

Heaters For Raiders of the Deep

THE Electric Air Heater Co., Division of AFECO, together with Naval engineers, pioneered the development of forced air heaters for use in submarines. Previous to this time, red hot elements were laid against bulkheads and heat was available only within a few feet of these bulkheads or walls.

For fourteen years, until the Naval expansion program on submarines outgrew our facilities for manufacturing heaters for this type of craft, we supplied heaters for every submarine placed in service by the U. S. Navy.

Today, submarines are equipped with 25 Electromode heaters, placed in strategic positions throughout the boat. Because there is no extra space in a sub, these heaters must be extremely compact. Electromode heaters take up one cubic foot of space and even with this compact unit, there are problems. For example, the radio room is so small and so full of equipment, that our heater has to be mounted in the wall—half in and half out of the room.

There are 80 kilowatts of electrical heat in a submarine and, for the space to be heated, this would appear to be a tremendous amount of heat—enough to easily heat five average sized homes in Mishawaka. However, when a submarine is submerged, there is a great heat loss through the steel hull and while these heaters are as efficient as it is possible to make them, the crew is usually found wearing sweaters.

Some idea of the unusually difficult service required of these heaters can be gathered from the following: When the submarine is submerged, the voltage is normal and the heaters operate at 250 volts, but when the submarine is surfaced and charging its batteries, the voltage becomes 345 and the heater must operate satisfactorily under this overload. Since heat increases much more rapidly than voltage, the 4 KW (kilowatt) heater is now an 8 KW heater and still going strong. The possibilities are slight that you have an electrical appliance in your home that could withstand one-third the overload that these heaters do—and still continue to function.

All of the cabinets for the Navy heaters were made of stainless steel until that material became critical. At the present time they are made of a specially treated corrosion-resisting steel. Because salt water is one of the most highly corrosive agents known, all connections are sealed and heavily cadmium plated parts are used throughout the Electromode. A corroded part quickly breaks.

There are, at the present time, many thousands of our heaters in service in U. S. Subs throughout the seven seas and they are operating satisfactorily for we rarely receive one to repair.

At Right: The Electromode Heater furnished for U. S. Submarines.

Below: An idea of the compactness of space on submarines is shown in this photo of the control room. Crew members are at their battle stations.

Official U. S. Navy Photos of Submarines





Station WKBF-12—Mishawaka, Ind. Calling

... if it's between 8:00 and 10:00 PM on Wednesday or 4:00 to 6:00 PM on Sunday, Kenny Rohleder, of our engineering department, is manning the mike of his own little radio station for Kenny is a member of the Mishawaka unit of WERS (War Emergency Radio Service.)

After passing an examination on radio rules, theory and operation, WERS men and women are licensed by the Federal Communications Commission to receive and transmit voice signals on the high frequency, 2½ meter band. This range is extremely short and is only intended to carry from five to ten miles. The higher the antenna the further the signals can be transmitted because sounds are blocked by trees, buildings or other natural objects.

About a year and a half ago a radio man in Mishawaka interested nine men and women including Kenny and Jim Evans

in the WERS. This radio service is organized to augment regular channels of communication whenever an emergency should arise. In case of a disaster, such as a bombing raid, these men would immediately stand by their radio stations to follow orders issued from the central station; sending, relaying, receiving or delivering messages. Most of these sets are in the owner's homes, for testing purposes and actual message handling, but in case of an emergency they are secretly located. The operators also may be instructed to place them in their cars and proceed to a location where they would be most needed.

Kenny gained some valuable experience by operating his station during some of the past practice alerts. He is studying radio theory, code and regulations and intends to become a full-fledged "ham" (amateur radio operator), as soon as he is able to pass the FCC examination.



Let's Figure the Yearly Total

Have you bought your 10% this year? The obvious answer is, "Why of course I am taking out 12% or 15% from each pay check." But are you? The new year is here and it is easy now to figure out the amount of money you made last year and then calculate 10% of it. Then count your bonds. If you have cashed several of them, you won't have your ten percent investment in bonds for last year. Also, your salary for the year will probably be more than you figured it would be due to overtime you worked and didn't figure into your Payroll Bond deduction. Some of us

make extra money on the side through carpool riders and extra jobs we do at home because of the scarceness of labor. This unseen, and we will agree, little felt small amount of money should be counted into the total income in figuring whether you have done your ten percent or not.

Count your bonds and figure your ten percent. If you are short, now is the time to make up that shortage. It is easier now than it will be later.

