

PLANE ASSEMBLY LINES COVER U. S.

Parts Flow From Hundred Factories to Be Put Together in New Plants, Bringing Mass Production Ever Nearer.

This is the last of a series of articles on aircraft engines and the struggle to make America a real air power.

By WALTER LECKBONE
Times Special Writer

Defense emergencies have thrown warplane assembly lines clear across the United States.

Two years ago no U. S. plane factory had an aircraft assembly line, in the sense in which Americans use the term. Today an "assembly line" may stretch from Providence to Seattle—and end in Omaha or Kansas City.

It may begin with steel forged in Pittsburgh, which turns into a valve in Cleveland, becomes part of an engine in Indianapolis and is fitted into a warplane in Santa Monica.

Mass production of airplanes in America is on the way. In its essentials it is the same kind of mass production that enabled American industry to build more automobiles than all the rest of the world combined. But this is on a vastly larger scale. What it may do to the aviation industry once the emergency is passed, even aviation manufacturers are unwilling to think about now.

Few Bottlenecks Yet

It has not yet settled down to the machine production of motor cars—warplanes are not yet sufficiently standardized, their models not yet "frozen" to the point where this is possible. There are still bottlenecks in the line through which warplanes flow. There is still lost motion in its hectic progress. The men who guide it are not even quite sure yet of its direction.

Two years ago America's aircraft industry was strung along the Atlantic and Pacific Oceans. Today it is moving into the flat lands of the Middle West—1000 miles from any seacoast, far beyond the reach of any possible enemy bomber. From more than 100 factories, in more than 50 cities, some of them a thousand miles away, airplane parts are today beginning to flow into the plains, there to be assembled into fighting ships.

On the outskirts of Wichita, Kas., last summer, farmers cut the wheat from their fertile acres as usual. This summer those acres grew another crop. Out of the wheatfields has risen a factory a half-mile long, and out of it, presently, will roll giant Boeing bombers.

Ahead of Schedules

Boeing's big new plant is already in production, but not making completed airplanes yet. It now makes wing tips and tail assemblies, which go by rail to Seattle to become part of B-17-B bombers, the Flying Fortresses. The factory is not quite completed but it is already close to three months ahead of production schedules.

Beside it is rising another plant, still bigger, from which, sometime in 1942, three Flying Fortresses a day will fly away. Boeing's Stearman Aircraft division already has turned out more than 200 training planes a month, though currently it is doing only half that because of materials shortages.

Across the fields, a mile away, the Cessna plant is rolling out training planes—and currently developing a special training to fit new pilots quickly into the Army's fast new medium bombers.

Beside it is the Beech factory, also loaded with orders for training ships. In one year these firms have raised their pay rolls from hundreds of employees to thousands, trained Kansas farm boys to run complicated machinery and perform skilled work, doubled, and tripled, and sextupled their capacities, and gone on producing airplanes throughout.

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Burst of Flame Vital to Industry



In a burst of flames, 10 tons of blazing coke is pushed into a "quench" car, starting on its journey to local industry.

NEW OVENS END COKE SHORTAGE

Million-Dollar Battery Put in Service; Industrial Bottleneck Broken.

(Continued from Page One)

a potato—through the 19-inch, silica brick oven walls was turned on. And the coal began to bake.

At 4 p. m. yesterday, Utility engineers announced the product finished. City and Utility officials, industrial plant executives and newspapermen assembled at the Prospect St. plant to watch Battery H break the bottleneck.

There had not been enough coke in Indianapolis. There had been rumors of a shortage so drastic that sales would be curtailed for home consumption.

The rumors and bottleneck disappeared when the door of the first oven opened. The carbonized, coke mass immediately burst into flame. The watchers could feel the heat from the catwalk on which they stood.

Water Quenches Flames

Slowly, the fiercely flaming mass, weighing 10 tons, was forced out of the oven. A long, open steel car, like a railroad flat car, waited below.

A whistle shrieked twice. And the flaming mass began to fall into the car, splitting lengthwise as coke is supposed to do when it has been baked properly. The roar of the flame blended with the sound of the falling mass which rumbled like distant thunder.

Puffs of black smoke arose as the car moved slowly along its track, spreading the falling coke evenly throughout its length. Some coke fell off at the sides.

The car moved down the track to the quenching station where streams of water extinguished the blazing mass. And when the coke had cooled, the sides of the car opened and the coke slid down a slanting platform as great clouds of steam billowed upward.

