to rub one panel or section of surface and is held responsible by the foreman and inspectors for doing a thorough job. The body is washed clean, blown dry and inspected for bare and rough spots and sags. Any bare spots are primed with a touchup gun and any low spots are glazed.

Bodies then go through an oven 115 ft. long and heated to 160 deg. F. by steam to dry out all moisture, after which they are wiped with a tack-rag. A double-header coat of pyroxylin lacquer, that is two coats, one with the spray gun moving in horizontal stroke and a second with the gun moving vertically, are applied and allowed to air-dry for 20 min. A second double coat of lacquer then is sprayed on. Another short drying follows. The third and final double-header coat of colored lacquer then is applied to the main portions of the body.

Masking tape and paper are then affixed to protect the main body while moldings and window reveals are sprayed with another shade or color. These parts are given a double-header coat, air-dryed 20 min., and again sprayed with a double coat. This completes the major finishing coats except for the application of a clear coat of pyroxylin after a final sanding.

As soon as the upper body dries the masking is removed and certain further assembly operations, such as installation of floor board, window regulators, and anti-rattlers, are performed. Bodies then are lowered from the chain conveyor onto a roller-top turntable and are transferred to a short slat conveyor where the wire mesh covering is nailed to the roof rails, head linings are installed, and some additional small parts and hardware items are fastened in place. Bodies then are transferred to the main trim line. Sub-assemblies of instrument panels are made on benches adjacent to the point of application.

Trim operations include attachment of interior door panel assemblies, made on adjacent benches; application of the fabric-leather roof deck and moldings; the tacking in place of various trim subassemblies; and the fitting of curtains and tops to open models. The instrument panel, glass channels, glass rear window, windshield, garnish rails and cushions also are put in place. Some of



Sanding operations are performed between applications of the lacquer coats, and the bodies are blown off and carefully dried before additional coats are applied

the frames and metal strips used in these units are lacquered in sub-assembly lines or on benches adjacent to the trim conveyor, and are fed into the latter at points where they are required. In general, these parts receive the same number and character of coats as are applied to the body itself. Much of the same applies also to the hood, which is not added, of course, until after the body is assembled on the chassis.

As soon as the trimming operations are completed, the body, continuing on the same slat conveyor, receives its final sanding. Again each man has one particular section or panel to finish. After rubbing a strip he wipes it clean with a strip of rubber so that he can see whether or not the surface is smooth. Water is supplied in troughs that run beside the conveyor. As soon as rubbing is complete, the body is wiped clean, blown dry, and transferred to a transverse conveyor, where touching up is done. The body then enters the final spray booth, where a solvent coat of thin clear lacquer is sprayed on to bring out the luster and eliminate scratches.

Final drying is done in a 75-ft. oven steam heated to



Some of the polishing is done with portable electrically-driven wheels such as that shown

Hand-cleaning and sanding of fenders and other parts to be enameled is done on this bench, after which the parts are carried on a slat conveyor through the washer seen in the background