—Mrs. Juliette Magee, Editor, Kentucky Booster Atlas Powder Company, Paducah, Kentucky

WELCOME TO AFECO



Stanley F. Krzeszewski

Mr. Stanley F. Krzeszewski will join the AFECO organization on or about February 20. The addition of Mr. Krzeszewski to our staff is another indication of the steady growth and expansion that has been taking place at AFECO for more than ten years.

Mr. Krzeszewski, as Special Assistant to Mr. Miller, will follow through with various constructive improvements in our facilities, as recommended by Trundle engineers, who surveyed our plant over a period of about five months. Stanley—as we will soon know him—will supervise new construction, repair and maintenance departments, and the relocating of facilities, stockroom, etc., and generally relieve Mr. Zahn and our production supervisors of many of the tasks they have to contend with while trying to keep production up to peak levels.

Many of our war plant customers are in vital need of equipment which they have on order with us for the production of ammunition and other implements of war required in the big production program now under way. We want to give our utmost cooperation to this program.

Mr. Krzeszewski is a native of South Bend and has lived in that community all his life. AFECO folks who know him through his previous connection with the Oliver Corporation's South Bend plant will be happy to know that he has now joined the AFECO organization. We welcome him and wish him well.

OUR NEIGHBOR --- DODGE'S

The 66 year history of our neighbor, the Dodge Mfg. Corp., is marked with the revolutionary invention of the wood split-pulley with interchangeable bushings and the Dodge or American system of rope driving as well as the development of the Dodge-Timken roller bearings and the introduction of Dodge-Hoover ball bearings.

Prior to the discovery of the split-pulley with interchangeable bushing, there were 40 different shaft sizes and some 2700 different faces and diameters of pulleys, meaning that a complete stock of pulleys to accommodate the usual requirements of industry, would run about 108,000. The standardization of pulley diameters and faces worked out by Wallace H. Dodge and his partners with the interchangeable bushings, reduced the number of pulleys to take care of all needs to 2700.

The wood split-pulley was the first Dodge transmission product, and it was the forerunner of the complete line of appliances known all over the world by the famous Diamond "D" trade mark.

The plant, which has been known for years as the pulley works, is today the source of supply for hundreds of products used in connection with power drives of every type for every industry. Bearings, small and large, friction clutches from 1/2 H.P. to 1000 H.P., V-belt drives, gears, conveyors and many other similar products are manufactured. The wood pulley which was the original product of the corporation, has been superseded to a large extent by more modern V-belt sheaves and steel split-pulleys.

The manufacturing of bearings and stern tubes for cargo and fighting ships of the U. S. Maritime Commission and the U. S. Navy, has been a major activity of the Dodge plant, particularly since Pearl Harbor.

The corporation's facilities, centered in its large plant at Mishawaka, in the heart of the great industrial region of the middle west, have necessarily expanded the usefulness of the Company to the war effort far beyond the mere furnishing of its standard products. A large gray iron foundry with its fully equipped pattern shop, a machine shop with widely diversified and wholly modern machine tools and its own staff of tool and die engineers and tool and die makers, a structural steel and steel stamping division, and a modern woodworking shop, have all been drafted in a large measure, as they were in 1917-1918, to provide not only industrial equipment, but the actual sinews of war.

Since most of the present Dodge products are of cast metal construction, a great emphasis has been placed upon their foundry. Over 90,000 square feet of

building space is devoted to the modern foundry and no expense has been spared to completely mechanize all operations.

With the heavy demands of the Army, Navy and Industry for Dodge products, a terrific bottleneck resulted in their cleaning room. No greater production could be pushed through the tumbling mills installed there, since they were already operating at peak capacity. The airblast room was swamped with excess cleaning and a large portion of the work handled in the room was unsuited for this type of cleaning.

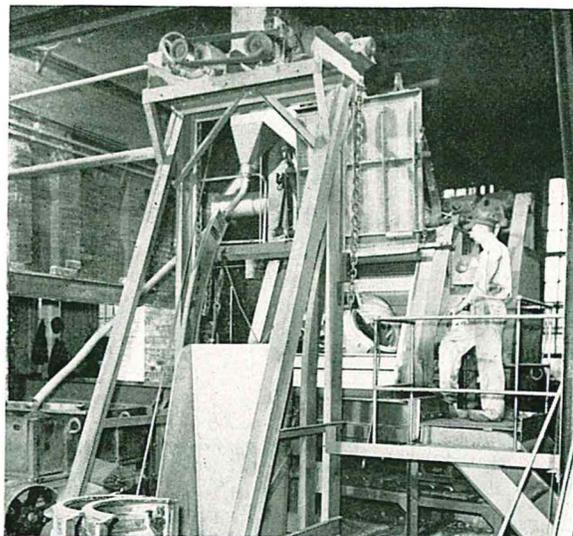
Because of this condition AFECO engineers were called in to study their cleaning requirements. After a thorough investigation, it was decided that a 48 x 48" Wheelabrator Tumblast would be the most economical machine for their needs.