Store Gas in Tanks

The conveyor belt below the platform began to move, first slowly, then swiftly. Iron gates at the lower end of the platform lifted, the coke rolled onto the belt, which carried it to machines for crushing, sizing and screening it.

In one charge, the 41-oven battery H will produce 410 tons of coke and more than 5,000,000 cubic feet of gas.

The gas is the volatile matter which comes off coal as the charge is heated in the oven to fantastic temperatures. It doesn't burn. It bakes.

During the 24-hour baking period, volatile matter—gas—is released and this is piped to purifiers where tar and other impurities are extracted. Then the gas is stored in huge tanks from which it is fed under high pressure into gas mains.

At the giant plant, the ovens of Battery H officially joined Battery G which opened fire in 1939. Battery F, installed in 1936, and Battery E, in 1918. There were 161 ovens working now for the homes and plants of Indianapolis.

FLEES TIPTON JAIL

TIPTON, Oct. 25 (U. P.).—Matthew Dooley, 23, held for first degree burglary, escaped from the county jail last night when a deputy sheriff opened the door to bring in food.

K. of P. to Hear G-Man—A special representative of the FBI will address the Knights of Pythias Lodge 97 at their meeting at 8 p. m. Monday at 512 E. 15th St. Martha Dot Russell will sing, accompanied by Dr. Charles F. Hansen. George Sundling is lodge chancellor commander.

Townsend 9 to Have Party—Townsend Club 9 will sponsor a card party at 7:30 p. m. Monday in the I. O. O. F. Hall, Hamilton Ave. and E. Washington St.

Rural Youth to Celebrate—The Marion County Rural Youth Club will celebrate the anniversary of its founding with a banquet Monday night at the Warren Central High School.

Judge Is Fined For Passing Bus

HUNTINGTON, Ind., Oct. 25 (U. P.).—Probate Judge Clarke S. Gregory of St. Johns, Mich., knows a guilty man when he sees one.

He voiced no protest yesterday when Sheriff Nelson Stern halted his 55-mile-an-hour ride, informing him he had passed a school bus while it was unloading children.

"No arguments, I'm guilty," the judge said. "Which court do we go to?"

He was fined \$250.

5 DIE IN STATE AUTO ACCIDENTS

Local Driver Fatally Hurt as Trucks Crash on Kentland Bridge.

Five persons, including an Indianapolis man, were killed in traffic yesterday and last night in Indiana.

Raymond S. Kegrice, 37, of 3839 Spann Ave., was killed when a truck he was driving collided with another truck on a bridge on Road 41 near Kentland. Mr. Kegrice was a driver for A. L. Kelley, Inc., a trucking firm. The driver of the other truck was Fay Blackman, Oswego, Ill.

Mr. Kegrice is survived by his wife, Mrs. Thelma Kegrice; a daughter, Donna Jean Kegrice, 15; his mother, Mrs. Blanche Blackwood; a brother, James Kegrice, and three sisters, Mrs. Lena Jones, Mrs. Isabelle Preston and Mrs. Mary Smith.

The other dead are: DALE BOLLINGER, 41, and MALCOLM TALMADGE, 17, both of North Manchester, who were burned to death in a four-truck pileup on Road 30 east of Columbus City.

ROBERT HENDRICKSON, 47, New Carlisle, who was killed when a train struck his car near his home.

WILLIAM BURKETT, 18, Kokomo, who was killed in a crash on a country road near Kokomo.

Two Local Men Struck

In Indianapolis, two men past 30 were struck by cars last night. Henry Baumhofer, 65, of 1244 S. Reiser St., was struck at Morris and Reiser Sts. He is in Methodist Hospital with a broken ankle. Clavin Coppock, 31, of 836 N. Alabama St., was struck by a car at F. Wayne Ave. and Delaware St. His shoulder was dislocated and he was treated at City Hospital and sent home.

JUNIOR AT BUTLER HEADS CONFERENCE

Frank Kottowski, Indianapolis Junior at Butler University, will preside at the Y. M. C. A.-Y. W. C. A. conference at the Central "Y" today.

Delegates to the conference will include Herbert Schwemmer, Y. M. C. A. president; Miss Margaret Brunson, Y. W. C. A. president; Robert Miller, chairman of the local conference committee, and Floyd Wilson, executive secretary of the Butler chapter.

