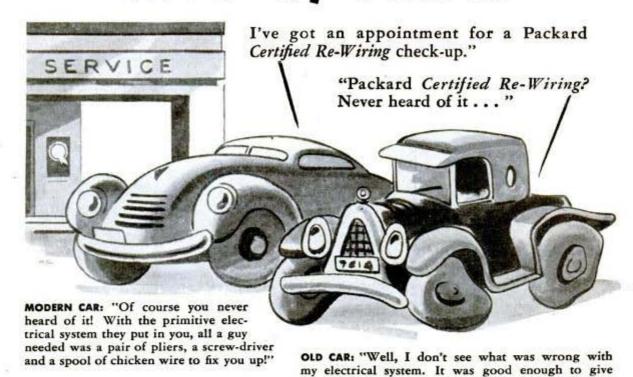
EXPLORING A FROZEN CONTINENT

POPULAR MECHANICS MAGAZINE

WRITTEN SO YOU CAN UNDERSTAND IT



" HERE'S MY DOCTOR ...



MODERN CAR: "Well, ain't that somethin'! Listen, you—the electrical system in us modern cars is so finely adjusted and engineered that we can make 80—90 miles an hour, and give up to 25 miles to the gallon. And believe me, it takes expert service to keep that electrical system tuned up. That's what Packard Certified Re-Wiring Service is for!"

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station today—and get more pleasure, economy and safety out of your car. Packard Electric Division, General Motors Corporation, Warren, Ohio.

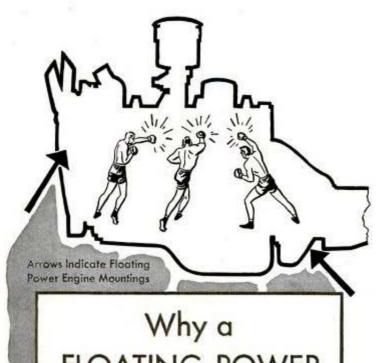
me a top speed of 25 miles an hour, and they could

get eight or nine miles to a gallon out of me."



Tackard

THE STANDARD WIRING EQUIPMENT OF THE AUTOMOTIVE INDUSTRY



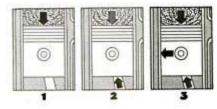
Why a FLOATING POWER ENGINE CAN "RIDE THE PUNCHES"

Scientific Principle Isolates Power Vibration Under the Hood of the New Plymouth

To PREVENT power vibration from shaking the frame and body, the engine of the 1941 Plymouth is mounted high in front and low at the rear on patented Floating Power engine mountings!

Thus suspended, the Plymouth engine rocks in balance—"rides the punches" of torque reaction...to keep them from reaching you!

WHY EVERY ENGINE VIBRATES



- 1. Combustion forces piston downward.
- Connecting rod resists downward piston movement from an angle.
- 3. Angle of resistance forces piston sideways—with the effect of a terrific punch against the side of the engine!



WITH the silky smoothness of patented Floating Power engine mountings, Plymouth for 1941 brings you 19 big advancements!

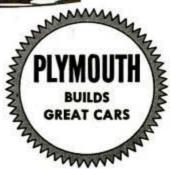
New High-Torque Performance and power-gearing make Plymouth a "powerhouse" to drive!

With its 117-inch wheelbase, Plymouth is impressively long and massive! And inside you'll find a sumptuous Fashion-Tone Interior! There are new High-Duty Engine Bearings, a new Oil Bath Air Cleaner, new Safety Rims on wheels, new Body Sealing!

See your nearby Plymouth dealer, and *drive* this big new beauty! PLYMOUTH DIVISION OF CHRYSLER CORPORATION.

Tune in Major Bowes, C. B. S., Thurs.

SEE THE NEW LOW-PRICED PLYMOUTH COMMERCIAL CARS!



New Delta 10" Saw

Designed after 7 years of study, research and experiment-7 years of analyzing the defects in existing designs -of testing, re-testing-7 years of mak-

ing model after model-this new Delta 10" Tilting Arbor Saw is as near the perfect tool as modern engineering can make it. Thousands of users agree that it offers numerous exclusive advantages and an operating efficiency never before attained!

Here Are Some of the Features of This Remarkable Tilting Arbor Saw

Generous sized table 20" x 27" (with wings, 27" x 36"). Handles work up to 50" wide and 31/4" thick. Powerful, fully enclosed motor; highly efficient Texrope drive; rigid, scientifically designed housing; perfected raising, lowering and tilting mechanism; patented, double-face, double-lock rip gauge; exclusive precision auto-set miter gauge; patented ripping extensions; "sealed-for-life" ball bearings and many other features.

Send for Latest Delta Catalog

A complete guide book to power tools which not only lists the complete line of Delta "Quality" wood and metal working tools-but shows you the important points to look for in all power tools. (Also send for Project Book No. 7 crowded with new projects, including working drawings, photographs and full instructions.)

600-634 EAST VIENNA AVENUE MILWAUKEE, WISCONSIN



ing to size is "good enough" for many manufacturers but not for Delta machines! Precision grinding to size, after turning, is an extra operation. It costs more money—and you can't see it as you can see nickel plating on the outside of the machine. But in a bearing or bearing seats, it provides a fit that is "all over" instead of only on a comparatively few high spots. This means that ball bearings do not become loose in service. Precision grinding produces a closer fit, to more exacting tolerances, which means that fits are uniformly good, and that true interchangeability is obtained. ability is obtained.

The extra accuracy obtained by precision grinding may be visualized when it is realized that the ordinary variation or tolerance on Delta arbors and spindles is three-ten-thousandths of an inch, and in many instances this tolerance is held to one ten-thousandth.

Before you buy any light machine tool, make sure all parts that vitally affect the accuracy and life of your machine, are precision ground to size!

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Gentlemen: Send me the latest Delta Catalog listing the complete line of Delta Lathes, Circular Saws, Band Saws, Jointers, Scroll Saws, Shapers, Sanders and Drill Presses.

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Popular Mechanics Magazine

H. H. WINDSOR, Founder

H. H. WINDSOR, Jr., Editor and Publisher

January, 1941

Vol. 75, No. 1

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Jobs from Research

FIFTEEN million Americans today have jobs that didn't exist in 1900. The decade since 1929 has brought streamline trains, synthetic vitamins, transoceanic air service, colored home movies, polarized glass, fluorescent lighting, synthetic hosiery and rubber, new plastics, plywood stronger than steel, television, sulfanilamide and many other entirely new products. Research has enabled industry to develop these, and make them at a price in reach of the people. Everett S. Lee of the General Electric engineering laboratory tells next month of the jobs research is creating.

Uncle Sam's School for Sailors

IT TAKES brains to be a sailor, to hold down a job on a \$50,000,000 battleship and run its intricate machinery and electric control and firing gear. The raw recruit has a lot to learn. The February Coloroto section, with its eight pages of color pictures, puts you through the two-months starting course at a U. S. Naval Training Station.

Next Month

TWELVE years ago the phonograph was dead as the dodo. Just then the first radio-phonograph unit appeared on the market at \$750; the same combination, vastly improved, can be had today for \$50. Radio, which killed the phonograph, has brought it back alive. With a recording unit you can store away children's voices, make sound accompaniments for home movies, record music and historical speeches coming in on the radio. Read "The Talking Machine Comes Back," in February.

Wingless War Birds

SWARMS of armed helicopters hover over an arsenal like a cloud of mosquitoes, waiting to fight off enemy bombers. Whirling blades lift an autogiro vertically from a forty-foot square on the deck of a merchant ship to watch for submarine or plane. These are the "War Birds Without Wings" described in an article next month—fighting aircraft that can go on sentry and convoy and reconnaissance duty, standing still in the sky, landing "on a dime."

Paul Bunyan's Pond

WATER is piling up back of Grand Coulee dam. Come the spring floods, it will be 340 feet deep, submerging cascades, forests and townsites. Uncle Sam is feverishly moving 5,000 townsfolk and farmers, their stock, their fences, thirty-five miles of railroad, millions of feet of timber beyond reach of the rising lake. Read the story in February.

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PYROIL PROTECTS ENGINES

Better lubrication and reduced wear result from the use of Pyroil.

The beneficial action of Pyroil can best be understood

when the particular problems of lubricating a modern en-gine are understood. Changes in automotive engineering have had important effects on lubrication requirements.

IMPORTANT FACTORS IN ENGINE DESIGN

One of the most significant changes in automobile engine construction is the reduction in clearances—much closer fitting—in bearings and in cylinders. With this has come a tremendous improvement in the smoothness of the finished surfaces.

This has had the effect of eliminating the necessity of breaking in a new motor by wearing the parts into a close fit. In fact, break-in of the wear-in type is totally undesirable. It destroys the accurate fit of the parts. Another change is the introduction of new alloy metals. Certain of these alloys are subject to severe corrosive attack, and require protection against acid-corrosion in order to give long service.

CHANGES IN LUBRICATION REQUIREMENTS

In many cases, properties in a lubricant which previously were looked upon merely as desirable have become absolutely essential. Tests prove the merit of Pyroil beyond question. Its unique acid-corrosion preventive ingredient gives it valuable properties. A survey will show how fully the properties of Pyroil are adapted to proper automotive lubrication.

HOW TO USE PYROIL—WHAT IT DOES

Merely use a few ounces of Pyroll in the crankcase and also in the gasoline tank. Any service station or garage can supply it. It goes right to work. It prevents acid-corrosive substances from attacking bearings, pistons and other parts. It reduces friction. Makes starting easier in cold weather. Reduces wear. Removes hard carbon, gum and sludge.

These benefits induce better engine operation and longer useful engine life. They offset many repairs, saving



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Do you really Want to get ahead in business?



Then here is a valuable tip for you ...

The problem of winning promotion—of achieving the better job and better pay—is not easy. Competition is keen and the demands are high. But it is much easier—simpler—if you understand one important fact.

Business and industry always need men and women who can take on larger responsibilities—give more valuable service. Those who step up into the bigger jobs are those who have an objective and definitely prepare for it—who not only give their best to today's job, but who also plan and prepare for the jobs on ahead and train themselves to meet the greater responsibilities of the bigger job.

Pick Some Growing Field and Prepare

If you really want to get ahead, pick some field of opportunity—either your present field or some other. Find out its opportunities, and its requirements—decide whether you are fitted for it—then get busy.

Train thoroughly for it. Make yourself expert in it. Then you can compel success.

For 32 years, LaSalle has been helping ambitious men and women prepare for advancement. Hundreds of thousands now in good jobs and on the way up to better ones, owe their success to LaSalle training.

Investigate — Then Decide

Out of that long and wide experience we have compiled a wealth of knowledge about various fields of business. That knowledge is freely at your disposal. Tell us—in a letter or in the coupon below—what you want to be. We will tell you—without cost or obligation—of the opportunities and requirements in that field. We will tell you also of our complete training program for that job. Then you can decide.

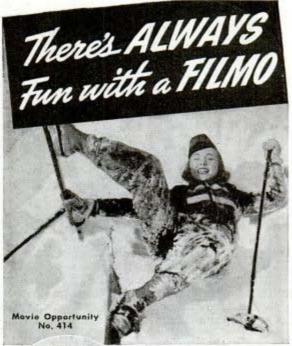
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Don't envy the family with a Filmo—BE ONE! Filmo fun never "runs out"—never grows old. There is always something happening of which you want a moving picture-and you'll be proud to show the fine movies you make with a Filmo.

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Wire fence keeps rocks off mountain road...... Buttons with removable centers.... Worker's passport photo card. G-men fire tracer bullets in exhibition.....

Spring wire cigarette holder retains hot ash...... Postcard-size duplicator prints with stencil...... Boat driven by air screw causes no waves. Wood stamp pad stays free from lint. "Hot-spot detector" locates flames in wall. "Fairyland" ice palace features winter carnival.

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MAN, there's no sense in drifting along at the same old dull, drab job! You've got one life — that's all. What you make of it is your business — but if you want to make a success of it, it's time to get going!

Listen. Some of the biggest men in this country were in your shoes once. But they knew one thing! They knew that it takes training—TRAINING—to succeed in this

world! And they got that training through the I. C. S.!

100,000 ambitious men are enrolled with the International Correspondence Schools right now. They're going places! They're getting sound, essential TRAINING by a method based on up-to-date textbooks, personal instruction, and sound vocational guidance. Here's the coupon they mailed!

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IMPORTANT NOTICE

It is the intention of this magazine to provide its readers with information regarding the latest developments in the mechanical arts. We take no responsibility as to whether the disclosures contained in our articles are covered by patents and advise readers to investigate this subject before making, using, or selling any of the products, machines, or processes described, in order to avoid possible liability for patent infringement.

Not Expensive to Learn SCIENTIFIC CRIME DETECTION

The Steady Pay Profession Good Times—or Bad

FINGER PRINTING IDENTIFICATION PHOTOGRAPHY SECRET SERVICE



ITRAINED THE MEN WHO THEN GOT THESE **BIG JOBS**

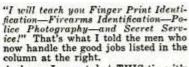
Students or graduates of mine have complete charge of the Bureaus of Identification in the fol-lowing states and cities— and, they are only a few

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State Bureau of South Carolina

State Bureau of Texas State Bureau of Utah Lincoln, Nebraska Concord, N. H. Albany, N. Y. Trenton, N. J. Canton, Ohio Tulsa, Okla. Mobile, Ala Phoenix, Ariz. Los Angeles, Calif. Seattle, Wash. Madison, Wis. Miami, Florida Miami, Florida Leavenworth, Kes. Amapolis, Md. Duluth, Minn, Vicksburg, Miss. Hartford, Conn. San Juan. Porto Rico Ketchikan, Alaska Honolulu, Hawaii

Remember!—these are only a few of many! 47% of ALL Identification Bureaus in America are run by my students or graduates. Furthermore, I'll gladly send you a list of over 600 city and state institutions in which one or more of my graduates were placed as finger print experts!