A typical Wheelabrator Tumblast load consists of 52 cast light duty sheaves, each weighing 47 pounds, for a total weight of slightly less than 2500 pounds. This load of work is cleaned in 8 to 10 minutes, compared with the several hours required in tumbling mills as formerly handled.

Another job which the Wheelabrator Tumblast has taken over is the cleaning of 15 7/8" fabricated steel bearing caps and bases to remove scale and heavy rust. To clean six of these large intricate pieces in the air blast room had required over four hours, now four are cleaned in ten minutes.

In addition to faster and cheaper cleaning another tangible benefit of the Wheelabrator is that babbitt will stick to the surface of the Wheelabrator bearings much better than it does to the surfaces of the castings which were rattled. The No. 18 grit produces a matte surface with tiny undercuts in which the babbitt penetrates and tenaciously is bonded to the metal. Since a large percentage of the bearings produced by Dodge are babbitted, this is of particular importance.

Dodge products have long been utilized in the manufacture of AFECO equipment and especially on our Wheelabrator line. Two Dodge-Timken pillow block type bearings are utilized on the drive shaft of every Wheelabrator wheel. Flange type Dodge-Hoover bearings have been adopted for use on certain Wheelabrator Tumblasts. In the construction of the abrasive bucket elevator of all Wheelabrator machines, the following Dodge products are used: Iron-clad pillow block bearings, take-up bearings, and cast iron solid pulleys. Dodge sheaves are also widely used on various pieces of American equipment.



The 48 x 48" Wheelabrator Tumblast installed in the Dodge Foundry to increase cleaning room production.

Bait for Suckers

The next time you see any of the following used in advertisements, stop and consider if they mean what you think they mean:

- "Plus small carrying charge."
- "Easy monthly payments."
- "Loans on your own terms."
- "No carrying charge."
- "No finance company to deal with."
- "Easy credit terms."
- "You need no cash to buy."

In most cases you will find that they are just "sucker bait". If you bite you're hooked.

Advertisements like this often appear in local papers and city bus—\$100 loan can be repaid in 12 easy payments of \$10.07 each, total cost \$20.74. If that loan were made by your credit union the cost would be, at most \$6.50, a saving of \$14.25.

★ ★ ★

Need Money?

see your AFECO
Credit Union
—and Save!

★

Wanted to Rent or Buy

We're in urgent need of a five or six room modern house. Will either rent or buy. Prefer east end section. We'd like to be particular but we know we can't be too choosy. What have you to offer? Contact Bob Schalliol, Advt. Dept., or call 5-4485.

THE FAMILY ALBUM



Ann Sawyer

When Ann Sawyer graduated from high school she had her life's work all figured out. She would work for a year, save her money, go to college and become a school teacher. It was as simple as that—today she is Miss A. C. Sawyer of the sales department with five girls to help her in ordering, billing and handling the sales of thousands of tons of metal abrasive each year, along with entering equipment orders, compiling sales statistics, sending and receiving telegrams, making up price books, managing the sales of nozzles, etc.

She came to AFECO as an order clerk on January 3, 1927. Hutton H. Haley, then sales manager and later manager of the Detroit sales area, convinced Ann that she wasn't the type to be a school teacher. He told her: "In teaching you are always associated with those who know less than you do, in sales work your associates know more than you do therefore, greater development is assured in sales work". Mr. Haley's assurance that Ann, a girl of 18, would be the head of a department was substantiated in 1934 when she was placed in charge of the abrasives sales and order entry department.

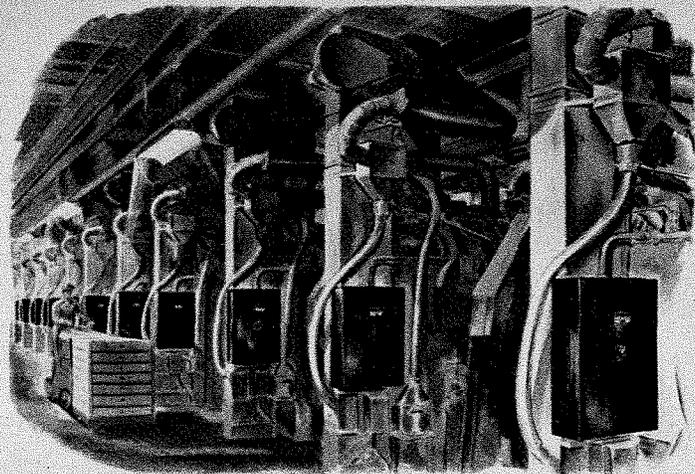
Ann worked hard learning the foundry business (supposedly not a woman's field) gaining valuable experience and training. This knowledge stood her in good stead when the depression came along. For a while there were only three girls in the office and they were divided among purchasing-production, accounting and sales—Ann drew the sales job. During this time she handled a great variety of duties, including sales correspondence and statistics, order entry, writing proposals, filing, and relief switchboard operator.

