

Along Production Lines

Do you ever get to wishing you could do something dramatic and spectacular to help win the war? Sure you have! We've all had that wish at times. It's natural, understandable, human. But remember, this war will be won—as all wars are won—because millions of us here at home kept right on doing the one simple, undramatic operation we best know how to do.

They tell a story of two farmers sitting outside the village church under a big tree one Sunday morning. John asked Harry if he had heard lately from his son, a sailor stationed somewhere in the Pacific.

"Yep. Got a card just last week. Said he was okay and not to worry."

"Lot of talk on what us folks back home can do to help out while our boys are fightin'."

"What you plannin' to do Harry?"

"Me? I dunno. Guess I'll just keep on plowin'."

Well, we might do a good deal worse than follow Harry's course. True enough, we may never get into the headlines if we "just keep on plowin'"—but we're helping to make those headlines possible!

★ ★ ★

The bombing of a German munitions plant was being reported by a Danish newspaper. Instructions were to say that only a cow was hit. The paper complied, but added: "The cow burned for four days."

★ ★ ★

In this war, it's what you and I can actually produce here—and now—that will make greater VICTORIES possible on the battlefields tomorrow. It's what you have on the spot that counts.

We are, in this respect, somewhat in the position of the soldier who went overseas. He kept writing to his girl back home about a certain lass named Nellie. Finally, when she had read quite enough, the hometown girl took pen in hand. "Tell me" she insisted, "what has Nellie got that I haven't got?" The soldier replied: "Nothing—only Nellie has it here!"

★ ★ ★

The Lord gave us two ends to use,
One to think with; one to sit with.
The War depends on which we choose,
Heads we win, tails we lose!

★ ★ ★

"Dear Adolf Hitler:

"There's no cockeyed Labor Front in this country. There's no Gestapo pushing us around. What we've done—and are doing—in this war is of our own free will—the American Way, and we're sending you a letter 20 million workers long. It's written in steel and flame—in the planes that fly the oceans, and the bombs that drop from the planes—it's written in brains and muscles and skilled hands moving fast on the assembly line—in War Bonds and War Stamps and the sweat and grind of the shift. It's written in plain American and it's signed, 'your's to blow you sky high—American Labor'."



FOR YOUR DIME A WEEK

"My doctor advised me to have an operation. I won't be able to work for the next six weeks." In this case, Employee Welfare Association benefits of \$54.00 were paid to the member.

Every week similar cases of lost time, due to sickness or injuries, are reported. Typical cases include sun-stroke victims, broken foot accidents, mumps, etc. Benefits are paid to any employee eligible for cash payments of \$2.00 for each day after the third day of illness. The EWA was formed for just such a purpose—to assure the wage earner that when he was unable to work, due to sickness or accidental injuries he would still receive some income.

Over 450 employees are now members of the organization. In two years \$2,300.00 have been paid to those participating in the Association. 97 different individuals have received cash payments and a death benefit of \$50.00 was paid to the widow of a deceased member.

For the very low entrance fee of 50c and dues of 10c weekly, deducted monthly from your check, the member is entitled to the many benefits of the Association.

The organization is guided by the following officers:

President—GEORGE MCNEILE
Vice President—JACK BOWERS
Treasurer—JAMES E. EVANS
Secretary—ROBERT E. SCHALLIOL

Board of Directors: MARJORIE FRAZEE
RAYMOND HUTCHINS
PAUL MUMBY
JOHN VAN BELLECHEM
RAY VANDEWALLE

According to the Constitution, all requests for benefits must be reported to the Secretary. For your convenience, however, it has been arranged with Niels Hansen that all illnesses and accidents may be reported to the guard house and they will pass on the information to the proper persons.

HAVE YOU MOVED?

Do we have your correct address?

If not, or if you are planning to change your address, please keep us informed. Notify your foreman of your new address and he will pass it on to the Advertising Department.

