

GRAHAMS TAKE LARGER SPACE

Truck Manufacturers Expand Production

Following closely the information that Graham Brothers produced more 1½-ton trucks than any other manufacturer during the first quarter of 1925, and ranked second in the 1-ton and 1½-ton fields combined, comes the announcement from William T. Wersted, local dealer, that their Detroit factory has again found it necessary to take greatly enlarged space.

On June 18, it is also announced, Graham Brothers opened a new Pacific coast plant in Stockton, California. Including Graham Brothers, Canada, Ltd., this gives them four factories.

The rapidity of Graham Brothers' growth is clearly indicated by the repeated increases in their space requirements—which have much more than doubled each year since 1921.

The first Detroit plant, in 1921, had 13,000 square feet. During 1922 this was increased to 27,000 and during 1923 to 40,000. In May, 1923, they moved into a plant of 60,000 square feet, more advantageously located with respect to Dodge Brothers, from whom they obtain the engine for their trucks. Soon, still more space was required. First, 36,000, then 50,000 more square feet were added, and on June 1, 1925, another move gave them 250,000 square feet.

Open Huge Plant

Graham Brothers now have a space under one roof 400 feet by 600 feet in a steel and concrete building which was erected by Dodge Brothers during the winter of 1917 as an ordnance plant for the manufacture of recoil mechanism for 155 millimeter French heavy guns.

The new plant has been laid out for direct flow of materials, units and parts from the receiving docks through the various departments and stockrooms to the assembly line without any retracing or unnecessary handling.

Materials from the railroad cars are unloaded on covered platforms 400 feet long by 40 feet wide and conveyed down an aisle 24 feet wide by 540 feet long in the main building to the proper stockrooms or departments.

At the extreme end of this aisle and at right angles to it is the frame assembly line. While the frame travels a distance of 100 feet, wrong side up, on a conveyor, the necessary brackets are hot riveted in place and the springs and front and rear axles are attached.

Marvel of Efficiency

The frame is then taken by a small overhead conveyor, turned right side up, carried through an enamel spray and then through an enamel oven 200 feet long. The passage is timed at 30 minutes and the temperature is carefully controlled to insure proper baking of the durable, lustrous enamel.

As the frame emerges from the oven it is picked up by another overhead conveyor which takes it around a right angle turn and places it upon the final assembly conveyor. This conveyor is 400 feet long and travels about 4 feet per minute to produce 150 trucks per 9 hour day.

During the first 100 feet the wheels with tires are mounted on the axles. Then, the chassis, still moved by the long chain, rolls onward on its own wheels. With the regularity of clockwork the various units are placed in position and the various bolts and nuts are securely tightened with special pneumatic wrenches.

Inspection of the assembly line in full swing shows clearly how, with increased production and adoption of the assembly methods of Dodge Brothers, it is possible for Graham Brothers to deliver such exceptional truck value at a low price.

Indian Hill Club Plans Big Fourth of July Day

Members of the Indian Hill Country club will gather there on the Fourth of July for a day of special golf events. There will be both golf and

tennis matches in the morning and afternoon and 200 guests are expected at the dinner-dance in the evening. The dance will be held on the newly completed dining porch of the club. There will be no pyrotechnic display.

Mr. and Mrs. Clarence Lathrop, 826 Humboldt avenue, had as their house guest over the past week-end, Mrs. Lathrop's sister from Elgin, who came to attend a party given at the Edgewater Beach hotel in honor of Mrs. John Tool, Mrs. Lathrop's daughter.



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