And now I repeat, but THIS time it's to YOU . . . "I will teach you Finger Print Identification—Firearms Identification-Police Photography-Secret Service." Just give me a chance and Service." Just give me a chance and I'll train you to fill an important position in the fascinating field of scientific crime detection.

GET IN NOW!

But don't be misled. Scientific crime detection is not as simple as it might appear. It's not an occupation at which appear. It's not an occupation at which anyone without training might succeed. It's a science—a real science, which when mastered THROUGH TRAINING gives you something no one can EVER take from you. As long as you live—you should be a trained expert—able to make good in scientific crime detection. I teach you the real science so that you should be competent to do the work of a thercompetent to do the work of a thoroughly trained employee in a bureau of identification.

LOOK AT THE RECORD!

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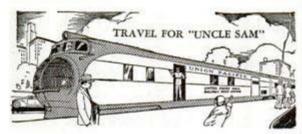
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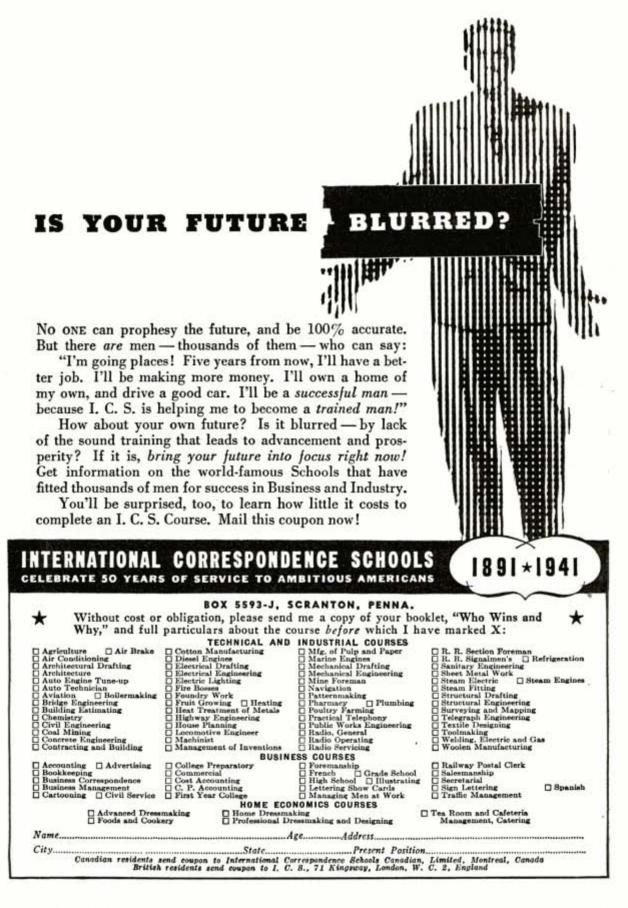
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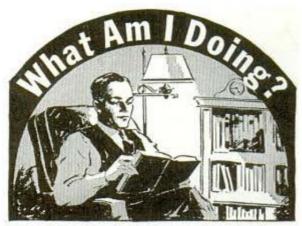
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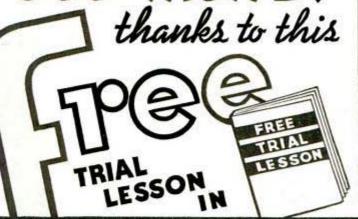
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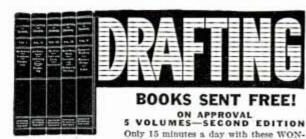
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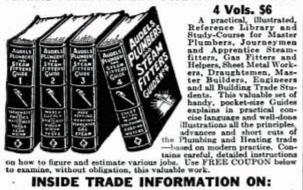
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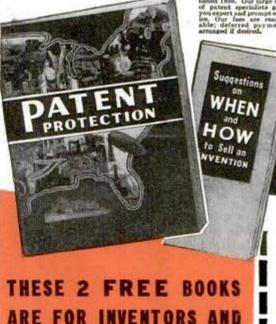
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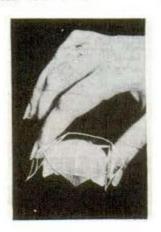
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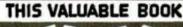
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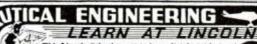
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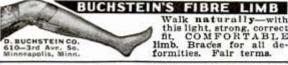
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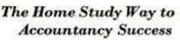
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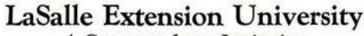
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Akron. Ohio.

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sell. Detroit.

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gains. Catalog free. Portnoy, 566-P Roose-velt. Chicago.

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HUGE Profits selling new "20-in-1" kitchen necessity. Retails 25c. Costs you \$1.00 a dozen or \$7.20 a gross F.O.B. here. Sample 10c. New Method Co., Box PMM-97, Bradford, Penna.

PMM-97, Bradford, Penna,

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AGENTS! Two a day—keeps the poor-house away. See advertisement page 133A. National Laboratories.

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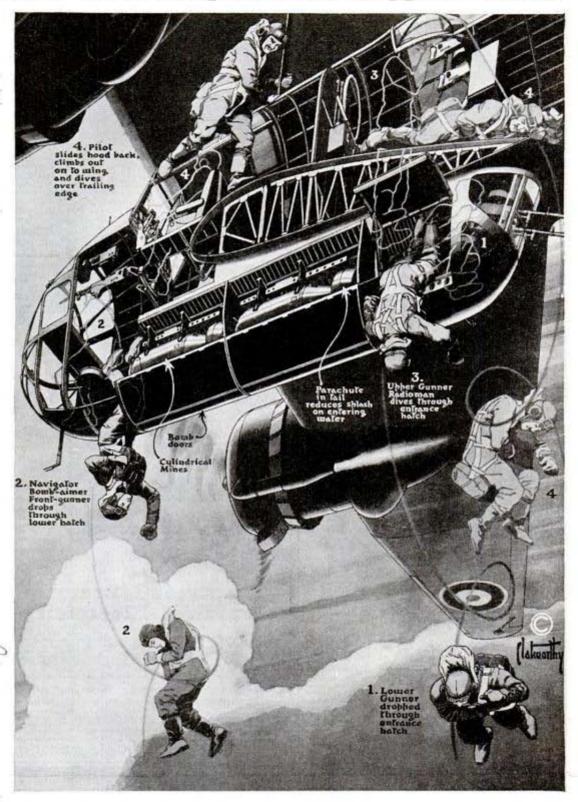
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How Crew Escapes from a Crippled Bomber



Here is a typical example of how the crew of a disabled bombing plane escapes in ten seconds and parachutes to earth. The method is practiced on the ground, with the aid of large straw-filled mattress, until each man is letter-perfect in what he must do in an emergency. Figures 1 to 4 designate the crew members, their original positions in the bomber and their movements in getting out of the craft quickly. Each dives out head first, gripping the 'chute release in one hand. After a three-second drop, the release is pulled and the 'chute opens. This plane is a British Hampden equipped for laying mines

Popular Mechanics Magazine

WRITTEN SO YOU CAN UNDERSTAND IT

Vol. 75

JANUARY, 1941

No. 1

The MIRACLE of U-235



By Dr. R. M. Langer

Editor's Note—One of the country's eminent physicists in this article paints a picture of the world as he visualizes it when U-235, a possible new source of power, emerges from the laboratory. Dr. Langer, now at the California Institute of Technology, has been doing uranium atom research and has been connected with leading laboratories in this country and abroad

SEVERAL months ago you read in Popular Mechanics that the secret of atomic power is close to solution and that possibly within a decade civilization will be using the tremendous amounts of energy contained in U-235, an isotope of uranium.

Since then, additional research has opened up greater possibilities than ever. At first we thought that a heavy power plant weighing tons would be required to extract the power; now it appears that a pound or even a single ounce of



Top, author's idea of U-235 plane, a flying wing with propelling jets at rear and lifting jets underneath. Crosssection treatment gives view of interior. Bottom, giant electron microscope developed as result of atomic studies

Above, assembling plastic plane. Bottom of page, left, examining spring suspension in pendulum railway car shown in cutaway sketch at right. Auto of uranium age will be constructed similarly, the author believes

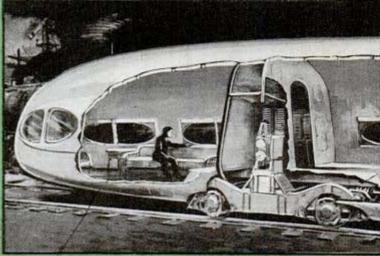
U-235 can be made to deliver energy. A power plant the size of a typewriter will be available. Its heart will be a one-pound

U-235 can be made to deliver energy. A power plant the size of a typewriter will be available. Its heart will be a one-pound package of uranium that contains the same amount of power that we extract from 250,000 gallons of gasoline. With such a power pack in a car you could drive 5,000,-000 miles without refueling. Obviously, at \$1,000 a pound, U-235 will be cheap.

But more miles per dollar is only one minor advantage foreseen for the uranium age. We can look forward to universal comfort, practically free transportation, and unlimited supplies of materials. Power will be cheap in every home and factory, without distribution lines, and electricity will cost less than one-tenth of a cent per kilowatt-hour.

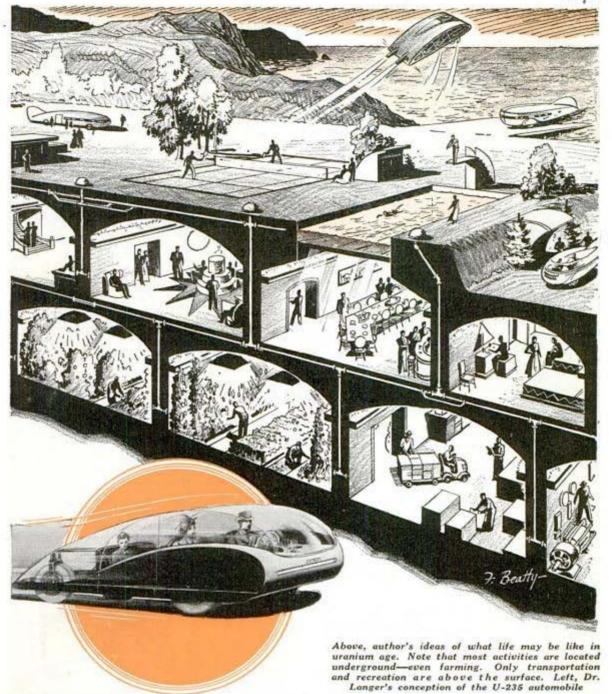
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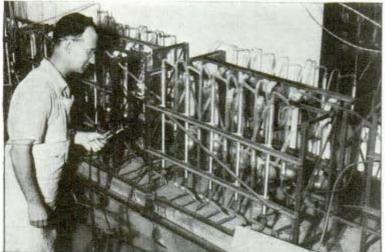


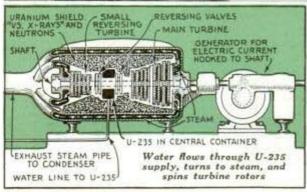
to avoid being burned up like a meteor.

The flying-wing driver will have a gyroscope, the main propulsion jets, and a few directable control jets at his command. Compressed air or steam for the jets might do for landing or leaving the ground but for greater efficiency we might very well use steel vapor for propulsion at higher altitudes. Vapor from boiling steel would have powerful thrust and would condense as fine harmless dust.

The concept of neighborhood changes in a world where no two points are more than seven flying hours apart. It is all one big community and there is no excuse for differences in material welfare. If you feel like cold weather, some afternoon, you can go and get it. If you want a tropical swim the day before Christmas, that is easily arranged, and you can be back in time for Santa Claus. You can choose night or day according to your mood and you may have

12991





your choice between yesterday and tomorrow, because a speed of 2,000 miles per hour is about twice as fast as the rotation of the earth.

The automobile, like the airplane, will be of plastic material and built like an insect, with the skeleton outside. This monocoque construction provides lightness and

strength and has a functional architectural beauty. Transparent portions can be made integral parts of the surface so that special window frames are avoided. The whole is molded in one process and the assembly job becomes as easy as cooking a waffle. The body is supported at the top so that when the car goes into a turn the bottom swings out to provide an automatic bank. The chassis has overhead frames from which the body is slung. The whole structure is, however, enclosed within a streamline shell. The Santa Fe railroad soon will have in service some passenger coaches built according to this principle. They are called pendulum cars by Hill, Van Horn, and Lindval, the three young men mainly responsible for this important new invention.

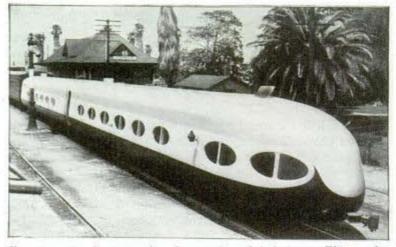
Because of the stability and smoothness of our future cars, all sorts of work can be carried on in the interior compartments. The automatic character of control

should make it possible to drive the car from almost any position, simply holding the remote-control panel in your hand. On a main highway cars can be kept in lanes by buried pilot cables similar to the electrical devices used to guide ships into harbors.

The most important unit of the new era is the motor that will supply energy for all rotating shafts. It is already complete in principle although many improvements probably will

be made. This "butterfly" motor, or U-235 engine, is capable of any speed or torque that is likely to be demanded of it. Its other qualities are ease of manufacture, simplicity of operation and control, versatility of performance, and portability.

