

SATURDAY, JAN. 6, 1945

BUSINESS

50 of Silver Bearings Used in B-29 are Made Here by Mallory

By ROGER BUDROW

THOUSANDS OF SILVER BEARINGS are shipped from the Indianapolis plant of P. R. Mallory & Co., bearings plated with silver from the U. S. treasury, which has plenty, thanks to the political pressure of western senators where the silver mines are.

Without that silver the high compression engines on powerful Boeing Superfortresses (B-29s) and many other bombers and fighters could not function, according to Max B. Cook, Scripps-Howard aviation editor.

"Just as ball and roller bearings have made possible the operation of the high-altitude turbo-superchargers in our high-flying bombers and fighters," he says, "so have silver bearing surfaces made it possible for the supercharged engines to maintain terrific speed for hours at a time."

"The silver is used in bearings on both army and navy aircraft. Their surprising resistance to fatigue and ability to dissipate heat more quickly than any other bearing material now in use makes them invaluable in engine construction."

"Early in the war the demand for high-compression aircraft engines caused the industry's experts to spend long hours in research. Ordinary bearings—and the best to be had—would not stand up. A sleeve-type bearing was developed."

"It was composed of steel backing material with a silver surface over which is applied a thin overlay of lead base material. It proved to have great load-carrying capacity and is smaller in size and weight than the standard type. Great advancement in aircraft engines followed immediately."

P. R. Mallory is devoting almost the entire facilities of its bearing division to producing the silver bearings, thousands of which are shipped daily. Approximately 50 of the silver bearings used in the B-29 are manufactured at Mallory. Three other companies in this country are performing the same type of job.

"Silver is shipped to the manufacturer in the form of shot-packed in 50 and 100-pound sacks. It is added to the plating solution in large quantities. Silver shavings are carefully collected and baled for refining."

"After steel blanks have been made from forging or barstock, the silver is applied electrolytically. The bearings then are finished-machined to a very close tolerance, often as close as plus or minus .00025 inches. The lead-indium overlay then is applied electrolytically."

"Clouds over Tokyo these days have a real silver lining but it's not making Hirohito at all happy."

HIALEAH'S town fathers are worried about money. They had been getting 10 cents of every admission ticket sold at the race track. That kept property taxes down; only enough was collected to pay interest on the town debt.

With the track closed by government order, they're looking for money to keep municipal services going.

KOKOMO claims to be a city of firsts. It lists itself as turning out the first pneumatic tire, first aluminum casting, first stainless steel, first gas and smoke shells, first aerial bomb and first life-saving craft.

Its most famous first was the clutch-driven automobile with electrical ignition, the Haynes.

THE NEW YORK Stock Exchange isn't the only one which can boast of "million-share" days. The Toronto exchange had one the other day.

There's a catch. Most of the sales were in the "penny" stocks, such as Vermilite, a western Canadian oil outfit, which sold for 17¢ a share. It doesn't take much to play the market in big way at that price.

ODDS AND ENDS: The Fisher brothers, who made their fortune with General Motors and then left last fall to form their own company, apparently plan a new line of automobiles. No public announcement has been made but they've had a nationally known firm of industrial designers to work out preliminary designs. . . . That will make two newcomers in the auto business: Graham-Paige plans a car "years ahead of its time—completely new from the ground up" . . . The navy soon will follow the army custom, give two pairs of eye-glasses instead of one, to those with defective vision. . . . An employee's club at Owens-Corning glass plant in Newark, O., printed ration cards good for so many packs of cigarettes a week, according to the plant supply. . . . Some war plants took out vending machines because workers quit their jobs, lined up for as long as half an hour. . . . OPA said it would put price ceilings on new types of toys by Christmas but at Los Angeles there were 3000 kinds sold without OPA blessing—it couldn't get around to the job.

PEDESTRIAN IS INJURED

Shirley Patterson, 50, of 1008½ E. Washington, a pedestrian, was struck by an automobile at E. Washington and Park ave., today. He was taken to his home.

