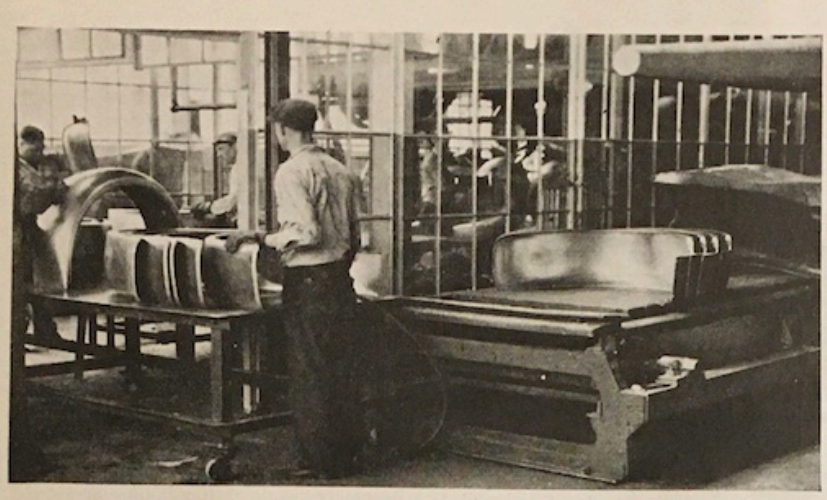


After washing and a short baking to evaporate all moisture and burn out any traces of grease, the parts are tack-ragged and passed into the glass enclosure shown. There they are hung upon a bar conveyor to be carried through the enameling tanks and drying ovens

110 deg. F., after which the bodies are removed to a polishing line. Here a plastic polishing compound is rubbed on the body, which then is polished with clean rags. A lamb's wool buffing wheel driven by a flexible shaft is used for the final polishing operation. An aluminum drip rail is then tacked in place, all windows are cleaned, and edges that have been rubbed through are touched up. Striping then is done with pyroxylin colors by workmen who have been carefully trained in the use of striping brushes.

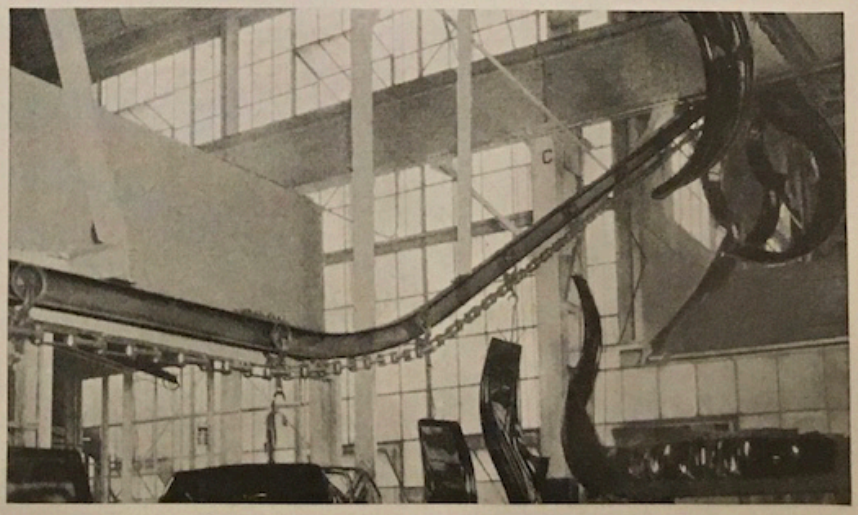
All bodies then are transferred to six roller conveyor lines for temporary storage adjacent to the point where they are shifted to the chassis line for assembly on the chassis. The storage system holds about 235 bodies, that is, the output of one shift. Twenty-four hours from the time a body assembly is started, the car has been compled and delivered to the dealer.

After a final inspection the bodies are transferred to another conveyor line leading to the chassis assembly line where rear fenders are assembled to the body. The daily production sheet lists each individual car to be produced, in the order that it is to come off the line, and the bodies are removed from the storage lines and placed on the line leading direct to the chassis assembly line in this exact order. On this conveyor line, which is narrower than the width of the bodies, the two steel skids are removed from each body and sent back to the body assembly line. As the chassis move down the assembly line the bodies are picked up by electric hoists running on an overhead I-beam track that forms an endless loop system leading above both the body conveyor and the final car assembly conveyor lines. These hoists pick up the bodies and lower them onto the chassis.

Fenders, both front and rear, splash guards and several other parts are finished with black japan. This is an oxidizing oil finish, an entirely different product from the lacquer used on the body, and is designed for baking at relatively high temperatures. Consequently the parts to be enameled travel through a circuit entirely separate and distinct from that through which the body is routed. These parts arrive at the plant in box cars and those intended for domestic use are unloaded into racks from which they are shifted, as required, onto a chain conveyor leading to the enameling department which is located in another building.

There all parts are placed on a slat-conveyor and hand-sanded to remove rust. Any dents in the sheet metal parts are bumped out with hand tools and any scratches or high spots are removed with a grinding wheel. The parts then continue on the conveyor through a washer where they are cleaned by means of jets of hot water at about 210 deg. F. From the washer parts enter an oil-fired burn-off oven which they pass in about 6 min. under a temperature of from 650 to 800 deg. F. In this oven any grease that may remain in the crevices is burned off. The cooling of parts issuing from the oven is aided by a draft of air from a slotted pipe mounted over the conveyor. When cool enough to handle with gloves, the parts are tack-ragged and passed to the enameling oven. This work is done within a glass enclosure where an outwardly flowing current of clean air, supplied by a blower, is maintained to keep out all dust, which would cause spots in the enameling. The tack rag, which is a square of cheesecloth dipped in varnish, takes up any lint remaining on the parts. During all these operations, and until they come from the enameling ovens and are sent to assembly departments, the parts are handled with rubber gloves to avoid spotting.

The parts are then passed through a series of oil-fired japanning and drying ovens which form a continuous



Upon leaving the drying ovens, enameled parts are hung upon the 2,800-ft. chain conveyor here shown and are carried by it to the points where they are assembled to chassis and body