LOCAL ORGANIZATIONS

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Rural Youth to Celebrate—The Marion County Rural Youth Club will celebrate the anniversary of its founding with a banquet Monday night at the Warren Central High School.

Harry T. Lee, Indianapolis attorney, will speak Paul Foster, Fountain County, president of the Indiana Rural Youth, will be guest of honor.

Irvin Sutton, club president, is general chairman for the banquet. Eleanor Frantz, Bob Mahan and Louise McClelland are on the reception committee; Dorothy Steinmeier, Maudeen Chappell and Martha DeLong, are on the arrangements committee; Mr. Sutton,

DEPLORES EVILS OF LABOR SPLIT

New Dealer Says Detroit Housing Dispute Proves Need of Unity.

By THOMAS L. STOKES
Times Special Writer

WASHINGTON, Oct. 25.—Senator Mead (D. N. Y.), New Dealer and recognized friend of labor, today used the bitter C. I. O.-A. F. of L. controversy over a Detroit defense housing project as an object lesson in deploring the evils which flow from labor's split.

"I can see in this testimony an eloquent appeal for the unity for among the labor groups," he said. "The labor split is a disaster, and it is a disaster which the Truman committee, of which he is a member, continued its investigation with Richard J. Gray, acting president of the A. F. of L. building and construction trades department, on the stand."

Mr. Gray, a member of the board of review of OPM's labor division, defended the action of Sidney Hillman, OPM co-director, in advising against granting a contract to Patrick J. Currier, who offered to build 300 defense homes \$216,000 cheaper than anybody else. Mr. Currier's plan is C. I. O.

Trouble Is Predicted

Mr. Gray threatened there would be no peace in Detroit, but plenty of trouble, if the Federal works agency granted the contract to Mr. Currier, because of the hostility among the A. F. of L. building-trades and teamster unions against Mr. Currier.

This threat of trouble was echoed by Ed Thal, secretary of the Detroit A. F. of L. building trades. Hugh Fulton, committee counsel, said he could not quite understand how the A. F. of L. building trades were living up to their no-strike agreement with the Government, in face of the "trouble" threats.

Teamsters Might Act

Mr. Gray countered that teamsters are not in the building trades. They are, however, A. F. of L., and it would be they who would retaliate against Mr. Currier by preventing deliveries of building materials to him, he made it plain.

Previously he had insisted there would be no reputation by the building trades of their "no-strike" agreement with the Government.

"The principal thing I think labor gave up in this agreement is the right to strike—the only weapon we have," he said.

"There are some of our people who are complaining that we sold them down the river."

'WOMAN IN RED' GETS 10 YEARS IN HOLDUPS

ANDERSON, Ind., Oct. 25 (U. P.).—Mrs. Dorothy Lucille Skaggs, 31-year-old "woman in red" who confessed nine filling station holdups, today was under a 10-year sentence in the Indiana Women's Prison.

She pleaded guilty yesterday in Madison Circuit Court.

Her husband, Roy, captured with her in Indianapolis, confessed stealing the car used in the crimes, according to police. They indicated he would be tried later on auto theft charges.

Mrs. Skaggs was termed "the woman in red" after filling station attending who were held up reported the female bandit wore a red dress. Although she confessed the crimes, she denied yesterday that she owned a red dress.

KOKOMO TO GET AIRPORT

KOKOMO, Oct. 25 (U. P.).—Local officials reported today they had been advised by Rep. Forrest A. Harness that a \$520,000 Federal grant for construction of an airport five miles northeast of here had been approved in Washington.

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HUNT MISSING ARMY PLANES

13 of Original 19 in Squad Wing Over Peaks While Indians Search Afoot.

SACRAMENTO, Cal., Oct. 25 (U. P.).—Thirteen Army planes, left from an original flight of 19, today winged back over the Tehachapi Mountains to seek the missing.

One of the other six planes is known to have crashed although the pilots escaped. There was a report that another crashed, but the other four were unreported.

They were part of a flight of single-seater P-40 fighters en route from the 57th pursuit group at Windsor Locks, Conn., to McChord Field, Tacoma, Wash. They were on the March Field-McClelland Field leg of their flight shortly after noon yesterday when they entered a huge bank of fog over the Tehachapi.

'Every Man for Himself'

"We couldn't fly over the stuff, under it, or around, and the planes were scattered," said Maj. C. E. Hughes, flight commander. "We lost sight of each other and the ground and it became a matter of every man for himself."