American Men in Uniform

EACH ISSUE of *The American Parade*, beginning with this one, will be sent to every American Foundry Equipment Company man now in the armed forces whom we can reach. And, in each issue we will print such news of them as we can obtain. We have all the names of these boys—over seventy of them, but few present addresses, and keeping up with them is a big job in which all of us can help.

Whenever any one of us hears from or about, or knows how to address mail to any of our men in service, please report it immediately to your foreman or to the Advertising Department. Let's all follow through behind our men. They are an important part of our family group.



TECH. SERG. ADOLPH DE VOLDER



PVT. JACK BAUGHER



CORP. JOSEPH ACSAI, JR.



PVT. ALBERT VAN DEN AVYLE

Honor Roll



Guerino Giacami
 Albert Van DenAvyle
 Harold R. Garman
 Walter Ciszczon
 Charles Van Belleghem
 George S. Burke, Jr.
 Edward E. Ernst
 Harmi B. Hulbert
 Edgar Williams
 Emile DeVreese
 Adolph DeVolder
 Herbert Schalliol
 Edward Lapkiewicz
 Edward S. Hixenbaugh
 Russell D. Hays
 Edward Coleman
 Howard Hull
 Lloyd R. Lucas
 Fred Hawkins
 Marvin E. Rapp
 Rex J. Neely
 William D. Miller
 John W. Woolverton
 Melvin F. Baker
 Robert F. Borton
 Alva Firestone
 Joseph Acsai, Jr.
 Walter R. Harmon
 Ross Billger
 Harold R. Bunch
 John L. Wilson
 Robert E. Scantlen
 Lawrence C. Bickel
 Thomas Probst
 Robert H. Moore
 James VanDusen
 Layton L. Wickizer
 Walter R. Goodner
 Gerard Canfield
 Paul R. Driver
 James Ballard
 Eddie V. Byrd
 Jack Baugher
 Gerry E. Bidlack
 Casimir Truckowski
 Charles R. Anderson
 Melvin L. Schaible
 Harold E. Young
 James B. Powell
 Joseph John Asbury
 Louis H. Conserriere
 Richard E. Hathaway
 William Minnes
 Robert Pherson
 Mark J. Ewart
 John M. Smiley
 Dale N. Martin
 Wayne Thomas
 John V. Pawlowski
 Ray Leliaert
 Roger C. Boscoe
 Albert Hammon, Jr.
 James Stevens
 Ernest E. Dickson
 Charles Kwasny
 Walter Carum Nance
 Joseph Halasz
 Edward M. Page
 Wilbur J. Peters
 Harold Hoover
 Eugene Lucarelli
 Earl N. Brogdon
 Dale L. Snyder
 Raymond C. Ticer
 Andrew Fassett
 Charles A. Gehring

WHEELABRATING



An Inside Story

Removal of sand and scale from the surfaces of castings, forgings, stampings and other metal products is a major problem in the production of these parts. A clean metal surface is required whenever subsequent operations such as heat treating, annealing, machining, enameling, galvanizing, etc., are needed to finish the parts.

The widely used methods of metal cleaning, all relatively slow and costly, prior to the invention and perfection of the Wheelabrator airless abrasive blast cleaning unit were: compressed air abrasive blasting, pickling, tumbling, and hand cleaning.

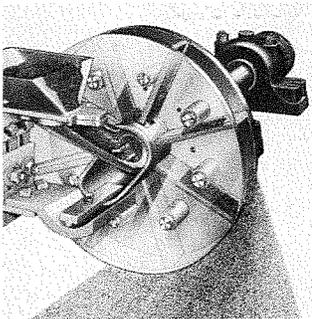
Generally speaking, abrasive blast cleaning is the most widely accepted method. The cost of power and the long

cleaning time required with compressed air, however, were real obstacles to effective high production cleaning. Although the AFECO was a leading manufacturer of this type of equipment, our engineers were convinced that industry needed a better method of abrasive blasting.