Postponing explanations for awhile, it is pointed out that water passed over U-235



Top, apparatus for separating elements into their isotopes. This can be used to produce U-235, but the method is too slow for practical production purposes. Below, "butterfly" engine that would use U-235 and water. Bottom, pendulum coach, already built, employs overhead suspension

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can be brought almost instantly to a very high temperature and a correspondingly high steam pressure. To utilize this property one need only take over the principle of the flash boiler. Water is passed through a small chamber which contains U-235 in porous form. The chamber may be less than six inches in diameter. The water emerges as high-pressure steam into a series of turbine wheels all solid to the same shaft. Speed depends on the rate at which the steam passes through. A reversing valve may be used to divert the steam flow to an opposite-turning turbine on the same shaft to obtain a braking or reversing action. Complete control is obtained by throttling down or opening up the water supply and exhaust to get less or more power at the same operating pressure.

The driving mechanism of the automobile is now clear. Under the body is a water tank that helps shield the occupants from radiations emitted by the uranium and also puts the center of gravity low. Each wheel hub has on it a very small reversible turbine motor such as the one described. This car needs no differential or clutch. The uranium must be detachable because it probably will outlast the car. Recovering its own exhaust steam, such a car could travel without stopping until it wore out its tires or needed other servicing. Using the newly developed vertical propellers, such a vehicle might be con- verted into a high-speed, long-range vessel to travel on water, and might be furnished with unfolding wings for travel through the air.

U-235 at \$1,000 per pound would be the same as buying aviation gasoline at 250 gallons per dollar, not including taxes. Really the efficiency of uranium power is much greater than this comparison indicates. It is a heat engine possibly fifty per cent efficient as compared to the less than ten-per-cent efficiency of present internal-combustion engines.

Let's study the process by which this fabulous amount of energy can be released from U-235. It is not a perpetual-motion scheme. It happens that U-235 is a special kind of uranium so near the point of instability that any neutron entering it breaks it down into entirely different substances, such as bromine, iodine, barium, krypton, and many others. In the transmutation these products take on rapid mo-

(Continued to page 149A)

JANUARY, 1941

Soldier Dons Knight's Visor to Guard His Eyes

- K1151



Eyeshield worn by modern soldier for protection from flying splinters looks like visor from suit of armor

Visors resembling those worn by the armor-clad knights of old are appearing as important equipment of modern warriors. The purpose of the visor, as used today, is to protect the soldier's face and eyes from fragments hurled by exploding shells.

Reflector Buttons on a Chain Form Letters of Sign

Reflector buttons mounted flexibly in the form of a chain are available for making any kind of reflecting sign from small house numbers or initials to large displays. The links can be nailed like tape to wood, or fastened with screws to sheet metal or plastic. The reflectors are visible from wide angles and at considerable distance.



Making a "stop" sign visible at night by tacking the chain of peffector buttons offer the letters

The Star - file of

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'Stinger' Gun in Plane's Tail

Guards Vulnerable Spot

This shows the gun protruding from tail of bomber.

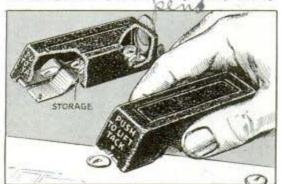
The gunner lies prone in figing

Longlas averafl

Operated by a gunner lying prone, a fifty-caliber machine gun in the tail of the army's latest medium bomber guards what formerly was regarded as the most vulnerable part of a warplane. Thus, the bomber has a real "stinger" for enemy planes approaching the tail. Other armament on the craft includes machine guns in the wings, and turrets in the sides and top.

Handy Lifter Stores Thumbtacks As It Pulls Them Out

Thumbtacks are stored automatically in its receptacle by a lifter especially handy



Cutaway sketch, left, illustrates thumbtack chamber and opening at back. Right, one push lifts up tack

Morne Product

for drafting boards and bulletin boards. Simply push it over the tack to be removed and the tack tumbles back into the storage compartment, thus saving many thumbtacks as well as keeping them off the floor. Made for long service, the puller has a steel bottom and the body is die-cast.

Louvers in Transparent Plastic Hide Bright Light from Eyes

Indirect lighting is combined with the efficiency of direct lighting by development of a new type sheeting, called Louverglas. Very thin, translucent louvers that may be likened to the slats of a venetian blind are built into a sheet of transparent Plastacele, a cellulose acetate plastic. These louvers are arranged parallel and at right angles to the surfaces of the clear sheeting, so when you look directly through the Louverglas it appears as a



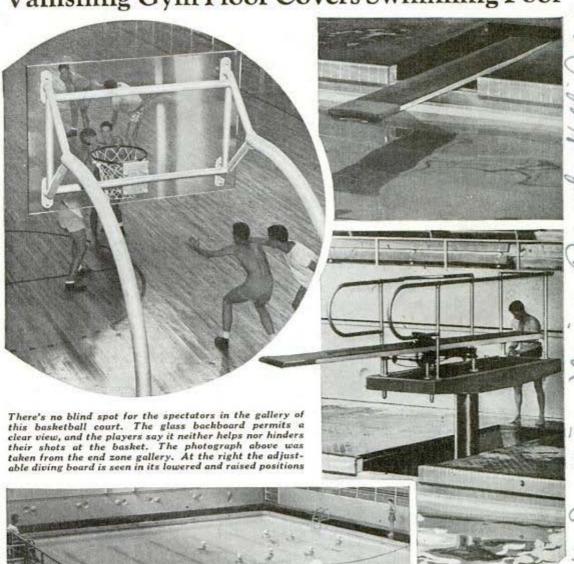
Louverglas, clear in vertical position, is translucented if tilted; inset, enlarged section shows lines

clear sheet with fine, parallel hair lines running through it. View it obliquely, across the louvers, and you see a completely translucent surface, since the louvers then overlap one another. In a ceiling-light fixture the "slats" permit direct rays to pass between them toward the area which it is desired to illuminate, but they prevent the rays from penetrating downward. From below, the fixture appears as a translucent globe, yet there is no hindrance to transmission of light upward.

POPULAR MECHANICS

M. R. Welgel Co Chery

Vanishing Gym Floor Covers Swimming Pool



Take your choice—water polo or basketball. Either game can be played in this convertible arena; views above show pool and floor from the same angle

JANUARY, 1941 marshall Perhain Cont. 1128 Stearns Claire

When the whistle ends a basketball game in the gymnasium of Beverly Hills, Calif., high school they can roll away the floor and go for a swim. The floor is in two sections on rollers, each sections on rollers, each section three feet six inches deep, weighing forty tons. It is moved electrically, covering the entire pool. There are other interesting features—a glass backboard for basketball; adjustable diving boards raised or lowered on hydraulic hoists, dropped beneath the floor when it is moved into position; and showers thermostatically kept at the proper temperature and photoelectrically turned on and off as the athlete enters or

Leaves the stall

Los angeles

Calif

Serving UNCLE SAM



Left, part of the load the selectee will carry. Additional items including more ammunition, bring the total to around sixty-four pounds—more with winter clothing. Above, crew of motorcycle and sidecar in firing position. Bottom, dismounting machine gun

L ET'S suppose your number has been drawn, the local board's examination has resulted in orders for you to report for the twelve months' training required by the Selective Service Act and you're wondering what comes next.

Mister, you're in the army now, although you will go through three or four days of preliminaries before you become fully conscious of it. You, and others called at the same time by your local board, are on your way to one of the 100 induction stations-similar to recruiting offices-set up throughout the United States. From there you will go to a reception center for your first real contact with the U. S. Army. Your records will be completed, uniform issued, vaccinations administered and you will be interviewed to determine the military duty for which you may be best fitted. Then comes assignment to a particular organization.

POPULAR MECHANICS

for TWELVE MONTHS



When the bugler—you'll learn to love him—awakens you that first morning in the army, you'll discover that every man in the unit is a selectee, just like yourself. So there will be none of the self-consciousness that you'd be sure to experience if you, a rookie, found yourself among veteran soldiers. Uncle Sam is keeping the selectees together until they are trained thoroughly in the fundamentals.

Your training will be divided into three phases which might be compared to grade school, high school and college. For thirteen weeks you will be in "grade school." You will be hardened gradually to develop endurance and you will be taught to march,





to handle the weapons of your organization and to care for yourself and your means of transportation in the field. Drill formations, as well as other exercises, will be limited to the platoon and the company. Moving up to "high school," you will learn the combined use of the different weapons and equipment found in the battalion, which is composed of 699 officers and men in wartime, about five times as many as your largest "grade school" unit—the company





Top, machine gunners in gas masks. Center, operating rangefinder, altitude finder and three-inch anti-aircraft gun. Bottom, crew of scout car in firing position

—had. And here you'll stay until you are well trained and ready to graduate to the "college" course in which you will participate in regimental exercises and in maneuvers involving the coordinated use of the combined arms. At this point, you and your fellow selectees will be developing into real fighting men.

Since that branch is the main fighting part of an army, you are more likely to go into the infantry than any other branch. It fights on foot. In battle, infantry usually has the main task. With the support of other units, it moves against the enemy and overcomes him or it stands firm and halts his attack, then drives him back. In time you

POPULAR MECHANICS

may become a member of a streamline infantry division, about which you probably have heard a lot concerning its fire power and its ability to wage war successfully in the modern manner. Made up of three infantry regiments, two regiments of supporting field artillery, one battalion each of engineer, medical and quartermaster troops and a company of signal-corps troops, it contains about 14,000 officers and men, of which fifty-seven per cent are infantrymen.

In "grade school" you must learn all about your weapons. The infantry's chief weapons are the shoulder rifle with its bayonet, and the machine gun. How to take them apart, clean them and reassemble properly is as important to know as how to shoot accurately, so you will learn those things first; then go to the target range. Your other weapons—highly important in warfare—are the hand

Top, big "ears" of the army—a sound locator—and sixty-inch searchlight. Center, squad wearing gas masks and aiming new semi-automatic rifles. Below, old-type weapons of the infantry. Tanks now operate in a separate arm









coat or coat and overcoat: mess kit; canteen and cup in a carrier and first-aid kit on your belt; pack containing blanket, trench tool, shelter tent, poles, pins and toilet articles: gas mask and reserve ration, as well as a weapon and ammunition. The rifleman has rifle, bayonet, 136 round of ammunition and a hand grenade: the automatic rifleman or light machine gunner has the automatic rifle or light machine gun and 180 rounds of am-



Top, medium tank of type found in special corps, recently organized. Few, if any, selectees will-serve in this arm, because experience is considered highly necessary here. Center, rolling fifty-caliber machine gun into position. Below, army truck loaded with men fords stream

grenade, the thirty-caliber automatic rifle, the pistol, the fifty-caliber and the thirtyseven millimeter anti-tank guns and sixty and eightyone millimeter mortars.

It's no joke when the army says you should be able to endure prolonged and arduous physical exertion. For

instance, your combat clothing and equipment is quite a load at the start and it gets heavier every step of a long march. Here's what you, the infantry soldier, will carry: field uniform, consisting of steel helmet, shirt, trousers, leggings, shoes, underclothes and, according to the season, rain-



munition in nine magazines. The machine gunner, ammunition carrier, communications man and tanker each carries a pistol and twenty-one rounds of ammunition.

The rifleman's load is approximately sixty-four pounds; the automatic rifleman's or machine gunner's is seventy-four

1. K11261. K1139

pounds. Those armed with pistols carry forty-five pounds, but they often have to carry machine guns and other heavy loads for considerable distances. Winter clothing adds seven pounds more. So if you think the modern "army on wheels" provides a "joy ride" for you and your equipment, the first long march with your man-size load will dispel any such idea. It is true that the infantry frequently is transported by truck over long distances and in cases where speed is paramount to attack or defense, but the soldier usually must depend upon his feet under simulated or actual war conditions.

If the officer who interviews you at the reception center finds you better fitted for some arm other than the infantry, you may be assigned to the cavalry, the field artillery, corps of engineers of the signal corps, or to one of the supply branches such as the ordnance department or quartermasters corps. The cavalry, which offers plenty of action, is divided into two kinds, horse cavalry and mechanized cavalry. Horse cavalry, when it comes in contact with the enemy, usually dismounts and fights on foot like infantry. Charging while mounted is reserved for surprise attack on small groups of the enemy.

Your boyhood complex of wanting to make a loud noise-usually exercised on the Fourth—would get a lot of satisfaction. in the field artillery, which employs guns and howitzers to support the infantry and the cavalry. The light artillery includes. the seventy-five millimeter gun, the sev-* enty-five millimeter howitzer and the 105millimeter howitzer, all of which can be moved rapidly from place to place and can be put into position, ready to fire, in less than one minute. Medium artillery units use the 155-millimeter howitzer and heavy artillery the 155-millimeter guns, eightinch howitzers and 240-millimeter howitzers. It takes one to six hours to emplace and prepare these heavy weapons for firing and they are moved by large tractors. A problem of major importance to the field artillery during combat is replenishment of ammunition. A single seventy-five-millimeter gun, firing continuously throughout a three-hour battle, used more than 500 rounds of ammunition weighing more than five tons. Hence the field artillery requires large truck trains.

Since the men at the guns almost never (Continued to page 144A)

(Continued to page 144

JANUARY, 1941

Card File for Top of Desk Combined in Blotter Set



Any card in handy top-of-desk file is turned up immediately for reference during phone conversation

Readily accessible at a slight touch, a handy file of record cards forms part of a desk blotter set. Any individual card can be found at a glance, and by flicking it up with the finger tip all the information entered on it becomes available. An extension flap conceals the card index file when it is not in use.

Four-Light Flash Synchronizer Aids on Action Pictures

Four flash bulbs can be fired simultaneously by two battery flash synchronizers mounted on the camera and hooked up to operate as one unit. Pressing the button of



Two flash synchronizers connected together supply powerful floodlight for action or color pictures

either battery case sets off the lights in a single flare. This arrangement provides an abundance of concentrated light for making difficult shots, such as through smoke and dust, and action pictures in color

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K 1152.

