for the year. In order of their standing, they were: Chicago 178.1%, Los Angeles 167.2%, Portland 133%, Memphis 132%, Salt Lake City 129%, Denver 128.4%, San Francisco 125.9%, Twin Cities 125.7%, Kansas City 117.1%, Seattle 113.4%, Omaha 109.7%, Milwaukee 108.5%, Louisville 108.-3%, Des Moines 106.6%, Cincinnati 103.1%, Pittsburgh 102.3%.

Pathfinders' Classes

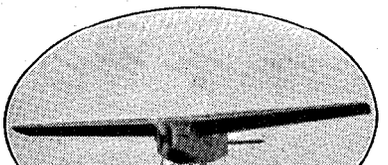
Concluded from page 3

problems. The lessons are given every Friday, but since there are three sections of boys, each council receives a lesson once in three weeks.

The twenty-two lessons in the series cover such topics as "Human Engineering," "Reading the Price Tags of Life," "Educated vs. Graduated," "Habits," "Mastership or Self Control," "Rights vs. Duties," "Storehouse of Knowledge," and "Service."



Letter 12 of a series by the designer of the Stout metal airplane telling the story of progress in aviation development up to today and outlining what we may expect tomorrow



Letter No. 1 explained what flight was and how the center of pressure of a flying surface must coincide with the center of gravity to obtain flight.

Letter No. 2 explained how the heavier the weight the steeper the angle of glide and the more power it would take to fly. This is why commercial planes carry light wing load. A plane of 7 pounds per square foot carries as high as 25 pounds per horsepower, whereas a plane carrying a heavy load per square foot, no matter what its construction, carries so little load per horsepower that it becomes impossible as a commercial ship.

Letter No. 3 explained the difference between useful load and payload and how the important thing about an airplane was *the amount of payload it carried per horsepower.*

Letter No. 4 explained the safety of landing a correctly designed plane.

Letter No. 5 explained gliders and their relation to aircraft development.

Letter No. 6 was perhaps the most important to you as it showed how you can test any inventor's idea for an airplane by putting it in a wind tunnel.

Letter No. 7 explained wing curves, and that it is the top surface of a wing curve that determines its lift.

Letters No. 8, 9, and 10 explained structure, performance figures, and "parasite resistance," the greatest bugaboo of efficient airplane flight.

Letter No. 11 explained how to make an airplane fly itself and how to balance an airplane for maximum safety.

All these things are known facts and just as established as bearing pressure in engine design or horsepower requirements for motor cars.

When the next inventor comes to you with an idea, no matter what type of construction, first ask for his wind tunnel figures, and if he has none, be sure and have tests made of a small model, either at Boston Tech.; McCook Field, Dayton, Ohio; or by the Advisory Committee for Aëronautics at Washington, before you spend any money in building a full-sized ship.

If the inventor states that he does not believe in wind tunnel figures, you may put him down either as an ignoramus, or as one accustomed to adapting the vicissitudes of veracity to his immediate necessities.

There will be dozens of inventors presenting different airplane propositions in America within the next few years, most of which will be merely inventor's hunches—with no ground work of merit. It is important for America that you be able to distinguish between legitimate aviation propositions with proper scientific basis, and the kind of inventor's ideas which obtained from Adam to the Wright Brothers without anyone flying. If you do pick the good ones, then will aviation come quickly and America be its center.

The few suggestions which have been given in this series, we hope will give you a better basis for judging such propositions as may come to you, and an authority for whatever decisions you make. When in doubt, you can always have anyone's ideas checked for you by the Experimental Division, United States Air Service, McCook Field, Dayton, Ohio; or by the National Advisory Committee for Aëronautics, Navy Building, Washington, D. C., at no charge.

Hospital at Rouge Op

New Unit in B Build Roomy, Modern, a Well Equipped

The new hospital at the Rouge plant is now completed service. It is equipped with co facilities for treatment of all of patients, and is of sufficie to assure the best and most p attention.

arrangements for en and exit, and for handling pa among the different rooms sh extremely efficient planning s

B Building Best for Purpo

An entire new building fo hospital was the original plan. result of the location study, ho proved that the southeast cor the B Building was better tha other. Since the space ther readily on disposal, and alto suitable, and at the same time considerable cost in constru the plans were executed accor

The new hospital, which is l on the second floor, has thr trances opening into the w room, where patients enterin received. One of these entra the stairway just inside the which opens upon Road 4, the east and west avenue of River I Another entrance is direct fro second floor of the B Building. third is the bridge across the the craneway, joining the sect the west side. A fourth me access is the new elevator ne stairway, which serves the h as its sole use.