In 1932, after years of experimentation, American engineers invented an unit which utilized controlled centrifugal force instead of compressed air for throwing abrasive. Since its action depended upon a wheel-like device it was called the Wheelabrator. Mechanical refinements have been perfected in the last ten years but the basic design of the successful Wheelabrator unit of today remains unchanged.



How Does the Wheelabrator Work?

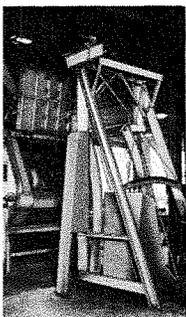


Abrasive from an overhead storage hopper is fed to the center of the Wheel, whereupon it is hurled under perfect control upon the work to be blasted. The phantom view at the left illustrates how the Wheel, rotating at high speed, throws the abrasive by centrifugal force. The Wheelabrator will throw more abrasive—and throw it

harder, per horsepower expended, than any other blasting device ever conceived.

How is the Wheelabrator Used?

The Wheelabrator unit can be applied to practically any metal cleaning problem and three types of machines are available for handling the various sizes and shapes of castings, forgings, stampings, etc.

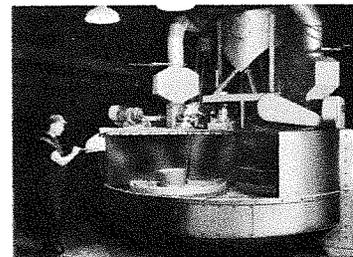


1. THE WHEELABRATOR TUMBLAST employs the endless conveyor method of tumbling which completely exposes all surfaces of every piece, as they tumble directly beneath, to the full effect of the abrasive blast.

After striking the work the abrasive falls through holes in the conveyor and passes into a bucket elevator. This carries the abrasive to a combination abrasive separator and storage hopper overhead, from which it is fed to the Wheelabrator unit.

2. WHEELABRATOR TABLASTS

are designed for cleaning flat or fragile work that is not adapted to tumbling such as stove plate, gears, shovels, shells, cutting tools, tank bogie wheels, etc. They are built with either a single table or a number of independent work tables. In operation, work to be cleaned is placed on the tables which move through



the cabinet under the Wheelabrator unit. Every exposed surface of the work is presented to the full effect of the blast since the tables automatically revolve as they approach the blasting zone.