It was during this time that "A. C. Sawyer", written in a large, and, what she fondly hoped looked like a masculine hand, was first signed to many sales letters and quotations.

Ann still enjoys (although she is becoming accustomed to it by now) the surprise appearing on customer's faces when they meet her at a Foundry Convention. These men are always amazed to find the A. C. Sawyer, who has so efficiently handled their abrasive and nozzle orders, looks as if she had stepped from a page in "Vogue" depicting the ideally dressed and groomed business woman. To the telephone operators usually falls the task of explaining to customers calling long distance that it is "Miss" Sawyer, not "Mr." Sawyer.

Ann's card-index memory is a great help to newer members of the organization, for she can recall when, how and by whom things were done when the Company was new in Mishawaka.

For many years Ann has been active in the Church, specializing in working with children. Her real hobby is traveling and she has visited several of the interesting parts of the United States and Canada. As for everyone else, traveling for her is curtailed for the duration.



SENTINELS OF PRODUCTION

Here a truly great invention protects both the life and performance of electric motors

The millions of electric motors that power industry's many machines are wonderfully dependable mechanisms, as long as they are prevented from killing themselves. An electric motor never stops trying to pull a load, even when it is given much more work than it can handle. If an excess load is not removed from a motor, it heats up and destroys itself trying to do the job. That is why overload protection is one of the most important functions of motor control. For years engineers tried to protect

motors by limiting the amount of electricity which could flow to them. This proved far from satisfactory, however, as such devices either stopped machines needlessly many times a day on overloads too brief to be harmful, or they permitted slight overloads for so long a period that damage did result. It was not until Cutler-Hammer engineers invented their new, famous Eutectic Alloy Overload Relay that this vital problem of motor and machine performance was fully and finally answered. This practical device is often called "one of the truly great electrical inventions of all time".

The Cutler-Hammer Eutectic Alloy Overload Relay does not limit the cur-

rent flowing to a motor. It limits the heating which can occur within the motor's windings. Thus it *protects* the motor but also permits it to work continuously up to the maximum capacity for which it was designed, and avoids needless interruptions in its service. Guarding both motors and the performance of the machines they drive, the overload protection makes the *mission* of Cutler-Hammer Motor Control units in use true: "Sentinels of Production". No investment in manufacturing facilities can find better protection. Not one can afford less. CUTLER-HAMMER, Inc., 1316 St. Paul Avenue, Milwaukee 1, Wisconsin. Associate: Canadian Cutler-Hammer, Ltd., Toronto.

Engineering excellence finds its greatest reward in the respect and confidence of those it serves



Have you noticed this Cutler-Hammer, Inc. full page, four color advertisement appearing in the January magazines such as *Saturday Evening Post* (January 20 issue), *Machine Design*, *Time*, etc.? The advertisement, of course, features the Cutler-Hammer eutectic alloy overload relay controls installed on each machine. The original photograph, from which the illustration was painted, is of a battery of ten 27 x 36" Wheelabrator Tumbblasts installed in a line at Owens-Illinois Can Co., Baltimore, Maryland for cleaning 30 and 50 caliber metallic machine gun belt links.

Notes from the Boys in Uniform

A Ninth Air Force Service Command Base . . .

Sergeant Dale Smiley, formerly of the parts service department of AFECO is a member of the Service Group, commanded by Lieutenant Colonel James M. Sullivan, that was recently commended for its part in the air-ground push that has driven the German Armies from Northern France.

Sgt. Smiley is a non-commissioned officer in the Intelligence Section of a Ninth Air Force Service Group.

This commendation came as a result of General Patton's appreciation for the aerial support given by the Ninth Air Force fighters and fighter-bombers to his troops in their rapid drive across France.

General Weyland of the Tactical Air Command to whom the commendation is addressed adds his appreciation for the work done. He gives credit to Col. Sullivan's Group and three similar Groups for their work in keeping the planes under his command in the air and for the service given without which, such aerial support would not have been possible.