Body-Heater Burns Candle to Keep Wearer Warm

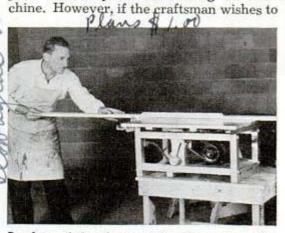


Heat generated in lantern by candle is sent through hose in sufficient quantity is keep the wearer warm

Burning nothing but a candle for fuel, an individual heating plant, invented by a Swiss engineer, produces enough heat to keep the wearer comfortable. The candle is housed in a lantern which serves as a stove. A hose made of rubber and light metal connects with the lantern and is wrapped about the body.

Power Saw That You Can Build Sold in Kit of Parts

Any craftsman may build his own power saw either from plans or from a complete kit of parts now on the market. Included in the kit are all of the wood and metal parts necessary for assembling the matchine. However, if the craftsman wishes to



Purchaser of plans for assembling this power saw has choice of buying the parts or making them himself

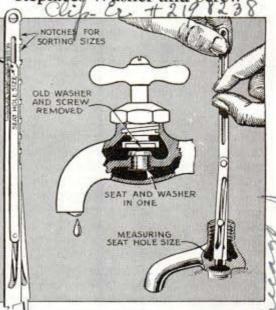
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make the wood parts himself, there is a kit

of metal parts only, with plans and instructions for doing the other. Also the plans, without any parts, are available for making and assembling the complete saw. Motors from one-quarter to one horsepower can be accommodated. Kits include ballbearing arbors, eight-inch combination rip and cut-off saw, V-belt, also miter gauge, ripping fence, saw guard and metal assembly for raising and lowering the saw. A tilting ripping fence is available for making angle or bevel cuts. Top measures twenty-four by thirty inches, and although it is unusually large and sturdy the outfit weighs only sixty-five pounds, minus the motor, and can be carried by one man. The saw is practical and accurate for such work as making boats, furniture, general repairs and smaller projects.

New Valve Seat for Worn Faucet
Replaces Washer and Screw



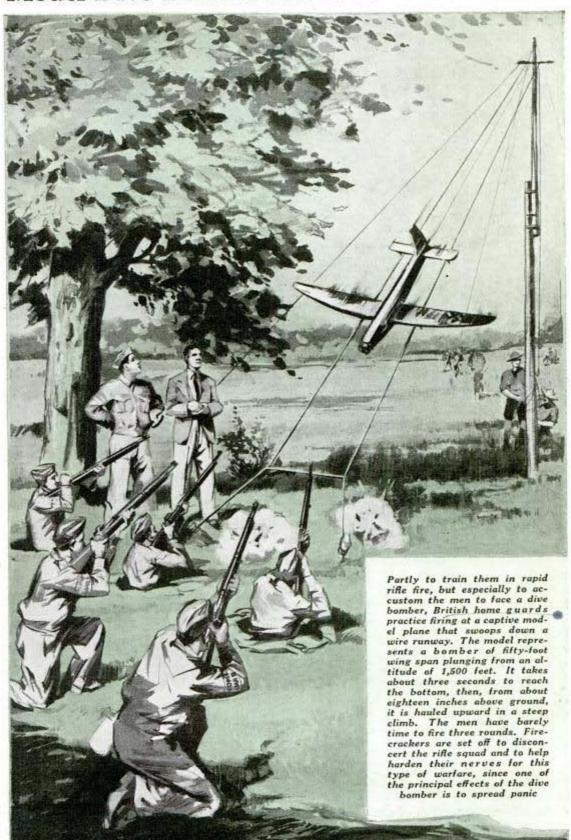
Faucet sketch shows position of new washer; letter and right, tool to measure seat and insert washer

Faucet leaks caused by worn valve seats can be stopped by placing in the seat opening a tubular insert having a collar that closes over the seat. It is made of material that swells tightly in place after it absorbs moisture, and closes every irregularity of the faucet seat area. Applied to either hot or cold faucet it does away with the usual washer and screw. A special measuring tool is used to determine which size insert will fit the seat opening, and it also serves as a holder for placing it in the faucet.

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Model Dive Bomber Trains Aim of Riflemen



JANUARY, 1941

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Bomb Turns Night into Day for Air Pictures



under the direction of Major George W. Goddard, photographic expert, to prove the ability of new secret equipment to penetrate camouflage that could hide an enemy's military objectives from the camera's eye in ordinary daylight. Various colored flashes, it was determined, work best with certain types of color film, and camouflage that cannot be detected in the light of one color may be revealed plainly in another. Then, too, light coming from a single source produces shadows which bring ground objects into better relief than they appear in diffused daylight coming in all directions from the sky.

Left, Major George W. Goddard and an assistant preparing to test photographic bomb; below, night view of Rochester made with billion-candlepower flash

High in the night sky over Rochester, N. Y., a billion-candlepower light bomb exploded with a flash that illuminated a five-mile area with brightness approaching the light of day. The instant that this light reached its peak, a photoelectric cell tripped the shutter of an aerial camera housed in an observation plane flying a mile above the city, resulting in a remarkably clear picture of the area. This was one of recent tests conducted by the U.S. Army

X-Ray-and-Microscope Photographs Show Hidden Flaws in Metal

Hidden flaws in metals may be revealed by a method in which the microscope and the X-ray are combined. First an X-ray picture the same size of a thin sliver of the metal under test is taken. Then, with light, a magnified photograph of the tiny X-ray negative is taken through a microscope. Film with extremely small grains is best, otherwise the grains, when magnified, might mask details being studied. By using a special emulsion, magnification up to 200 diameters, without losing detail, is possible. Ordinary photos of metal through the microscope are made of the surface, by light reflected from it. With the X-ray, a three-dimensional view is obtained.

POPULAR MECHANICS

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AT THE CONTROLS with an AIRLINE PILOT



From high above the gateway to the new world an air liner looks down on the sight that has thrilled many a homecoming traveler and immigrant—the Statue of Liberty.



La mardia Merhort neugral By Ernest Gann American Airlines Pilot

Condensed from "Sky Roads," T. Y. Crowell, Publishers,

E are going to fly a giant air liner from Chicago to New York. You will string right along with the pilots just as if you were one of them. As a privileged observer, you'll ride in that always locked sanctum—the cockpit of a com-

mercial transport.

At eleven in the morning we report to the flight desk in the operations office. The room is a hive of activity. Teletype machines are ticktacking ceaselessly, their staccato rhythm controlled by some distant hand. Through occasional crashes of static, a loud speaker in one wall rattles out flight reports. Phones are ringing importantly, the banter of incoming pilots mingles with the high



"Cleveland to Flight Ten!" Into the earphones of the sky liner's crew crackles a call from the Cleveland radio operator, above, bringing a late weather bulletin or requesting a report of the plane's position, speed, weather conditions aloft and probable arrival time at destination.

> Here's the takeoff! As the big ship roars down the runway at ninety miles an hour and climbs into the air, the captain (left) raises his hand palm upward to give the signal for wheels up; the first officer is reaching for the retraction valve and guarding the throttles at the same time. Above, as the plane glides down for a landing, each pilot indicates in the sign language of the cockpit that he has visually checked to see that the two wheels are prop-erly latched. The finger says: "I have a wheel."

Below, the plane has pulled itself off the ground and is starting the long climb to cruising altitude. The captain (left) is handling the controls and the first officer signals with three fingers that he is switching the fuel supply to the number three tank. There are four on a Douglas liner. At right, the "run-up" just before the actual takeoff. The captain is revving up the engines for a final test, and the first officer is contacting the

airport control tower by radio for clearance. In a moment the tower's green light will show.





whine of the wireless in the radio room.

This is a busy, confusing, friendly place.

"Ceiling and visibility unlimited as far as Cleveland," says the chief meteor-ologist. "From there on, straight instrument weather all the way to New York." We walk over to the big weather map with him. The chief and his assistants have been checking reports constantly to keep it up to the minute.

"There's a strong cold front, clearly defined just east of Cleveland," he explains. "Flight four came through there an hour ago and reported light icing up to ten thousand feet." With this and more detailed information concerning the winds aloft we prepare our flight plan. We know just what speed we will make, just what the temperature will be, and figure how much gasoline we will require. We study the weather carefully at every airport along the way and particularly that of our alternate. Keep in mind the use of an alternate airport. We always pick one that will remain in the clear. It will be our "out" if the New York weather should go contrary to predictions and fall below the weather limits.

The flight plan finished, we pick up our bags and walk out across the windswept ramp to the ship. The mechanic has finished his final engine check. The propellers are ticking over easily now. We walk around to the tail where another mechanic holds the door open for us. We start the long walk up the aisle

to the cockpit. Now prepare yourself for a shock. Though you already know something of basic flight instruments, and have some knowledge of the problems we must handle and the size of the ship we must fly, you've yet to see the interior of an air liner's cockpit. Now don't throw up your hands in despair. We know just how you feel.

This is home to us. This is where we go to work. Take it easy and we'll absorb things one at a time. These instruments and levers and gauges are your friends, but you must understand their language. Air-line pilotage is a hard school. It takes years of experience to handle a big ship like this.

The captain releases the brakes and shoves the red-knobbed throttles forward slightly. The propellers whirl faster. We move slowly, majestically, across the concrete runway. It seems a long way down to the ground and remember our wings spread out forty-four feet on each



Through the broad windows of the airport control tower, top, the traffic directors have a clear view of the runways and the skies. They must keep in touch by radio with all aircraft leaving or approaching the field and signal them up or down -a busy job at "rush hours" when planes come and go seconds apart. Below, the captain at his post in the cockpit of a big transport.

aboard. While we're waiting, the first officer tests each radio. Before we reach New York, we'll need them all.

A loud speaker at the terminal commands atten-

"American Airlines flight ten for New York City, non-stop twelve

o'clock departure is loading at gate three. Please give your name to Miss Smallwood, your stewardess, as you board the ship."

The plane is all activity again. Waving good-bye, the passengers walk up the gangplank. The porters load luggage, mail, and express into the cargo bins. Then the signal: a mechanic on the ground below makes a circular motion with his hand.

"Clear left and right!" A grinding noise, the great propellers turn slowly K757

over, then suddenly snap into action as each engine fires. A uniformed young man on the ramp below salutes smartly. The first officer moves the controls through their arcs.

"Take it away, Captain! The controls are free!" From now on things happen quickly, so watch closely.

"American flight ten to the Chicago Control Tower. . . . Is it clear to taxi out on the northwest runway?" The first officer is speaking into his microphone. The answer comes back immediately.



"Clear down the runway, American ten. Wind northwest nineteen and still gusty. Keep your eye on the small ship now circling just north of the airport."

We're at the end of the runway. The captain stops the ship, then slowly moves up the left throttle. Like a giant clearing his throat, a deafening roar comes from the left motor. Now the right. The same procedure, then both are ticking over slowly again.

"American ten to the Tower. Is it clear to

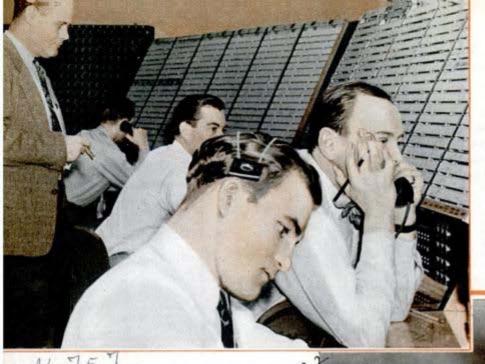
go ? ''

"Take her away, American ten!" The captain swings the ship around. We are heading directly down the runway. Now watch the hands fly. Watch the marvelous precision and teamwork with which these two pilots work. You'll see again how thoroughly they must be



At top the first officer hangs out the flag on the "Tennessee," one of the transcontinental flagships of American Airlines. Center, captain studies weather conditions along his route before plotting flight plan. Bottom, before he takes a liner up on his own responsibility the captain must be satisfied with mechanical reports and the cargo weight.





At left, the New York Airways Traffic Control, which has "chaperoned" the liner by radio as it approached New York, clears American's Flight Ten to the La-Guardia airport tower and it is now up to the traffic men in that tower to signal the ship to a landing. Below, one of the powerful twin engines singing its steady, sweet tune, in harmonious duet with the portengine as they pull the 24,000-pound air liner at 180 miles an hour.

trained. This cockpit seemed complicated and fearsome before—wait until you see her moving, literally racing down the concrete at eighty miles an hour!

The captain and the first officer make a last minute check of each instrument. Every control is checked verbally.

"Cross feed on!"

"Full rich."
"Flag down."

"Left Main." Click, click, click—the crisp commands ring out smartly. Now all is in order. There is a second's tense quiet as if the ship were gathering its incredible strength—a giant about

to spring. Now hang on! The captain's hand is moving forward slightly. We are beginning to move. His hand goes full forward. A shudder goes through the ship. Our heads snap back. The pull of the howling propellers is terrific! The instruments are beginning to dance. Watch them. Watch everything. Boost pressure . . . fortythree inches of mercury . . . fuel pressure five pounds . . . wobble the pump a bit . . . head temperatures . . . oil pressures ... tachometers ... air speed already forty miles per hour. Faster . . . faster . . . how can anyone think in such a tempest of noise? . . . stick forward . . . tail up . . . we can feel it . . . now faster . . . yet faster, seventy ... eighty ... eighty-five miles an hour

. . . the end of the field coming up at an appalling rate . . . a gentle tug at the wheel . . . then suddenly . . . we're off the ground. It hardly seems possible. It was so smooth we hardly knew when we actually started to fly. The captain's thumb is up. The first officer pulls the landing gear valve lever. The pressure gauges move slowly to zero. We're free now. Not even mechanical legs hold us from the earth. Only wings support us. They are great metal wings, strong and beautifully molded. We have become a part of them and they of us. We've long ago lost track of the half hundred quick, sure movements of the pilots.