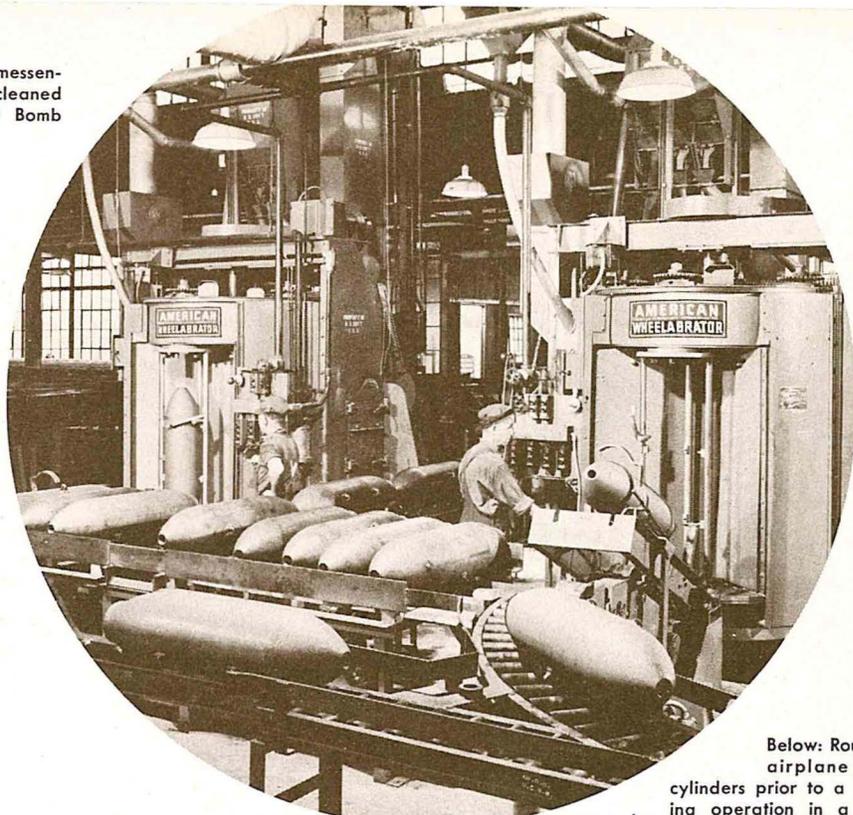
3. WHEELABRATOR CABINETS

are designed for cleaning work which is of such size or shape that it cannot be readily cleaned in either the Tumbler or Tablast. These cabinets utilize the Wheelabrator in single or multiple units, stationed in various positions above or below the work. Special conveyors are used to carry the work through the blasting zone. Certain classes of work are given a rolling, tipping or spinning motion in order to expose them to the full effect of the blast.

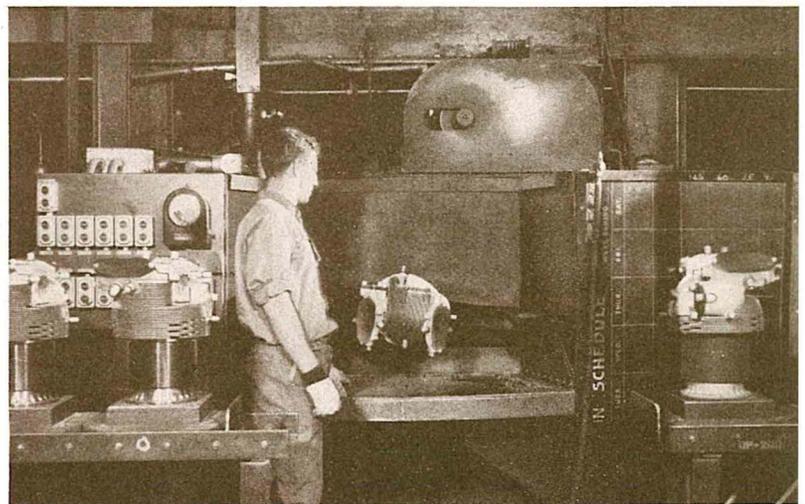
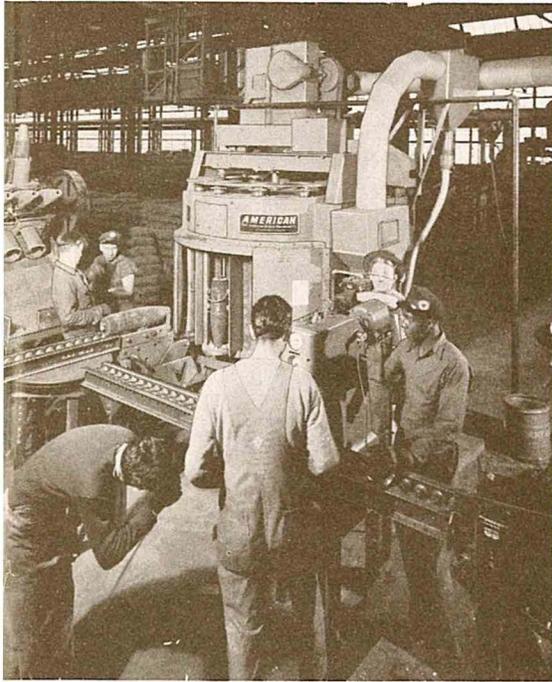
A few of the products cleaned in Wheelabrator Cabinets include: steel sheet, billets, pipe, cylinder blocks, springs, brake drums, and many similar products. The installation pictures on the next page illustrate various types of cabinets.

Right: 500 pound bombs—messengers of Allied Victory—are cleaned in these two Wheelabrator Bomb Cleaning Machines.

Below: This American Shell Cleaning Machine removes scale from the interior and exterior of forged shells.