This Group is responsible for all the supply and major repair to the Ninth Air Force P-51 Mustang Group that recently received the Presidential Citation and an outstanding P-47 Thunderbolt Group, now giving aerial support to the Allied drive into the Reich from the West.

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CPL. BERNARD A. GEHL—Belgium

"Having received many of the wonderful gifts and letters that you have sent me, especially those boxes, they surely are swell. Everything in them was really something very useful. I want to thank the Gift Committee for sending them to me and the fellows in the company that made it possible to send them.

"It is always the same with the fellows or the American Foundry. They are all just as one big happy family. Not so

happy now perhaps because most of that one-time large family is now fighting on other fronts. But in spirit we are all still together. You fellows over there getting the stuff to us over here so that we can make this world a safe place to live in.

"I believe that our new motto will stand, it is: 'Home Alive in Nineteen Forty-Five'. I hope it is true for I am looking forward to spending next Christmas at home and with the gang from the AFECO instead of over here with the gang from the AEF."

★ ★ ★

PVT. FRANCIS W. GEIST—Camp LeJeune

"Week before last we spent on the Rifle Range where we learned to fire within 3 to 5 seconds at targets from 50 to 500 yards away. We fired from all positions, even crawling under barb wire in the mud, firing at man-sized targets that would pop up from behind bushes and fox holes and would only appear from 3 to 5 seconds. You have to shoot fast and straight. We were also taught night firing, that is, how to sight, etc. We were given all the ammunition we could use.

"All this training is the best and for your own good. Last week we were on maneuvers and we slept in fox holes and sometimes pup tents. I'm not kidding, it's almost as cold here as it is at home. We had frost on our shelters and didn't have fires with the exception of two nights between battles.

"It's really rugged. Yesterday we were schooled and fired the Bazooka and flame thrower. Our instructors came back from Guadalcanal and they say the Japs are really scared when a flame thrower goes to work."

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\$25.00 War Bonds, a present from the Servicemen's Gift Committee, were made out this month for: Pfc. Edward V. Coleman, Cpl. Paul Driver, Pvt. Peter B. Kalil, Francis X. Scheibelhut, S 3/c, and Pvt. George Scott.



The only thing an American enjoys more than sight-seeing is to have his picture taken while sight-seeing so he can show it to his friends. S/Sgt. Joe Myszak, formerly of the advertising department, while on a trip to Scotland during a recent furlough, proved he was still a true American even though he has spent the past 15 months in England. He had his picture taken in full Scottish regalia.

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ENSIGN RICHARD HUSTON

New Orleans, La.

"Will you please thank the American Foundry for the nice check I received for Christmas?

"It surely is nice to know that the people you worked for still remember you. There were very few fellows that received checks or gifts from their former employers and tears came to my eyes as I opened it.

"Have been very busy going to school and now I am on my last lap. Tell all the fellows I said 'hello'."

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S/SGT. CLYDE MANN, JR.—Wright Field

"In the past two years you've done much more than I can thank you for. The gifts periodically, the Christmas check for which I must now attempt to thank you. Writing becomes very inappropriate after so many months and gifts. For months I've wanted to stop in at the plant and see if I could do better. While I'm no longer amazed at the continual flow of gifts, my less fortunate friends think either that I was a 'big gear' or the factory must be an exceptional place. This last is surely true."



T/5 Fred W. Hawkins

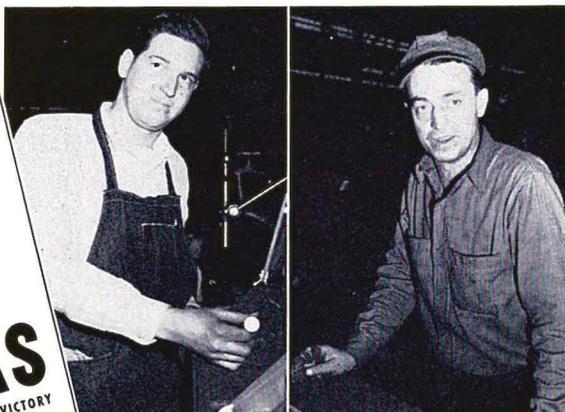
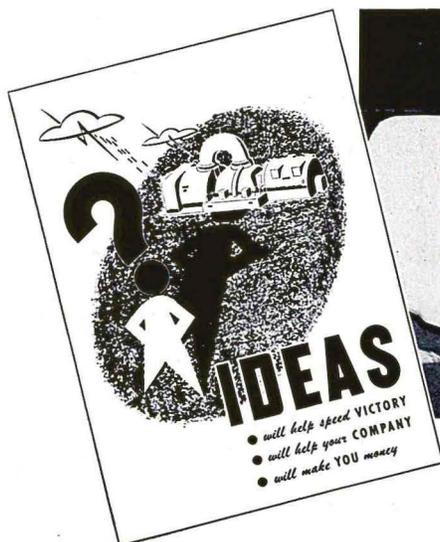


Pfc. Robert Ackerman



Sgt. James Hoerstman

Your Name Should Be Here



DONALD RAABE

H. GLEN MARTIN

New 5 Club Members

These men have submitted five accepted suggestions.