We're in the air, flying to New York! We're climbing steadily upward. The

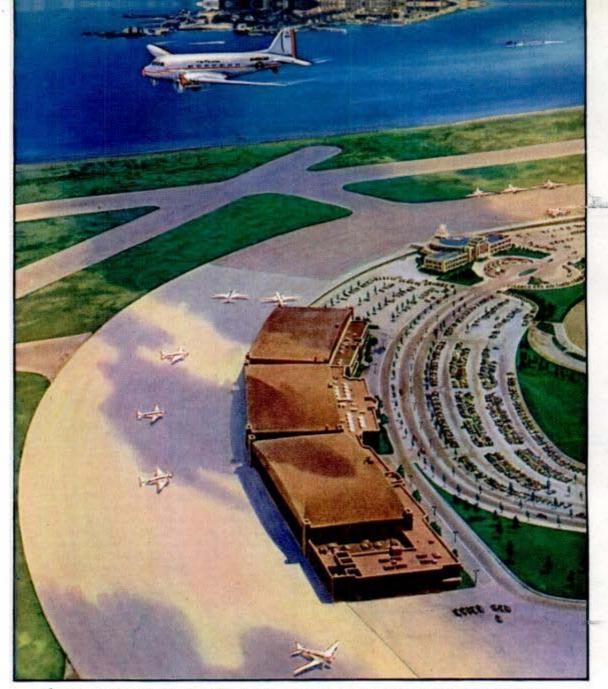


air has already become perfectly smooth. The lower end of Lake Michigan merges with the blue horizon on our left, the vast farmlands of Illinois stretch to infinity on our right. We're at four thousand feet. The rate of climb holds steadily at six hundred feet per minute. The first officer makes a note of the outside air temperature and takes out his horse-

power calculator. He slides it quickly back and forth, then adjusts the throttles accordingly. This will insure our motors an exact supply of fuel at this altitude and temperature.

The altimeter indicates seven thousand feet, our cruising altitude. The captain levels the ship off. Our air speed climbs rapidly. We're really on our way now. Although we seem to be hanging almost motionless in space we're creeping up on that two hundred and twenty miles per hour called for in the flight plan. engines, two big, fat, round friends on each side, settle down to a steady "hrumph growl growl - hrumph growl Weather man, above, goes over the possibilities of local disturbances along his route with the pilot. Below, the propellers snap into action, the captain of the flagship "Albany" takes a salute from uniformed officer, and the big transport glides off to the runway for a takeoff.





Over busy LaGuardia field the flagship circles, waiting for the "come on in" signal from the control tower; below nearly a dozen ships rest on the concrete area of the terminal.

growl." Somehow they each seem to achieve a distinct personality, a sort of dignified assertion of their might.

We're flying along the west leg of the Goshen range. Gradually the high whine in our earphones increases as we approach a position above the station itself. As we get closer and closer the captain cuts the volume down. The big ship never varies five degrees from its course. The altimeter moves slightly. Either the stewardess or a passenger is walking back in the cabin. Even the weight of

one person will disturb the delicate balance of our twenty-four-thousand-pound air liner.

At twelve forty-four, the whine in our earphones reaches a peak, then drops off to silence. We're directly over the Goshen range station. It took us a minute longer than our original estimate. The first officer picks up his microphone again.

"Flight ten to Chicago."

"Chicago."

(Continued on page 128A)

Power Tool Speeds Metal and Leather Crafts

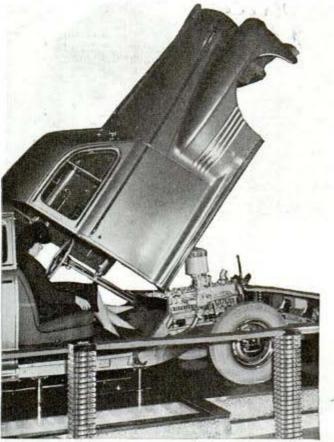
Three uses for electric plunger tool; top, left, hammering copper plate; right, tooling piece of leather and, below, filing opening in pen tray. Bottom, left, the tool with various heads and special holders

Performing functions for the craftsman and hobbyist previously done only by slow hand methods or specialized machines, an electric hand tool produces reciprocating plunger strokes to speed up art-metal working, leather tooling, and showcard and stencil cutting. Weighing one and one-half pounds, it hammers at the rate of 800 strokes a minute, the length of the stroke being adjustable from three-eighths to one and one-eighth inch. The tool accommodates a wide variety of interchangeable heads, points, files and other attachments for hammering, sinking, piercing, filing, chasing and engraving soft metals such as

copper, brass, silver, aluminum and pewter. It files metal rapidly and with ease. A special set of stamping points and punch designs is available for tooling leather. Operation is simple. Attach the proper head, press it against the material, turn on the switch, and the tool does all the pounding. Power from the motor is delivered to the plunger through an intermediate spring mounted in such a way that the hammering action continues even if the tool is jammed forcefully against the work. For work requiring close guidance, a holder keeps the head from jarring out of position, and another serves as file guard.

Car Body Splits Wide Open to Show Engine and Interior

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Pressing button lifts entire front part of auto body to permit inspection by spectators of engine and seat arrangements

At the touch of a button, a tricky exhibition automobile raises half of its body, including the hood, so visitors may examine its engine and interior construction. The body pivots on a hinge at the roof just above the backrest of the front seat.

Electric Plant of Modern Sky Liner Could Light a Row of Homes

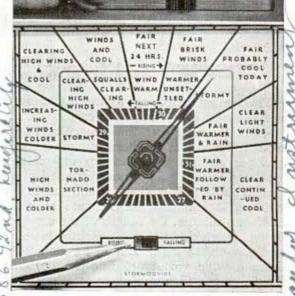
Modern passenger planes use enough electric power to supply the needs of a row of houses. Power requirements of the sky liner have risen from two kilowatts in 1929 to fifteen kilowatts in the Douglas DC-3, typical transport plane of today. Two generators attached to the engines provide twelve-volt current to charge the storage batteries. About seven per cent of the electric power is used for operating the ship, seventy-three per cent for navigation—radio, de-icers, etc.—and the rest for serv-

ice, chiefly lighting. In the hundred-passenger plane of the future engineers say there will be four engines driving four 7.5-kilowatt generators delivering alternating current at 115 volts.

Home "Weather Bureau" Makes Forecasts

K1141-

Weather conditions are predicted by a home "weather station" combining a thermometer, humidity gauge and barometer in one unit. It is the barometer, mounted in the center, that acts as prognostigator. In addition to indicating the degree of atmospheric pressure, its needle points to two different predictions, one to be read in a falling barometer, and the other when it is rising. To tell the direction of the barometer, you first note the position of a red signal below the center of the dial. This signal shifts from side to side between two openings marked with the words, "rising" and "falling." ormoguedo



Top, "forecaster" consists of three instruments to indicate weather; bottom, close-up view of barometer

POPULAR MECHANICS

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SECRETS of the MAGIC" THEATER

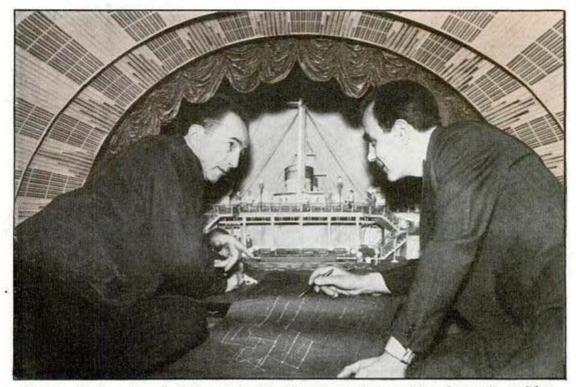


OMPARATIVELY few of the patrons who have purchased more than 48,000,-000 admission tickets in eight years have walked out of Radio City Music Hall in New York City's Rockefeller Center without wondering: "How do they do it?"

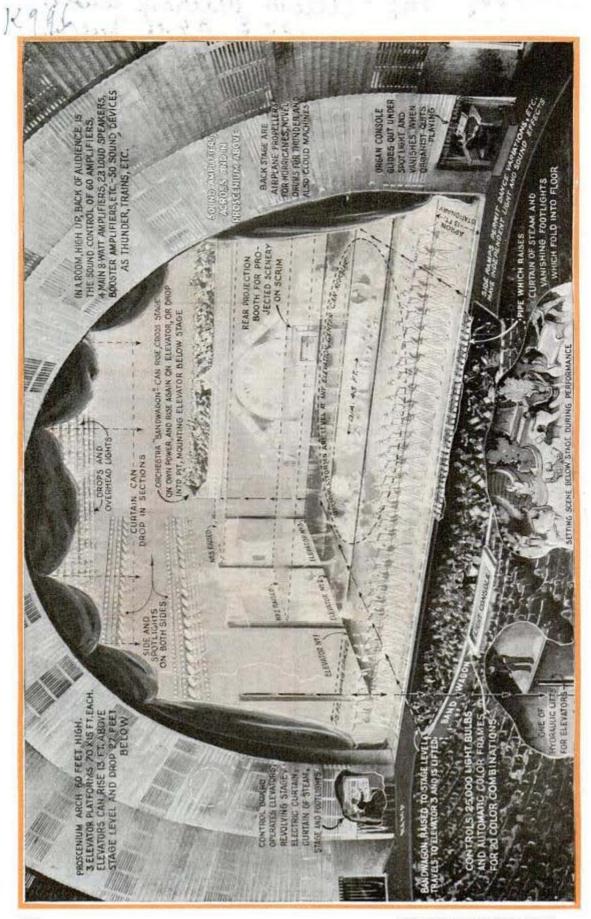
Amazing theatrical effects have caused thousands to call it the "magic" theater. Apparently instantaneous changes of elaborate spectacles occur. Huge stage settings rise or disappear at unpredictable moments. Whole scenes including large

numbers of dancers take a sudden notion to whirl in circles while up in the air. An orchestra of 100 pieces drops out of sight and reappears backstage a little later high above the bewildered audience. A bandwagon rises from orchestra pit to stage level, rolls back and seemingly floats in the air while the musicians continue playing.

Puzzling the audience is good showmanship and is worth money. So for years the management of the largest theater in the world kept secret many of the methods



Top, sound mixer at panel which controls sixty microphones, sixty amplifiers, four main amplifiers, twenty-three loud speakers and other equipment. Bottom, planning scene with model of the vast stage

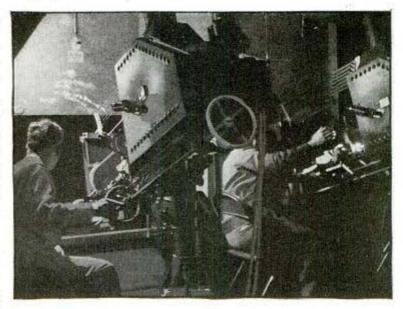


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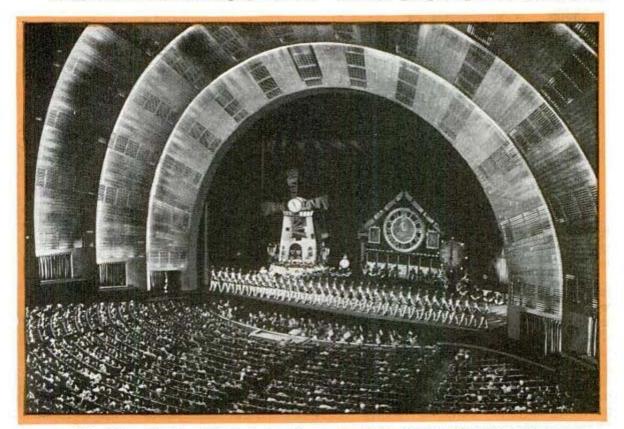
used. Some they are still shielding. However, they are now willing to reveal that the theory behind all of the apparent magic is simply this: modern mechanical devices are faster than the hand and the hand is faster than the eye. So, with a wealth of mechanical equipment aided by unusual lighting effects, a whole stage scene may be figuratively snatched right from under the noses of the audience time and again without the patrons discovering exactly how it is done.

The secret of the trick

stage lies in the fact that it is not a stage at all in the ordinary sense, but instead consists of three fifty-ton hydraulic plunger elevators, seventy feet wide and fifteen feet deep. These elevators may be lifted thirteen feet above "stage level" or dropped twenty-seven feet below, singly or together. Thus, for example, while two



rows of dancing girls might be performing on two of the elevators, the third might be loading up with a third group down below. A quick and complete blackout for a very short time would permit the stage director to drop two elevators and raise the third so that when the lights came on, an entirely different group of girls in different cos-

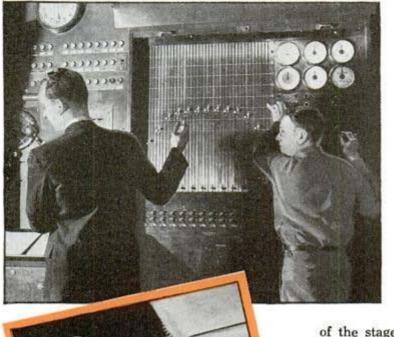


Top, giant spotlights used in the theater. Some are handled by individual electricians, but most are controlled from master console. Bottom, view of great stage, with a scene being presented

JANUARY, 1941

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and a partial turn while the elevators rise not only produces a new setting, but puts it at a different height, which is confusing as well as entertaining to the audience.