Below: Roughening airplane engine cylinders prior to a metallizing operation in a Special Wheelabrator Cabinet.



What Will the Wheelabrator Do?

The first and primary purpose of the airless Wheelabrator is the cleaning of metals, including such products as castings, forgings, stampings, etc.

The diversity of applications handled by the Wheelabrator, however, are quite different and more extensive than the everyday, prosaic tasks ordinarily expected of a blast cleaning machine.

You will find it employed for such unusual and difficult jobs as removing burrs from machined parts; "patterning" leather surfaces; handling so exacting and painstaking a task as the graining of photolithographic plates, renovating used steel drums; it is used to roughen the metal cores of printing rollers so that rubber will adhere properly after vulcanizing; it has so simplified the detection of soft spots in the inspection of piston pins that a prominent manufacturer can guarantee uniform hardness—and yes, the Wheelabrator has even been used to clean pecan shells!

Any type of finish, from fine to coarse, can be produced by the proper selection of the size and type of abrasive. The brilliance and lustre of a Wheelabrated finish is convincing evidence of freedom from the smudge and grime that so often dull the appearance of products cleaned in other ways.

The Wheelabrator and the War

Scores of armament plants are way ahead of schedule because Wheelabrator speed cleaning zoomed production of vital war materials. It would be difficult to name an implement of war which is not completely or in part cleaned with Wheelabrator equipment. Here are but a few so cleaned: Bombs, shells, rifle barrels, machine gun cartridge belt links, bayonets, airplane engine cylinders, propeller blades, bomber wheels, tank assemblies, gun mounts, armor plate, and hundreds of other essential parts.

Every Wheelabrator machine which leaves Mishawaka is destined to play an important part in the war production scheme. Almost two thousand Wheelabraters are already in use—with more on our production lines awaiting completion for war service.

Interesting People



★ THE boys in the plant 30 years ago didn't worry about tire shortages, gas rationing and swap-ride clubs. Their transportation problem was neatly solved with the streetcar with its end of the line station in the present parking lot.

★ Irving L. Fries, who on January 24 will celebrate his thirty-third anniversary of employment in these buildings, although under many different companies, well remembers the early electric cars—invariably late.

★ Woe to the conductor who kept the workers waiting. His fate as often as not was to encounter practical jokers who would push the car off the tracks, pull the trolley, and make his job for weeks a constant nightmare. For those workers not living near the car lines, bicycles, horse and buggy or walking brought the handle-bar mustached worker to the shop.

The buildings which house the AFECO hold a rich, interesting history. In them have been built automobiles, Diesel engines, various automotive parts, and now metal cleaning and foundry equipment. As firm after firm quietly folded up selling to a new owner lock, stock and barrel, Irving Fries remained a part of the plant he knew so well. To give the story of his experiences is to relate the history of the grounds and plant, which was built in 1908. In terms of continuous service, he is the oldest Mishawaka employee.

In 1910 Hank Miles, still with us in the steel shop, at that time foreman of the Chassis Assembly Dept. of the Simplex Motor Car Co. persuaded Irv. Fries, then 31 years old, to work for him.

The Amplex Car, pride of many a wealthy owner, (only the wealthy could afford such a car at its \$3,000.00 to \$7,000.00 price) was not the product of a modern high production line. Every car assembled at Mishawaka was an individually designed limousine requiring about three weeks for complete assembly. One of these cars, destined for show purposes, was completely upholstered in boa constrictor snake skin.

Boasting a 2-cycle engine with 4 cylinders, the Amplex had power to waste. In fact Hank Miles relates that you could drive the car to Elkhart with the brakes set and many a car went through garage walls. As a gas eater, it had no equal. If an owner boasted that he got over 8 miles to a gallon of gas you knew he was lying.