Handling Patients

A patient entering meets the who assigns him to a seat in a c section of the waiting room. he remains until notified to g the proper room for treatment. rooms are all numbered, an patient has only to enter the which bears the stated nu where he finds the doctor or atte ready to receive him. This f is accomplished by an enun and bell system by means of whi clerk is in communication wi rooms at all times, notifying d of the arrival of patients, or th tors notifying him of their rea to receive new patients. A s exit for all patients is found a end of the corridor issuing t B Building proper near ar stairway. This avoids the con of men returning the way they in the hospital.

Twenty-eight Rooms

There is a total of twenty- rooms in the hospital, of whic haps the largest is the redressing where miscellaneous small w are cared for. Two sides are wi space, and there are complete ties for five doctors to serve as patients at one time. Another room is the foot room which is to the waiting room to faci

Concluded on page 8

New Rouge Hospital Combines Completeness and Efficiency

Concluded from page 7

crippled men in obtaining prompt attention and relief.

The operating room is worthy of special mention, being large and airy, and having sunlight from the south. Serious injuries requiring immediate surgical care are received here. Should a patient be brought up the elevator on a stretcher, he is deposited in the clean-up room opposite, where his clothes are removed and he is prepared for the surgeon in the operating room immediately adjoining.

The minor surgery room treats patients whose injuries are not so serious, and most of those who are able to walk. All cases of infection are separated and are treated in the isolation room, which is equipped to handle three men at one time. The ward, for seriously injured patients who must be kept in bed, is a large room containing eight beds.

The eye room is equipped for any kind of eye surgery and eye testing. The dental room is altogether new, and will enable any injury to teeth now to get the attention that was not provided in the old hospital.

The diathermia (violet X-ray) and X-ray equipment, in a special large room, offers, a service of special note. This room is right opposite the ward, and each has special wide doors to enable the equipment to be wheeled into the ward for use on patients unable to leave their beds. Adjoining the diathermia room are three small rooms, two for Alpine light (artificial sunlight) treatment given for germicidal effect, and very beneficial stimulation of the general bodily condition, and the third the dark room for photographic work connected with X-ray.

The laboratory has complete medical equipment. Patients complaining of headaches or other local disorders are sent to the internal medicine rooms of which there are two. If a special examination seems to be needed as in the case of rupture, the two examination rooms are available with the proper facilities.

The remaining rooms compose the record room, locker room, stock room, janitor's room, and so forth, and are mostly situated at the farther end of the hospital. The stock room is placed out of the way near the B Building elevator for the convenience of receiving supplies.

The ambulance service at the Rouge plant is now of the highest efficiency. Directly under the hospital is the garage large enough for three ambulances. Next to it is the lobby joining Road 4 with the hospital stairway and elevator, and there the emergency wheel stretchers are kept, subject to a moment's call from any of the nine branch first aid stations.

The hospital is used daily by 800 to 1,000 men. The local first aid station is the first place all men report who are injured, or otherwise desire hospital attention. Here only redressing of small injuries is done, and for anything else the patient is sent to the main hospital. The number of doctors and attendants altogether at the Rouge plant is approximately fifty. There are about eighteen at the hospital at one time. Twelve or fifteen medical students from Detroit College of Medicine are employed.

The construction of the new hospital required approximately one month's time, and was completed during the last week in January.