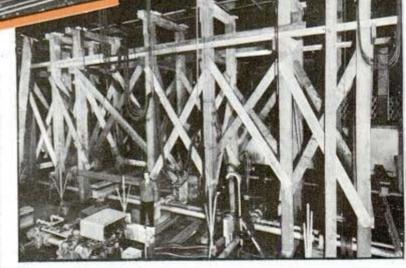
To the three stage elevators, add one more: the elevator in front of the stage which supports the orchestra "bandwagon." This lift may be brought to stage level, or above. Again, it may be dropped twenty-seven feet under the audience. The huge bandwagon, in turn, is self-propelled by electric motors and batteries so that, lifted to stage level, it can move back onto one

of the stage elevators and then continue its journey upward. Or, it can be dropped below, into the pit, shunted to the rear and placed on a lowered stage elevator, then lifted high above the stage. Accomplished in the dark, it is a very effective stunt.

Since practically all stage and scene legerdemain depends upon the slowness with which the eye accustoms itself to darkness following brilliant light, a complete blackout is necessary for the trick effects. This again is accomplished by clever mechanics. In addition to 25,000 light bulbs, any

tumes and in a different setting might be doing a different routine.

To make the possibilities more intricate, a sectional revolving stage forty-three feet in diameter is built into the three elevators. Thus with the three rectangular elevators locked, they can move up and down together while the revolving stage turns. Since the revolving stage can be made to hold a number of complete scenes and casts, a blackout



Top, control board for handling three-ton curtain. Center, console controls more than 25,000 light bulbs. Bottom, backstage

number of which may be lighted at one time, 206 spotlights are used. Thirty-six of these spotlights are of the huge arc type capable of throwing a "spot" 190 feet and require about thirty seconds for the carbons to cool. Obviously unless all of these lights were extinguished instantaneously and the glow from the huge carbons was halted, there could be no blackout.

To douse thousands of light bulbs and 206 spotlights in an instant, the theater uses a remarkable piece of mechanical equipment called a light-control console which looks like an oversize telephone switchboard. By pre-setting the 4,305 vari-colored handles on this board, the throwing of a single switch performs what seems to be miracles of illumination. If a blackout is needed, a switch not only turns off the light bulbs in unison, but also causes thirty-six little motors to drop thirty-six shutters over the arc spotlight lenses. The same board regulates changes of light colors throughout the whole auditorium, whether it is to shift one spotlight from blue to purple, or to produce fifty combinations.

Each of the 25,000 light bulbs, which range from two to 5,000 watts and total 3,500,000 watts, has a tiny track running in front of it. Hundreds of little motors cause thousands of gelatin color frames to travel in these tracks. By setting a group of handles on the control machine and throwing a switch, the electrician at the light-control console can move color frames in front of thousands of bulbs and the whole light scheme can be changed.

The machine, through thermionic control, which works on a principle similar to that of radio tubes, will also regulate the dimming or brightening of the lights at will.

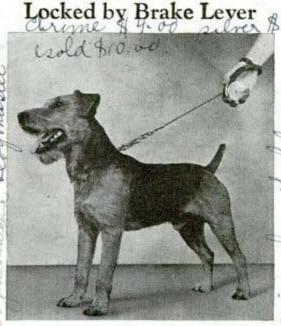
To the trick stage and trick lighting system, add such novel mechanical equipment as vanishing footlights which become a part of the stage floor, permanent fixtures which produce torrential rainstorms, fireproof snow storms, a hurricane effect by the use of airplane propellers and clouds from an imported cloud machine. The combinations of magical effects become numberless.

Even the curtain, the largest in the world, weighing three tons, is a puzzler. Normally it closes the proscenium, a gap sixty feet high by 100 feet wide. Yet, without the curtain being lowered, sections can be dropped independently to frame a single performer, or two groups.

(Continued to page 146A)

JANUARY, 1941

Automatic Reel for Leash

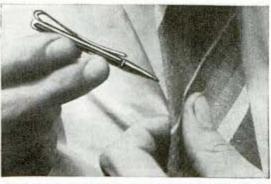


Aluminum reel, conveniently attached to wrist strap, has brake and release levers controlling leash

With your dog's leash wound on an automatic reel, you can hold him in check or give him the reins by simply flicking a lever. The brake lever is pressed to grip the leash firmly, and pressing the release lever permits the dog to run without restraint. The aluminum reel contains six and one-half feet of waterproof cord. A wrist strap gives it a comfortable grip.

Combination Pencil and Tie Clip Does Double Duty

Without losing any attractiveness, but doubling its usefulness, a tie clip made in gold-plated metal contains a mechanical pencil which uses standard leads. It is available in several styles. While not in use the pencil is concealed inside the shirt.



Pencil is behind shirt when the tie clip is in place

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Specially Built Cars Hint Tomorrow's Designs

Automobile stylists swung far

toward ultra-streamlining in designing these two cars, giv-ing a "preview" of the car of tomorrow. Left, Chrysler's special Thunderbolt, and, below, the Fireball made by Buick

Automobile designs have turned to the extreme in streamlining at no sacrifice to beauty of style. One example is the model fifty Buick Fireball, designed by Harley Earle, supervisor of General Motors styling section. This car has a 125-horsepower engine. Ultrastreamlining for the car of tomorrow is forecast in the 143-horse-

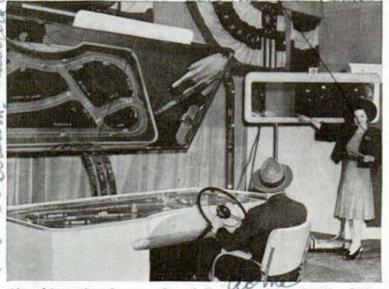
power Chrysler Thunderbolt, an eightcylinder car, costing \$8,250, designed by Ralph Roberts and built by LeBaron. The all-metal top folds forward and backward automatically. All windows are opened and closed by power from a hydraulic pump.

Odrit i mu Miniature Course Tests Drivers for Faults at the Wheel

Unsuspected weaknesses in the driving technique of individuals are often disclosed through tests with a miniature driving

course that indicates in detail the ability of the man seated at the wheel. Spread out before the driver submitting to a test is the

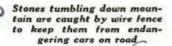
> Aetna "Drivorama," a complete maze of highways, streets and intersections covering a flat surface seven by eight feet. As he manipulates the controls, the driver guides a tiny car over this traffic system, where he meets all sorts of hazards and obstacles like those encountered in actual driving. It takes only one and one-half minutes to complete the test, and from results shown on the scoreboard the driver learns his faults and limitations so he may correct them or compensate for them in handling his car.

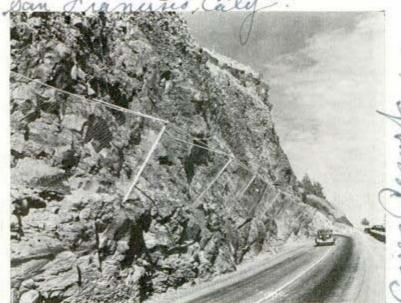


After driver takes the one-and-one-half-minute test on this tiny driving course he glances at scoreboard to learn his faults in handling the wheel

Fence Guards Mountain Highway from Rocks

To protect motorists from danger of rocks falling on mountain roads, a new type of highway fencing is being tried out in California. A heavy wire mesh, similar to that used on large estates, is stretched on steel posts set in concrete approximately at right angles to the rocky slopes. Not expected to stop massive slides, the fence halts large stones and keeps debris off the roadway.





Fishing Weather' Barometer Is Hung on Tree at Resort



Anglers who like to fish "on a rising barometer" can estimate their chances of a good day's catch with the aid of a barometer hanging on a birch tree at one Wisconsin resort. To protect it from ravages, of the elements, the proprietor suspended the instrument inside an inverted glass jar, which is clamped to the tree by two galvanized-iron bands. A coiled wire clinging to the inner surface of the jar by spring pressure, serves as a bracket to hold the barometer. There is also a thermometer mounted on the opposite side of the tree.

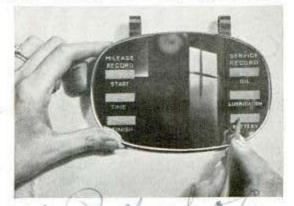
Barometer suspended in glass jar and fastened to a tree aids fishermen in judging if weather is right for fishing

Writing Space on Automobile Mirror Handy for Keeping Records

Auto drivers can keep daily records of trips and car servicing on the face of a rearview mirror that may be attached to the holder already in the car. To left and right of the mirror surface are groundglass sections which will take pencil markings, one side consisting of a mileage record including date of the trip and gas consumed, the other side having space for data on oil, lubrication and battery service.

Oblong white spaces on rearview mirror are ground so information about trips and service can be written with pencil

JANUARY, 1941



Creating SIGHT EFFECTS



destroyed. There was a gripping realism to the scene, so much so, in fact, the televiewer felt as if he were watching history in the making, not merely a preparedness-day demonstration involving toy ships floating in a tub of water against a backdrop of skyscrapers nine inches high.

Here, as in scores of telecasts, the miniature—more familiarly minnie—has proved its worth. For years, the minnie has done wonders for Hollywood, making possible submarine disasters, hurricanes, aerial dog fights, bridge collapses—spectacles that would not be possible to do in any

Top, projection kaleidoscope for sight symphonies during intermissions. Circle, animated figure for television cartoon. Below, model church burns for television spectacle

ON THE television screen, a cordon of battleships could be seen bottling up the busy, unprotected harbor. From a vantage point a military commander described their maneuvers as they jockeyed into firing position.

The harbor was doomed. Ships, tugs, and wharfs were about to be blasted to smithereens and the city reduced to a shambles. In an hour or so its cloud-scraping buildings would be shell-pocked or

POPULAR MECHANICS

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Building these effects, coupled with kindred chores peculiar to the medium, has given rise to a new profession: the sight-effects man. He's a key man in television. more important in his sphere than the soundeffects man is in broadcasting. Even in the ham-and-egg period that lies ahead for television in its struggle to gain a foothold, the video-effects man will be much in demand, and officials close to the picture intimate the rewards will be great for those well grounded in mechanics, modelmak-



12927



Animated by a flexible shaft, the frog (top) "breathes" with a rubber bag pulsated with air. Center, William Eddy "makes rain." Right, animated donkey carries intermission sign across screen

ing, cartooning, and the like, yet possessing a showman's touch imagination and enterprise.

First full-time practitioner in this field is NBC's William C. Eddy. Movie-effects men spend months of time, and money by the barrel in making their miniatures—to cite but one case, \$25,000 was poured into the one that was used to film the Chicago fire of 1871—but Eddy can't. His budget wouldn't permit spending a fraction of that amount on his effects. So out of sponges, iron filings, kitchen matches, corn flakes, plaster of paris and whatever else happens to be handy, he turns out scale model towns, houses, and other exteriors that would be both impossible and impractical to build within the studio.

Since the days when television was only a laboratory infant, the fundamental problems of programming have been apparent. Chief among these has been the size of the screen, which, roughly, is the equivalent of a man's hand-kerchief folded once. By the deft

use of the three cameras at his disposal, the director can shift from set to set in the Hollywood manner, go in for trick angle shots, close-ups and other artifices so that the televiewer remains unaware of the limitations of the television set.

A condensed version of the opera "Tristan and Isolde" set the pattern for one of the most widely adopted uses of the minnie to tie in with this camera procedure. Eddy built a scale model of a conventional set, placed two figures on a bench to one side of it. When it came time for the love scene, the director began the sequence by having one camera, mounted on a moving-picture dolly, make a full shot of the model. The camera then was moved in closer to the set, and in so doing, was set to make a horizontal sweep in order to center attention on the bench. When the camera had advanced



1827 X1867

to a point where the figures began to dominate the screen, a switch was made to a second camera, this one registering the two principals in a similar position on a fullscale duplicate of that part of the set that had been in the No. 1 camera's range an instant before.

Though there are three cameras trained on a set at one time, only one's output is on the air at any time. By switching from one to the other, the director, in effect, edits the telecast much as a movie cutter does when a picture's shooting schedule is completed.

For the operetta, "Pirates of Penzance," a miniature castle was used as a curtain raiser, and from this the camera cut to the interior of a regular castle set where the action began. A model in the proper perspective supplies a convincing illusion but its showing on the screen must be very brief, otherwise it's apt to be detected and illusion destroyed.

A play based on life on the Erie Canal in the 1850's indicated the possibilities of combining models with stock film shots. A canal resembling the Erie of old was spotted in Pennsylvania and a camera crew was dispatched there to shoot documentary material, including some footage on its antiquated wooden locks opening and closing. Upon their return the special-effects crew set to work on a small-scale reproduction of a portion of the canal with a boat and working locks. Overlooking the locks was built the Hennessy Hotel in accordance with the description furnished in the novel from which the play was taken. When the voice of a narrator began a historical prologue, picturesque shots of the canal in Pennsylvania were shown, following which, the ike camera focused itself on the working minnie, going from there to a fullscale set inside the Hennessy Hotel.

An exciting bit of air drama was incorporated into a Pacific coast program, "Vine Street," television's first serial. In one scene, the audience saw the players in a regular plane but in the subsequent scene the ship was supposed to go into a tailspin and crack-up, so the camera switched to a miniature controlled by wires.

In radio, when the hero shoots a blackguard, it's a relatively simple matter for a sound-effects man to whack a leather cushion with a stick, whereas in television the sound must be supplemented with

(Continued to page 127A)

Removable Button Center Changed to Match Dress



Center portion of button comes off easily so different color may be substituted to match shade of dress

Many choices of two-color combinations are made possible with buttons having removable centers. Both the center section and outer part are available in about twenty shades which may be combined to match colors of the dress. The center portion may be attached or unfastened without removing the button from the garment, so the wearer may change the color combination to harmonize with a change of trimmings or accessories.