Your name should be among those listed below . . . that is, if you could use some extra money and would like to see the war over a little sooner. How many of you have seen these lists of Suggestion Award winners appear month after month for the last two years and haven't done anything about getting in on it?

Don't cheat yourself any longer. Don't let yourself stay out of step in the Victory parade. Take a handful of cash home to the wife and kids, soon! You can do it—your pals do!

EUGENE HEIGHWAY—Eliminate the hole in the clutch cases on the side of the "AA" Sandcutter forward and reverse clutch.

GEORGE THARP—Put on print support chain number and amount of links to be used on each channel track.

LESTER NEDDEAU—A gauge be used to weld the bands on the cover plates No. 66890.

CHARLES MILLER—Weld $\frac{3}{8}$ x $\frac{3}{4}$ " flat head bolt in No. 77957.

HORRORSCOPE

AQUARIUS—JAN. 20 TO FEB. 19

Your birthday being in February means that you were born under the sign of "The Water Bearer", known by astrologers as the sign of Aquarius. Very seldom are Aquarius people "water bearers", having a strong aversion to drinking the stuff. They are usually more partial to the heavier liquids.

Your leading characteristic is your determined, aggressive nature. You are always able to attain all of your desires without any efforts. Aren't you the lucky one, though! Everyone else has to work for what they get.

You have an alert mind and a quick wit together with speed in speech as well as action. Many of your closer friends say that if your wit was only half as quick as it is, you would still be ahead of the game. What can they mean?

You are inclined to be over-critical of those less keen of comprehension than

yourself and often become sarcastic. This can very easily result in a bruised proboscis or blackened optic, and often does.

Planetary vibrations are favorable for you this year, so take the advice of your Horrorscope and be venturesome. For instance, go into the nearest lunch room and take a chance on the meat balls, or drop a nickle into the pin-ball machine or buy a few raffle tickets on a turkey (if you can find one.)

Your most congenial mate in marriage will be someone born in Taurus. You are not especially home loving, therefore your mate must be someone who can persuade you to spend some time at home. This should be easy for someone born in Taurus, providing they can get the hand and leg cuffs on you when you're not looking.

Don't let the things you read in your horrorscope discourage you. You have the ability to adapt yourself to all conditions, and your natural ability and determination will ultimately enable you to succeed. But, as the poets so aptly put it—You should live so long. Now don't get sore—it's all in fun.

Have You Seen the New Nurse?

All shop accidents, regardless of how small or seemingly insignificant, must be reported to the nurse at once. Is that a difficult or unreasonable rule to follow? Before answering that, have you seen the new nurse? Ahhh . . .

The name on her employment card is Marguerite Lake, but her friends—and she has many at AFECO already—call her Peggy.



She trained at St. Joseph's Hospital School of Nursing in South Bend, receiving her RN in 1938. Since then she has nursed at Mercy Hospital, Benton Harbor and St. Joseph Sanatorium, St. Joseph, Michigan done private duty and was the industrial nurse at Modern Plastics Corp. and later at the Dachel-Carter Shipbuilding Corp., Benton Harbor, Michigan.

All of this professional training and experience is available to AFECO workers—for free. Stop in the first aid office and have Mrs. Lake treat your injured finger, paint your sore throat or take your blood pressure. If your doctor gives you medicine that requires the assistance of a nurse to take, she is trained and willing to help you.

A record of all accidents and injuries, no matter how minor, will be kept in the first aid office. This will facilitate compiling the necessary information required by the insurance company when a seemingly minor accident develops into a serious injury. At night, when the nurse is not on duty, the person rendering first aid will make a report which Mrs. Lake will transfer to the record card the next morning.

These records will be studied by the Safety Committee in their efforts to eliminate all possible job hazards.

When an employee returns to work after having been off because of illness or injury, he or she is to report this to the nurse also.

Bits About Us

STEEL SHOP STUFF *Ray Hutchins*

Chet Crumrine and Les Neddeau are exactly the same age. They were born on the same day, month and year.

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Among those adhering to the recent fad of mustache-raising are Clarence Kelley, Lynn Bowers and Elmer Mast.