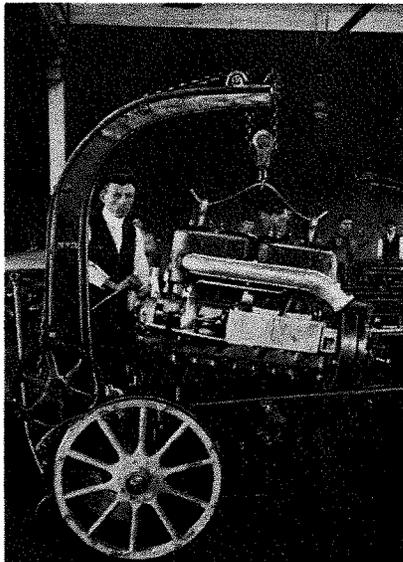
Like so many other small automobile plants, the Amplex failed to survive, and Mishawaka lost its chance to become the

automobile city of the world. Then followed years of alternate production and lean years of shut-down. Through them all Irv Fries was employed as watchman and fireman. For months he and the night watchman would be the only men in the buildings.

During these lonely watches, Irving became acquainted with every part of the plant. Often he would count the nails and bricks in a certain portion of the building.

He knew every rat hole in the floor and rabbit hole in the fence. Many times his lunch would be shared with these friendly four-footed friends. Seven days a week, 12 hours a day was his regular shift. Loneliness would have ruined a weaker man.

After the Simplex Motor Car Co. folded up, the plant was used for producing a one piece exhaust and intake manifold.



These were used on most of the early automobiles, including Fords, Overlands, Studebakers, Saxons, and probably even Jack Benny's Maxwell is so equipped.

Then came the period in which 6-cylinder motors for the Sun Automobile Co. were machined, assembled and block tested. Shortly before World War No. 1, ownership of the plant passed over to our present neighbors, the Dodge Manufacturing Co., and was known as Dodge Plant No. 4. Contract machine shop work kept the buildings humming until a war contract was given Dodges for making large cannon recoil windlasses.

Numerous additions were made to the plant after the war, and the manufacture of Burn Oil Engines was started. These Diesel engines, built in five sizes, developed 12½ H.P. per cylinder, and were widely used in industrial plants for power. In fact, at one time all power and compressed air was generated by these engines in this plant.

Through all of this industrial activity, Irving Fries was an important cog in production. His knowledge of the location of all water and oil lines, electrical wiring, etc., often averted serious tie-ups.

When American Foundry Equipment Co. moved from its Chicago and York, Pennsylvania, plants into the vacant buildings in 1926, Irving Fries was quickly assimilated into the new set-up. By this time Irv had become tired of routine watchman duties and he was given a job in Bill Crowell's department making frames for cloth screens for our early dust collectors.

Even though we no longer manufacture the cloth screen type dust collector, the occasional replacement orders for screens are still given to Irving to make. He needs no blueprints—with him will die the art of making perfected cloth screens.

As the company enlarged, Fries was transferred to the shipping department. Today he's still at the job, happy to do



"A" League Champs Again!

Softball Team Keeps City Title



Preferring to win the hard way, our Championship Softball Team repeated its 1941 performance to retain the City "A" League title for the second consecutive year by defeating our rivals—the Ball-Band Ten—in an extra season play-off game. This victory was a fitting climax to a season marked by a hectic up and down league campaign resulting in a glorious victory.

Under the capable leadership of Manager George DuBois and the dependable Captain, Ray Van De Walle, the veteran team played a grueling schedule for a final season record of 32 wins and 8 losses.

High light of the schedule was the benefit game played July 24 with the Ball-Band Team at Osceola Stadium, which our boys won 5 to 2. Even more outstanding was the total amount collected as proceeds of the game. The entire proceeds of the contest amounting to \$175.00 were given to the USO to help our boys in the service.

his part to send out equipment used to clean war material destined for Axis destruction. Irving has registered for three wars—Spanish American (he tried to enlist in this war, but his parents refused to sign his papers), World War No. 1, and the present conflict.