Store Economy

The following specimen prices now in effect at the Ford Commissaries indicate that Ford employes can make a considerable saving by purchasing goods from their own store:

GROCERIES

Ford Flour (bread or pastry); 25 lb. sack	$1.20
Ford Whole Wheat Flour; 10 lbs.	.48
Ford Bread; large loaf	.09
Peaches (Yellow Cling); in heavy syrup	.23
Pineapple (Honey Dew)	.25
Spinach (Fancy); large can	.17
Sauer Kraut (Silver Floss)	.11
Corn (Fancy)	.14
Peas (Pea State); two cans for	.25

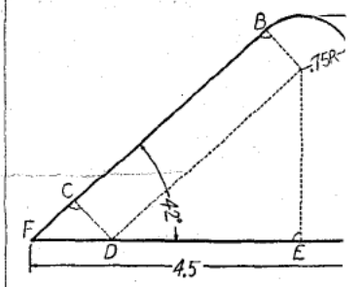
DRUGS

Rubbing Alcohol; pint	.32
Glycerin; 1 lb.	.42
Camphorated Oil; 4 oz.	.20
Ford Cough Sirup; 4 oz.	.20
White Pine & Tar Cough Sirup; 6 oz.	.20
Malted Milk; 10 lbs.	3.52

Problems

No. 117

If there are explanations or c ments regarding problems, write Henry Ford Trade School, Ford tor Company, Detroit, Michigan

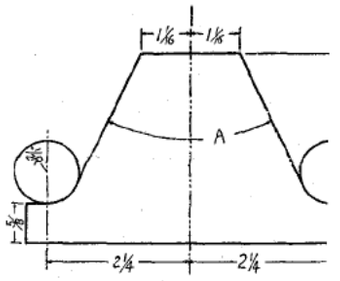


DETERMINE A

CD=BO=.75
FD=CD(COSEC∠CFD)=1.1208
DE=4.5-(FD+.75)=2.6292
EO=DE(TAN∠ODE)=2.3673
A=EO+.75=3.1173

Try This

No. 118



DETERMINE ANGLE A

A series presenting t Navy's side of the Airpla Controversy is appeari in The Dearborn In pendent.

10,000 New Fordsons Will Till Russian Soil

Concluded from page 1

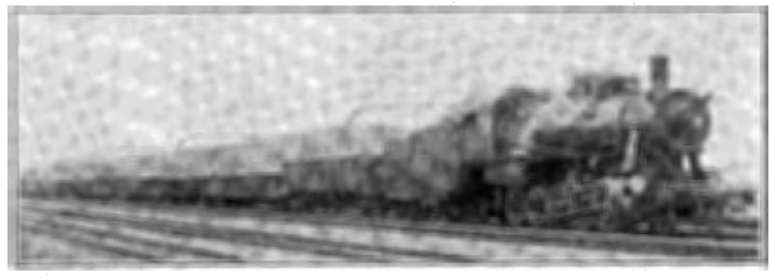
The vast expanse of Russia, extending from the Pacific to the Baltic, and from the Arctic Ocean to the Black Sea, holds millions of acres of rich land, potentially capable of growing billions of bushels of grain, fruits, vegetables of all sorts: for Russia has all climates, from torrid to frigid. Partly because of the political monopoly of land exercised by the old aristocracy, partly because of primitive means of cultivation, only a small part of this immense arable territory was cultivated previous to the World War.

Even then, however, it was not unusual for Russia to be referred to as "the granary of the world." Despite primitive methods and proscribed lands, her wheat crop was very large.

The war demoralized agricultural Russia. It decimated the draft beasts, taking the best, leaving the worst. Two revolutions which followed completed the demoralization. When the Government began to investigate and survey with a view to finding out what the country needed most, it discovered that what was needed most keenly was modern agricultural methods and means. The peasants were barely managing to raise what was absolutely necessary to the subsistence of themselves and their families. The cities were hardly better than half-fed under the most careful arrangements for rationing it was possible to make. Today, however, the country is making a serious attempt, by modernizing its basic industry, agriculture, again to become "the granary of the world."

Schools in tractor operation and maintenance have now been opened in the agricultural centers of population. Each prospective operator must undergo a course of instruction. The Government, in order to promote the maximum efficiency from every tractor, has issued performance cards on which the operator must keep accurate record of his day's work, against the report on which he is issued fuel and oil accordingly.

Marking one of the Fordsons for its destination, "Novorossisk."



A full train load of Fordsons pulling out of the Rouge for, finally, Russia.

Swinging a consignment of Fordsons at a Russian port.