* * *

Clay Fisher now holds the record for the shortest bus ride. He boarded the bus to go home, as it rounded the first corner he realized his car was parked in the lot.

* * *

Mr. and Mrs. Frank Miles were hosts at a New Years Eve party in their home honoring Pvt. Harold E. Housand, home on furlough. Among the guests were Mr. and Mrs. Harold Groh, Mr. and Mrs. Robert Gibbens and Mr. and Mrs. Al Rygaert. The evening was topped off by one of Mrs. Miles famous chop suey suppers.

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John Straub was the featured entertainer at the Air Raid Wardens, District No. 5, Family Night, Monday, February 12 at 8:00 PM in the Beiger School. The public was invited.

* * *

Frank Oles, jigger operator, reports the birth of a son, Frank, Jr., born January 14.

* * *

For a real jack-of-all-trades we nominate Walter Myers—electrician, layout man, crane operator, assembler.

* * *

VOICE OF ENGINEERING

Agnes Ernst and Chuck Bultinck

Doris Woodruff's husband, Chuck, was home on a 30-day furlough from Southern France. Besides bringing Doris another gun to add to their collection, he brought such things as pearls and perfumes.

* * *

Paul Mumby, who formerly worked on the 48" Tumblast line, is now working in the engineering department.

* * *

Chuck Bultinck thanks Shirley Vollmer for the beautiful tie she bought him. Perhaps in the future she will not go around cutting off peoples' ties. While on the subject of Shirley, she is hungry, she swallowed a paper clip one day recently.

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MACHINE SHOP MURMURS

Walt Beatty

Robert Dettbrenner is a man of influence. He, his wife and three other couples in his party, obtained rooms at the Hotel Stevens.

* * *

Irene Grams was so preoccupied with laughing at Louie Daving when he stumbled over a pile of castings, that she stumbled over another pile of the same.

* * *

Grady Faulkner purchased two dozen eggs from Herman Roeder—but when he got them home, part of the eggs were hard boiled. Herman swears he didn't do it and the chickens don't lay them that way.

* * *

George Fairchild received a summons from the revenueurs. After worrying for days and sitting in the federal office for three hours, all they wanted to know was his family status.

* * *

Irene Grams and her husband have purchased Branstroms. They will feature short orders and the same Branstrom ice-cream.

* * *

Bob DeGeeter, son of Maurice and brother of Albert left recently for 13 months instruction for Navy aircrew. Bob, who has been assembling pressure tanks for the past several months is a super jitterbug.

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DESK DATA

Pat Forbes

The love bug worked overtime in December. MaryAnn Goheen was married to S/Sgt. Charles A. Gehring, formerly of the accounting department and Mary Brioli received a diamond from Cpl. Eugene Lucarelli.

* * *

Let's get chummy with Elaine Blalock's husband. He sent her two pair of nylon hose!

* * *

Our new faces belong to June Carnes, Alex Vicsek and Anna Mae Ehrmin in the mailing division and Ada Jones, Martha Kemp and Mildred Webster in the files and Virginia Skeetz and Richard Burkhardt.

* * *

Good Deed Dotty: Ellen Phillips rescued a bird from the new section of the office and let it out the window.

* * *

HEATER HINTS

Virginia Ernst

Employees in the Heater division have been pretty quiet the past month, with the exception of Bob Mow, who, while trying out the new chain hoist on the assembly line, left an 18-15 heater drop to the cement floor. But the drop just proved the ruggedness of Electromodes, for the heater worked as well as ever.

* * *

STOCK ROOM

Del Dare

Anna Burke has quite a reputation as a noodle maker since the pot luck luncheon Friday night before Christmas.

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Wenzel Van Kuren reports poor success on his ice fishing this season.

* * *

Robert Powell, Bud Neland and Frank Hoskins, all Mishawaka High School students, are assisting the war by working from 4:30 until 8:30 PM.



JUNE HARRINGTON, draftswoman in the heater division for the past two years. June is also an artist.

* * *

SHIPPING TAGS

Arvilla Hummel

In looking over our assortment of Christmas cards, again we found greetings from Juanita Hanna, Grace Schlarb and Verlie Henry.

* * *

Alma Walters had a birthday January 20—she brought in a delicious chocolate cake which we greatly appreciated for that mid-morning snack.

* * *

Want a calendar? We have quite an assortment on our walls—all types, trains, pin-up girls, snow scenes, western scenes and some without pictures at all.

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EXPERIMENTAL REPORT

If we didn't get another piece of work on which to experiment we would still be busy for another three months on tests for prospective customers.