Plastic Grill over Kitchen Fan Slips Off for Cleaning

Adding a decorative note to the kitchen, one type of ventilator fan has the unsightly blower concealed by an attractive grill. Made of white plastic, this cover may be lifted off easily to clean it by washing with soap or to oil and service the motor and fan.



Iseneral Electric

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Plane Catapult Made Safer by Speed Indicator

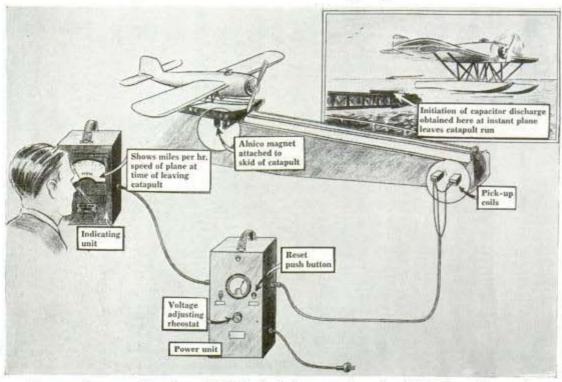


Diagram shows operation of speed indicator, including magnet on catapult skid, two pick-up coils, power unit and instrument that gives speed in miles per hour. Inset, seaplane leaving catapult

Much of the hazard in catapulting airplanes from ships is eliminated by a speed indicator that shows how fast the skid travels so proper adjustment may be made. The tester, designed in General Electric laboratories, includes two coils mounted a foot apart at the end of the catapult runway and a permanent magnet attached to a skid on the catapult. As the skid, carrying its magnet, whizzes past the two coils, voltage impulses are set up first in one coil and then in the other. The time interval between these two impulses is registered by a needle on a connected instrument indicating the rate of speed, which should be great enough to hurl the plane into the air, yet slow enough to avoid injury to pilot, and unnecessary strain on the plane.

Drill-Press Attachment Oscillates the Spindle for Sanding

\$ \$13. 85 Deceproof

Gear reducer mounted below motor at extreme right .

Any standard commercial drill press can be converted to perform the work of an oscillating drum sander by equipping it with an oscillating unit that imparts an up-and-down motion to the spindle. Thus, instead of remaining stationary the spindle is given 200 working strokes a minute, which can be adjusted to any length between one-quarter and seven-eighths inch. This eliminates the usual grooves and ridges resulting from ordinary spindle sanding, and gives the stock a satin-smooth finish that requires no subsequent hand work. The mechanism consists of a gear reducer run by a belt from the lower idle motor shaft. An adjustable connecting rod

POPULAR MECHANICS

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leveloped by the marthospyla from a crank on the gear reducer reciprocates the spindle rocker arm. Once installed, on the drill press, the attachment need never be disconnected, since the rocker arm slides freely on the feed shaft unless the thumbscrew is tightened. Mixing stiff liquids, lapping close-fit holes, die grinding, and

K1142. Powdered Blood Plasma May Save Lives in War

edge jointing and planing are oth-

er uses for the oscillator.

Powdered blood plasma, which is easier to transport than fluid plasma, probably will replace present blood banks used for transfusions in wartime, as well as in civil practice, if tests now being made prove successful. Plasma is blood to which an agent has been added to prevent clotting and from which the red-blood cells have been removed by centrifuging. In fluid form it has been as effective as whole blood for transfusions. and can be stored safely for long periods, and transported without altering. It is ready for instant use, without blood typing procedures, and can be injected fairly rapidly. The dried, powdered variety, recently developed, can be made ready for use quickly by mixing with water. Experiments are now under way to test its effectiveness, and methods of producing it in large quantities are being sought.

Bryn mawi. "Photo Card Keeps Spies Out of Factory



Photographing employe in front of height scale, with camera adjusted to frame face. Identification card is at lower left

To keep suspected "fifth columnists" and other unauthorized persons from entering factories engaged in national defense work, a camera unit produces identification cards bearing the employe's photograph, description and registered number. The camera is prefocused, standardized lighting is used and no special skill is required to operate it. The "passport" photograph is taken of the worker's face with a scale in the back to show his height.

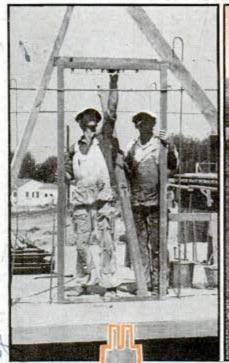
Roller Bumper Helps Scout Car Climb Out of Ditches

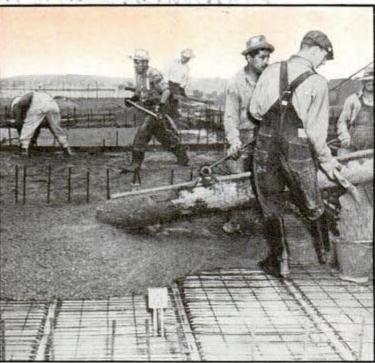


To carry advance observation squads, the United States army has adopted a rugged scout car with a roller in front that comes into use when crossing ditches or when the front wheels become mired. The car has a four-wheel drive and carries guns mounted on each side of the body, which is protected by armor plate.

Roller extending before the bumper carries armored scout car over low obstructions and keeps front end from bogging in marshy ground

1046





LOW COST HOMES



HOUSES built to last like medieval castles but at a cost comparable to that of cheap, flimsy shanties—this is what Los Angeles county is now doing in a vast pro-

gram of slum clearance.

The expected longevity is due to the durable materials—steel, concrete, and brick—which compose almost everything but the doors and windowpanes. To get these expensive materials at such low cost, mass-

Left, leveling up pre-fabricated door jamb, one source of large savings. Right, pouring first floor over wrinhled metal torms. (Photo courtesy Fabriform Concrete Products Co.) Below, spraying precast stairs with Sealing compound

production methods totally new had to be devised—and as a result, true line production has been applied to housing at last.

Just how long these steel-ribbed structures will last is a matter of conjecture, for there never were such houses before, and therefore no tests on which to base estimates. Officials say

that if they last sixty years they will have been profitable, but unofficial experts have predicted their duration for centuries.

The houses are being built as great apartment cities, to be rented by the county, but there is no reason why the same methods should not cut the cost of private homes until everyone may own one, pass it to his children, and their children, for generations. Apartments contain an average

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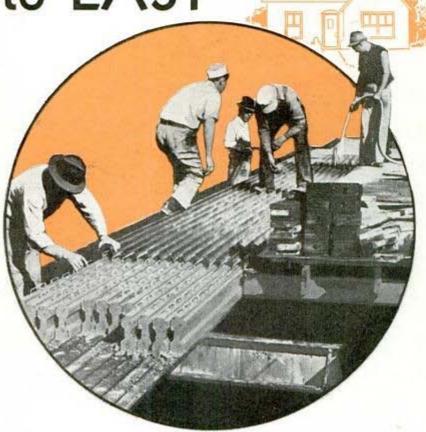


BUILT to LAST

of four and one-half rooms per family unit. Cost of the first of these was \$2,700 per unit. It slipped to \$2,600 on the second, \$2,100 on the third, and is expected to drop below \$2,000 on the fourth.

Let's have a look at the construction to see how this miracle is possible. Foundation trenches, made by machine, are filled with concrete. Then the first mass-made units -precast concrete joists -go into place. These are factory east on a production line by pouring dry, high-grade concrete into metal forms, which are vibrated constantly to insure smooth surfacing. As soon as the forms are filled, joists are extruded and sprayed with a sealing compound to prevent water evaporation.

These joists span the foundations, Across them



Top, concrete being hoisted from mixer to second floor. Inset, exterior of structure. Note huge beam separating floors. Circle, extruding precast joists from their forms

R1046

are placed great metal form sheets. factory stamped out in mass-made lots. They are twenty-six-gauge metal, and "wrinkled" for greater strength. They make a solid surface over which is poured concrete for the ground floor. Second floors use a somewhat different technique. Supporting beams are poured in place, for weight would be a considerable factor in handling them if they were precast. However, mass-production methods are still used. The forms for them are all numbered, and after they have been used, they can be removed and taken to the next building. For the second-story concrete floors, forms are placed





Top, putting section of partition in place. Center, one of the completed apartments. Bottom, space between inner and outer walls of brick is filled with moist concrete which flows into joints

below, to be removed when the "mud" has set. These forms are metal, and can be used repeatedly without sign of wear.

When the main structural walls are of concrete, the same type of forms is used. Reinforcing bars that support floor and wall concrete, too, are factory joined. They come as panels to the jobs, and are placed in a few minutes.

In some cases, the main walls are brick. Here there is little evidence of line production, but there is a new method being used which will make these brick last longer than any have before. This process is known as groutlocking. Each wall contains an inside and an outside thickness of brick, slightly spaced between each thickness.

K1046

This space contains many vertical steel reinforcing bars, which tie to the foundation, and as every few rows of brick are laid, a rich, wet concrete is poured into the crevice. This makes a wall that will withstand almost anything short of artillery fire.

Extremely interesting are the stairways, for here mass production has reached a high perfection with enormous savings. When the reinforced concrete walls of the stair-well are poured, special forms provide reinforced concrete stair foundations, which protrude three inches from the main wall itself, and are anchored top and bottom to concrete floors. Over these are placed mass-produced, precast concrete steps.

These steps are cast similarly to the joists, by pouring dry concrete into forms, vibrating vigorously, extruding quickly, and spraying with a sealing compound. But they obtain a much finer surface. When they have been extruded, they are like glass; there is not a rough

spot on them.

High cost of openings has been cut to the bone by more line production. Door and window frames are all prefabricated metal, delivered from the factory ready to be put in place. When the walls are brick, they are anchored between the crevices provided for groutlocking; when concrete, the frames are placed, and the "mud" is poured around them.

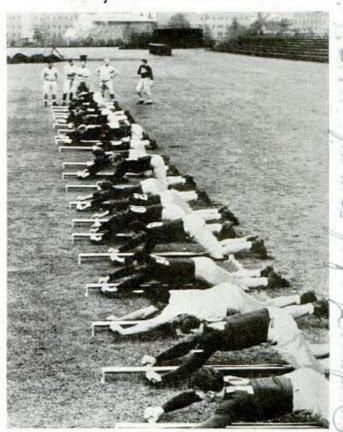
Interior partitions are made cheaper than ever before by erecting sections of studded metal lath, which have been mass produced by machine to fit exactly the dimensions of the room, and covering them with two inches of solid cement plaster, tinted in attractive tones. These walls are not only cheap and sturdy, but they have an important sanitary feature. When a family moves out, the apartment may be cleansed by washing it down with a hose.

Floors are covered with patent flooring that can be replaced oc-

(Continued to page 126A)

JANUARY, 1941

Muscle Stretcher Hardens Players for Football Game



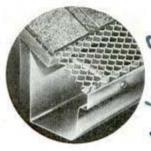
Football players take exercise by arching bodies on muscle stretcher that weighs but sixteen pounds and is easy to store

To limber up their body, arm and leg muscles, football players at Fordham University take exercise with a muscle stretcher consisting of sliding grip-bar supported by a chrome-plated metal tube. It is claimed that two minutes a day with this machine is equivalent to several hours of exercise by other means. The apparatus weighs sixteen pounds and dismounts for storing in closets at home.

Anti-Clog Netting over Roof Gutters Stops Twigs and Leaves

Stoppage of roof gutters can be prevented with a special netting that forms a screen extending from the eave to the outer edge of the gutter to keep leaves and other obstructive debris from entering the trough and becoming lodged in the downspout.

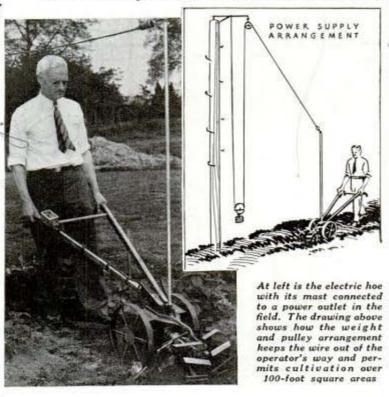
It also guards against birds building nests in the gutters. The netting is made to fit any gutter.



43

1070.

Electric Hoe for Garden Work Is Built from Standard Parts



An electric hoe that takes much of the work out of farming and gardening has been developed by a Seattle power company, and although not on the market in finished form it can be built in the home shop from standard mechanical parts. Designed to take the place of the ordinary hand cultivator, it draws power from electric poles set every 100 feet through the field, and with a supply wire connected with proper pulley and weight arrangement it will cultivate 100 feet square. The motor is a one-half horsepower, 110-volt, 1,725 revolutions-per-minute, dustproof type connected to

the reduction gear by a heavy-duty flexible coupling. Motor, reduction gear and cutter wheels are mounted on a frame with two fourteen-inch cultivator wheels.

"Upside-Down" Pruning of Trees Yields Knotless Boards Col. 4

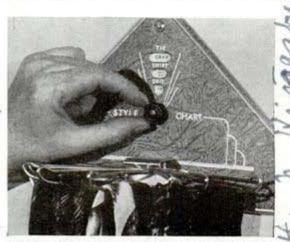
By pruning young pines and other evergreen trees in an "upside-down" fashion, a Russian experimenter claims he can produce logs twenty or more feet long that yield boards entirely free from knots. He permits the tree to develop a bushy growth near the ground until it is about eight years old. From that point its central growth axis, or leader, is prevented from

producing any more branches above this ground-hugging bush, simply by pinching off all side buds. Thus the leader grows into a slender, pole-like sprout, deriving its nourishment from the bushy branches near the ground. When it has reached a height that will yield a log about twenty feet long the tree is allowed to branch out and form a normal top. Growing in this way, the central portion of the trunk leaves no branches embedded within to become knots when the log is finally sawed into boards.