WILLIAM SMITH RITES PRIVATE

Former Assistant Revenue Collector to Be Buried in Fountaintown.

Private rites will be held tomorrow in Fountaintown for William Harvey Smith, former assistant collector of internal revenue here who died yesterday at Methodist hospital. Burial will be in Fountaintown.

Mr. Smith, who was 76, resided at English's hotel. He was assistant collector of revenue for 14 years.

At the time of his death he was employed in the license division of the state house. He was a member of the Shrine.

Survivors include a daughter, Mrs. Nancy Rigdon, Morristown; a son, Capt. James H. Smith, Patterson field, Dayton, O.; three sisters, Mrs. C. L. Taylor, Miss Margaret Smith and Mrs. Harry Miller, all of Fountaintown, and five grandchildren.

MRS. SOPHIA KRUWELL

Mrs. Sophia Kruwell, 2168 Ringgold st., died this morning at her residence. She was 74.

A native of New Bethel, Mrs. Kruwell had resided here 25 years. She was the widow of William H. Kruwell, who died in 1931, and was a member of St. Paul's Evangelical Lutheran church.

Surviving are three daughters, Mrs. Harold Venshine, Seymour; Mrs. Ella Mae Brink, and Mrs. Harry Hoppas, both of Indianapolis; three sons, Benjamin and August Kruwell, Greenmont; and Edward Kruwell, Indianapolis; and Mrs. Ida Thompson, Indianapolis; Mrs. Mary Thomas and Mrs. Frank Abel, Jonesville and Mrs. Walter Stader, Columbus, and 13 grandchildren.

Rites will be held at 2 p.m. Monday at the residence and burial will be in New Crown.

EMMA WAMSCOTT

Rites for Mrs. Emma Wamscott, who died Thursday at her home, 901 N. King ave., will be held at 1:30 p.m. Monday at Conkie funeral home. Burial will be in Washington Park.

Mr. Hall, who was 68, operated the H. E. Hall Co., 243 Virginia ave. He was a member of First Baptist church.

He is survived by his wife, Mrs. Estella Hall; a daughter, Mrs. Paul Edison, San Fernando, Cal.; and a brother, A. S. Hall, Carrollton, Tex.

MRS. MARY WALKER

Services will be held at 2 p.m. Monday at the J. C. Wilson funeral home for Mrs. Mary Alma Walker, who died yesterday at her home, 1509 Brookside ave. Burial will be at Franklin.

Mrs. Walker, who was 71, had resided in Indianapolis 23 years.

She is survived by four daughters, Mrs. G. W. Mydland, Arkansas; Mrs. Byron Kilgore, Mrs. Bear Brooks, Mrs. William Duncan, all of Indianapolis; six sons, Marvin S. Marshall, Detroit, Mich.; William E. Chester E. Atta, James H. and Marshall Walker, all of Indianapolis; a brother, John C. Craven, Knightsbridge, and two sisters, Mrs. Ernest Walker, Hiram, O., and Mrs. Eliza Hague, Bremen.

State Deaths

BLOOMINGTON—John F. Allen, 85, survivor: Son, Ch. ries.

BLOOMINGTON—Mrs. Mary M. Freeman, 45, survivor: Husband, Everett; son, Loretta Abbott; brother, M. C. Ridgway.

BROWNTOWN—Mrs. Lucy McPhee, 82, survivor: Daughters, Mrs. James Foster, Mrs. Fred W. Foster, Mrs. Walter Foster, Emma Whitcomb; brother, Howard Whitcomb.

EVANSVILLE—Henry Roeder, 86, survivor: Daughters, Ruth and Mrs. Andrew Schmidt; son, Henry.

EVANSVILLE—Mrs. Lucy McPhee, 82, survivor: Daughters, Mrs. James Foster, Mrs. Fred W. Foster, Mrs. Walter Foster, Emma Whitcomb; brother, Howard Whitcomb.

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