Getting personal, we delved into his private life and found an average American citizen married to the "sweetest girl in the world" with one son and two grandchildren; and a proud home-owner. He has never owned or driven an automobile, but still remembers his spirited carriage horses. One horse in particular stands out in his memory—his courting horse. You know the horse which knew the way home while the shy but happy young swain relived in his dreams every word—every action of the sweet young thing he had just left after an evening of dancing at the Grange Hall.

His favorite entertainment: Dancing—either round or square. Almost every Saturday night he and Mrs. Fries can be found at the Townsend Club Hall in South Bend cutting capers which would tire the "zoot-suited" jitterbug. If the caller for the square dance fails to show up, Irving pinch-hits and the dancing goes on.

Proud of his company and his part in the increased production schedule necessitated by wartime activities, Irving feels this way: "I've seen companies come and go in my 32 years, but AFECO is the finest of them all. I'm a part of the company, and I'm glad to work here".

For Your Own and Your Country's Safety Keep Buying U. S. War Savings Bonds

American Employees to date have purchased \$110,350.21 worth of War Bonds through the payroll deduction plan. 1300 Garand rifles could have been purchased with this amount—your bonds may save the life of an American soldier, sailor or marine.

10.3% of the total plant payroll is invested monthly in War Bonds with an 100% employee participation. Much of the credit for this excellent record belongs to Local No. 995, C.I.O. United Automobile Workers for their unanimous support of the 10% Bond Deduction Plan.

The need for continued purchases of bonds is still urgent. Buy your share of Freedom every pay day.

When Your Tires Are Gone!

In order to assist AFECO employees obtain either new, recapped or used tires, the Transportation Advisory Committee composed of N. C. Beyers, Chairman, Clair Wilson, and Niels Hansen has been formed. Its function will be to rule upon all requests for tires and certify to the County Tire Rationing Board, according to the regulations prescribed below, that each application warrants consideration. No tires will be given to any employee unless his request has first been approved by this Committee. Information which each applicant must present to the Committee includes:



1 **Tire Inspection Report Form.**
A report from a local tire inspection station stating the condition of the tires and recommendations as to the advisability of reconditioning tire.

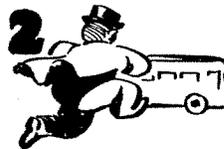


2 **T. A. C. Form No. 1.** On these blanks, which can be obtained at the Guard House, list information concerning the use of the car, distance from work and other data on which the Committee will rule.

The following rules have been formulated by the government agency controlling the Tire Rationing Boards:



1 Any person physically fit that lives within a two mile radius of this plant should walk to and from work since he will not be given any consideration if he applies for tires.



2 Any person living within two miles of mass transportation, such as bus or train, will not be given any consideration unless conclusive evidence is given to prove the individual merit of the case.



3 It will be necessary for any worker (who drives from an area not mentioned above) to transport *two other persons* in a coupe, or *four other persons* in a coach or sedan. These riders can be working in any plant. Your Committee will make every effort to help you get riders from the other plants in this area.



4 The cars of all members of a swap-ride club are now eligible for recapped or grade two new tires if they fulfill all the above regulations, according to the latest ruling by the O. P. A. Previously only one car for each group had been eligible. All riders will be registered and checked at given intervals.

The Transportation Advisory Committee will meet at two o'clock each Monday to consider the merits of all the applications of AFECO employees before they are sent to the local Rationing Board.

If your tires are getting smooth we recom-

mend that you immediately canvass your friends and neighborhood to find the required number of riders. The tire situation is so critical that it is necessary to take these drastic steps to preserve the available rubber supply.

Have You Done Your Part to Get in the Scrap?

American went over the top in its own Scrap Campaign. Several bins of junk destined for Axis destruction were collected and added to the Nation's Scrap Piles.

Proceeds from the sale of our scrap are put into a special fund to be used for purchasing Christmas gifts for the 80 American men in the Service. This fund has now reached the \$150.00 mark but we need an even greater amount for this work.

Every pound of scrap brought to the bin in the parking lot will help one of our boys have a happier Christmas.