When the fog cleared six of the planes had made their way safely to their objective, McClelland Field here. Eight others had arrived at Smith Valley, Nev., although one crashed on landing at Al Smith.

Of the remaining five, only one was accounted for—that of Lieut. J. H. Pease, which crashed on Split Mountain in the Tehachapi. Lieut. Pease took to his parachute, but has not been found.

Indians Join Search

The Army enlisted the help of radio amateurs, the Forest Service and Indians to page by wireless and search on foot throughout the mountain area. The planes had only five-hour fuel supply and could not have flown far after they were lost.

Meanwhile, the Army opened an investigation into the crash of an Army bomber which exploded on Twin Sisters peaks near Susan yesterday while en route from Hamilton Field, Cal., to McClelland Field. Five men, all stationed at Ft. Douglas, Utah, died in the crash.

The Coast Guard at Ketchikan, Alaska, revealed that an Army bomber, with an undisclosed number of persons aboard had been unreported since leaving Yakutat, Alaska, last Tuesday. It was en route to Edmonton, Alta., the Coast Guard said.

RISK LIVES TO LAND FLAMING FORTRESS

CHARLESTON, S. C., Oct. 25 (U. P.).—Six Army fliers stayed with their flaming flying fortress during the night and at the risk of their lives put out the fire and brought the big ship safely down.

Three members parachuted safely to earth on orders of Pilot Lieutenant J. S. Porter. He brought his ship down with only flame scars on her belly to show for experience. The four-motored bomber was taking part in maneuvers and her bomb bay was loaded with magnesium flares, representing bombs.

She had dropped more than half of them when one caught in the release mechanism and sent hot flames into the bay.

Lieut. Porter turned the controls over to his co-pilot, Lieut. A. B. Grundmann and went to the bomb bay where the other flares were in danger of being ignited. He found that the crew of the bay had succeeded in almost kicking the flaming flare clear. He ordered the bay's opening closed as far as it would go and told the three in the crew to jump.

They came down safely and the plane landed an hour later.

TONE JAILS EX-FRIEND

HOLLYWOOD, Oct. 25 (U. P.).—Franchot Tone, film star, charged in a complaint today that a former friend, William Seymour, misappropriated a \$14,000 sapphire diamond clip. Seymour, a Beverly Hills jeweler, was accused of theft in a warrant issued after weeks of investigation.

Hooked Given Applejack for Torn Mouth, Fish Likes Treatment.

NEW YORK, Oct. 25 (U. P.).—The New York Times yesterday published the following story:

MIDDLETOWN, N. Y., Oct. 25.—While fishing in one of his privately stocked ponds recently, Homer M. Green of Mount Joy farm hooked a sunfish, and when about to toss it back as too small, discovered that the fish's mouth was badly lacerated.

Not having anything else at hand Mr. Green applied a little applejack. And now every afternoon while fishing at that same spot, Mr. Green observes that the same fish makes its appearance near shore, evidently seeking further similar treatment.

Upon receiving it, the poor fish does numerous flip-flops into the air.

CAPITAL AGOG OVER WILLKIE

Surprise Moves Steel Play From Democrats in the Neutrality Fight.

(Continued from Page One)

G. O. P. Congressional delegation but it is a safe bet that it will do so shortly. It is almost proverbial that the average Hoosier politician prefers riding on a bandwagon to "taking a walk" with Al Smith.

Already reports are reaching here that the organization leaders in the State are laying off "cussin'-out Willkie," which was said to be one of their leading pastimes last summer.

A split in the Hoosier party leadership on the foreign policy issue is reported brewing and some observers say it may flare into the open at the G. O. P. editorial meeting at French Lick next week.

To date, the Indiana Republican Committee has taken no definite stand, although a few weeks ago it pigeon-holed a resolution which would have labeled the G. O. P. as "the peace party."

For several weeks, there has been a swing away from isolationism in Indiana, according to reports reaching here, with labor leading the way.

Another factor not to be overlooked is the difficulty being countered by Republican fund-raisers because of the voting of the Hoosier G. O. P. Congressional delegation and Senator Willis.

EAST SIDE G. O. P. CLUB OPENS DRIVE

A membership drive has been launched by the members of the East Side 15th Ward Republican Club. Harold Shulke is ward chairman.

Mr. Shulke said the organization has made plans for closer co-operation between the precinct committee, worker and voter. Club activities for the year will consist of card parties, dances and precinct meetings.

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