* * *

We will have 75% more space in the demonstration room when the new addition is complete. That will be fine, but in the meantime, we don't like the idea of just that temporary wall between us and the icy blasts that blow.

* * *

GLEE CLUB ELECTS

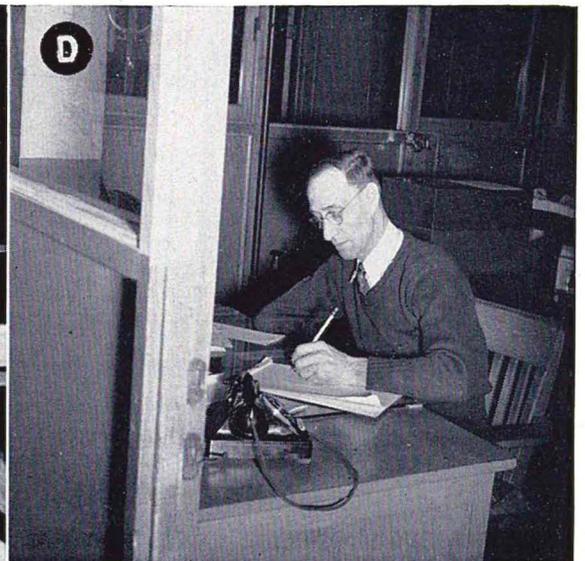
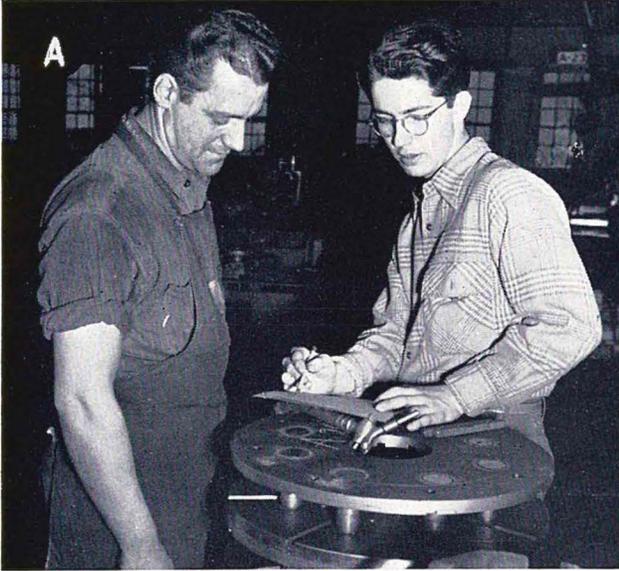
OFFICERS FOR '45

At the January 16 meeting in the Hotel Mishawaka, new officers of the AFECO Glee Club were elected for the ensuing year. They are:

HERBERT HILDEBRAND—President
FRANK MILES—Vice President
JULIA BAUGHER—Secretary
MARIE DAVIS—Secretary of Music

If you are interested in singing, contact any of these officers and they will gladly give you the details.

LOOKING IN ON THE OTHER FELLOW'S JOB



Machine Shop Control Board

Controlling the flow of work through the machine shop and maintaining records of all machining operations for payroll requires an efficient system. With the control board set-up in our machine shop, all confusion as to the whereabouts of a particular job or operation is eliminated and the payroll department is provided with necessary information.

To illustrate the functions of the Control Board typical activities are described.

At the beginning of each shift the foreman assigns each of the machine operators jobs to be completed. The operator (in picture A, Ralph Smith) then gives the production clerk (Robert Clawson) his day work time card marked to indicate his name, clock number, work station number and operation being handled. This card is stamped with the time clock to denote time when job was started and is then clipped to the control board

As soon as the job is completed the time is again stamped on the original card. As each new job is commenced a new card is used. On some days there are as many as 20 cards for a single worker. In picture B, Wilfred Bickel, drill press operator and day relief production clerk having completed one job has Bob Clawson (World War II Veteran) stamp his card with the time clock.

Piece work cards are checked by the clerk shortly before the end of each shift to determine number of pieces completed during the day. This total is recorded on back of each order just as Helen Robb, night shift clerk, is doing in picture C.

When the order is completed the pieces are released to the inspection department which then closes out order and sends pieces to stock. At the end of each shift the clerk sorts all time cards, has all piece work cards okayed by the foreman and then sends them on to the payroll department.

The work of Fred Sheldon (D) although not strictly a part of the Control Board procedure is nevertheless closely related. Each morning he obtains from the stock room office the requests for shop work. These he checks with the routing card file and mounted print file. If there are no prints he obtains them from engineering department and then has the shop orders prepared. When the shop orders are received the work is assigned by the foreman to the machine shop operators for processing.