Chart Helps Match Colors of Suit, Shirt and Tie

K1140

Offering a quick method of determining how to be well dressed, a dial embodied in a necktie rack indicates the correct color combinations to observe in selecting your suit, shirt and necktie. For instance, knowing the color suit you will wear, you simply turn the dial to find what shades of shirt and necktie will make a proper ensemble.



You can learn whether the colors of your shirt, tie and suit are properly matched by turning the knob

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44

Army's 'Big Bertha' Cameras Map Huge Areas

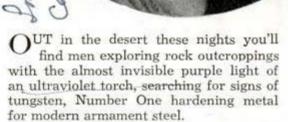


Army photographers capture thirty-six square miles of terrain with a single snap of their latest aerial mapping cameras from their photographic plane at four miles altitude. Right, "Big Bertha" camera—a forty-inch focal length camera being directed from pear-shaped opening in door of plane. Above, cameraman inhaling oxygen as he operates wide-angle aerial camera in plane high above ground

Above, photographer directing pilot through telephone in order to position plane above area to be mapped. Bottom, latest photographic plane in flight. Its cabin is electrically heated so the crew may operate in comfort at 25,000 feet. Pilot, navigator and cameraman use throat microphones which pick up laryngal vibrations and do not interfere with supply of oxygen from cylinders on walls



PROSPECTING



Prices are rising steadily and mining men remember how, during the World War, tungsten jumped from \$7.50 per unit of twenty pounds to as much as \$128. That's what is drawing prospectors to old workings and the dumps and tailings piles of gold mines, searching for a metal neglected since the last war boom.

Modern prospectors work at night, using a new technique, because tungsten literally announces itself before their eyes. If the purplish light from a cold quartz tube strikes scheelite, ore of tungsten, an intense blue glow shines out. If they're panning, they may find a heavy, light-brown sand collected in the bottom of the pan, along with the black sand, the gold and the garnets. When they turn a quartz lamp on it the sand may glisten with myriad brilliant points of blue light. That's scheelite dust, and they know they're on the track of tungsten.

More than 300 minerals share this queer

Top, left, examining abandoned mine tunnel with quartz lamp. Right, light portable outfit contains battery and highvoltage transformer for operating quartz lamp. Below, testing pan of concentrates with black-light lamp. A blue glow reveals presence of tungsten ore

Ultraniole



JANUARY, 1941 47

card the worthless rock as they go along, (Continued to page 114A) K1130.

Tracer Bullets Show Marksmanship of G-Men



Glowing paths made by tracer bullets show expert marksmanship of G-men in night exhibition

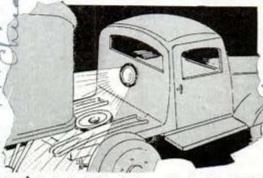
Tracer bullets fired from machine guns by federal bureau of investigation agents gave a visible demonstration of marksmanship in a recent night exhibition of shooting at the Quantico, Va., range. The fusillade drew sharp lines of light against the darkness, which were caught by a camcraman, indicating the paths of bullets.

Giant Stoplight on Rear of Truck Reduces Collision Peril

Better protection against collision is afforded by an enlarged stoplight for trucks. Clearly visible for a distance of 1,000 feet, the lens shows a bright warning signal seven inches in diameter. It is available either for flush-type mounting or with an angle bracket. Fitted with a special white lens, the lamp may be used as a backing light for a truck cab, and also spreads a brilliant light to aid in connecting the truck with a trailer at night.

Safe Auto Driving Begins at Forty,
Accident Figures Indicate
Drivers in their forties have the lowest

accident rate, but this does not mean, according to an analysis by Dr. Harry R. DeSilva, of Yale University, that they have more skill than younger drivers. In his opinion, they have learned that it is easy to slip into a speed beyond the limits of their capabilities and that it pays to resist this temptation. A greater accident rate exists among elderly persons, which Dr.



Seven-inch stoplight, above, on back of truck; battom, white light on truck helps connect trailer

Levelal POPULAR MECHANICS

DeSilva attributes to a failure to recognize the slowing of their sensory and motor faculties. The peak of accidents is found in the twenties, probably because many young persons have the confidence of an expert driver but not his experience and ability; nor do they possess the necessary insight into their own defects and the ability to compensate for them

Dummy of Average-Size Driver Helps Build Comfort in Cars

With the help of a cardboard figure representing the average-size driver, automobile designers fashion cars to fit the small man weighing 120 pounds and an over-size heavyweight with equal comfort. The dummy, called Johnny Q. Cardboard, was created by Ford engineers who studied government statistics on human proportions to find a pattern for America's average motorist. His dimensions are as follows: Height, five feet eight inches; arm length, thirty-two and three-fourths inches; leg length, thirty-two inches; sitting height, thirty-five and three-fourths inches, and location of knee, two inches above the middle of the total leg length. Johnny has joints at the shoulders, elbows, wrists, hips, knees and ankles. When a new car model is in the making, he aids in locating seats to the best advantage, and in determining the proper foot-pedal reach, leg room, knee clearance and arm spread in reaching the instrument panel.

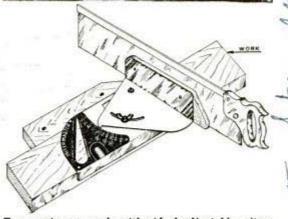


Cardboard man, hinged at ankle, knee, hip and shoulder, helps test new car models for seating comfort

Adjustable Miter for Sawing Has Drill and Rod Gauge

K1143



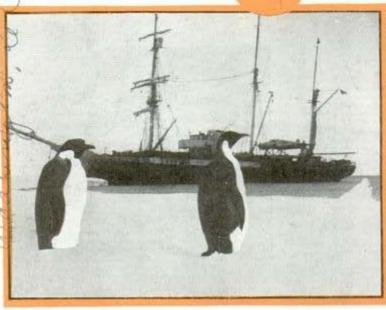


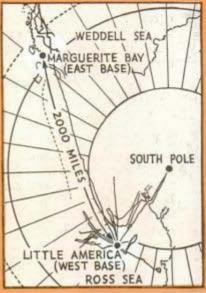
Top, sawing an angle with aid of adjustable miter; bottom, sketch shows details of special features

Serving many purposes besides marking and sawing angles, an adjustable miter is available for carpenters, woodworkers and home craftsmen. The scale plate for setting the mitering guide is marked in degrees from forty-five to ninety, and indicates the exact setting to fit corners for five, six and eight-sided figures. With the pointer set at forty-five degrees it is a square-corner miter; at ninety, it serves as a carpenter's square. There is a square hole which helps locate center of round work, and a tapered slot finds the diameter of drills, dowels and rods up to one inch. A series of holes are used as guides for drawing straight lines along a board from one-sixteenth to one inch from the edge.

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January, 1941 Tord mator Comuch **EXPLORING**



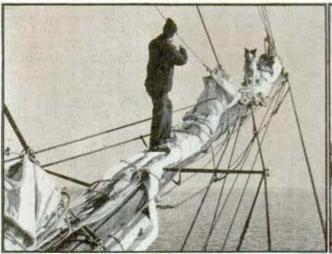


DOWN at the bottom of the world, by the light of a midsummer sun that runs twenty-four-hour shifts, sixty hardy Americans are finishing up an eighteenmonths job that ranks with the world's toughest. Aerial explorers and cameramen are touring the bleak Antarctic on thousand-mile flights over lands and waters never seen by man—wastes where a forced landing far from base might mean blackout in a crevasse or a glacier or a deep-drifted mountain.

From two bases 2,000 miles apart, planes

and dog sleds and skis and snow cruiser and tractor are carrying scientists deep into the polar regions. Meteorologists are sampling the weather. Geologists are sampling cores of the ocean bottom and of Antarctic earth in search of mineral resources. Physicists are sampling the cosmic rays, other specialists are studying terrestrial magnetism, the aurora, ocean and land life, glaciers, while every air and shore party is mapping the unknown continent for Uncle Sam.

Aboard the "North Star" and the his-



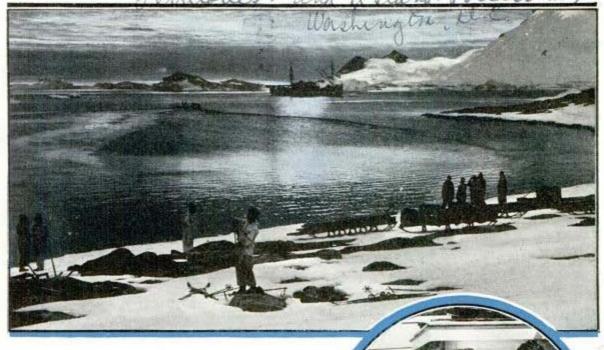


Top, left, penguins greet the U.S.S. "Bear." Right, map shows location of expedition's two bases. Below, left, one of the dogs finds his way far out on the bowsprit of the "Bear." Right, raising flag at East Base

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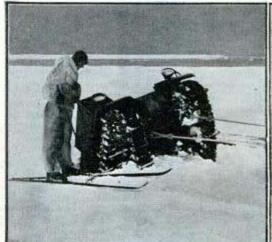
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a FROZEN CONTINENT



toric, sixty-five-year-old "Bear," the expedition put out from Boston for the south seas in November, 1939, under command of Rear Admiral Richard E. Byrd. Two months later, the "Bear" nosed through a smothering snowstorm to make fast to shore close by the "North Star" in the Bay of Whales.

In a matter of minutes the monoplane had been lifted with slings from the



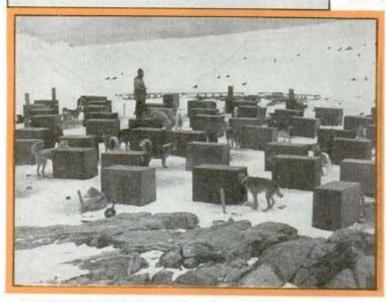


Top, "North Star" in Marguerite Bay, East Base site in foreground. Circle, assembling dog sledges.

Bottom, left, pulling tractor out of crevasse. Right, hoisting seaplane aboard the "Bear"

JANUARY, 1941

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Top, Rear Admiral Byrd, seated, confers with flight crew. Center, dog team hauling supplies from ship to base. Bottom, "dog town" at East Base. Here each dog has its own little "house" for protection against Antarctic blasts

"Bear's" deck and eased to the water, and Chief Pilot Ashley Snow and E.B. Perce, his assistant pilot and radioman, were off on a test hop. Unloading other tons of vehicles and provisions, however, was not as simple as that. There was a lot of laborious hauling from the foot of the Ross Ice Barrier to safe ice high above. When the 75,000-pound snow cruiser was crawling ashore over a sixty-foot steel and wood ramp there was a terrific splintering and the "wheeled dinosaur" crashed to the ice, saved only by the sudden application of full speed ahead, which took it roaring from the brink of the ice barrier to safety a mile inland. And a sixty-fivemile gale whipping across Marguerite Bay on the coast of Palmer Land halted the landing of supplies at the East Base, 700 miles south of Cape Horn, where two Diesel ships had taken part of the expedition in March after establishing West Base near the original site of Byrd's "Little America" base on two previous visits.

Reconnoitering in the air, Admiral Byrd in January had found openings through the ice floes and helped the "Bear" work farther east of Little America than any

vessel had ever reached. Pushing through a howling blizzard, the "Bear" sighted a score of unknown ice islands, capes and bays which altered the maps of Jacob Ruppert coast. Officers spent sleepless watches on the bridge charting the coast and jotting notes of distant mountain peaks. Maps of this region mention explorers as far back as Cook in 1773, but none penetrated into this inland passage discovered by Byrd's seaplane and the "Bear." On one flight, described by Admiral Byrd as "the most productive flight geographically speaking that I have

ever made," more than 300 miles of coastline were charted and 30,000 square miles of unknown territory mapped.

Late in their first Antarctic summer Dr. Paul A. Siple, west base leader, and Dr. F. Alton Wade _made a long flight of eleven hours and nine minutes from Little America to Beardmore Glacier in the twin-motored navy transport plane. They waited days for clear weather. Finally the skies opened, and with a full load of 924 gallons of gas, and five men aboard, the plane headed into the wind and Pilot James C. McCoy lifted it off the soft snow. The course was laid out over paths never before traveled. The first leg extended southwestward for 350 miles across the jagged Ross Ice Barrier. After cruising about two hours a pyramidal mountain peak was sighted to the south. Two hours later the plane reached the eastern portal of Beardmore Glacier, and beyond it could be seen the fascinating Mount Cloudmaker, flecks of cloud forming about its peak. The plane climbed to 9,500 feet, and Navy Photographer Charles Shirley clicked the big camera trained through a porthole in the door.

The aerial explorers pushed down beyond the 85th parallel near the 165th meridian and then headed north and east. The radio

from Little America reported weather there still clear. It was near midnight. The northward movement of the plane approximated so nearly the apparent rate of the rising sun that for more than an hour the same segment remained on the horizon.

At 12:15 a.m. Roosevelt Island was sighted, and an hour later Pilot Mc-Coy brought the big yellow ship down at Little America, ending a journey of 1,150 miles. While the air voyagers enjoyed

(Continued to page 142A)







All photos courtesy U. S. Antarctic Service

Top, taking magnetic observations with "dip circle" on Drygalski Ice Tongue, South Victoria Land. Center, the "Bear" moored to the ice in Sulzberger Bay. Bottom, rescuing a dag from crevasse into which it has fallen

X 110 7

Plane Door Forms Stairway for Climbing into Cabin



Cabin door of big fighting plane converted into convenient stairway by sliding it down built-in tracks

With a cabin entrance door that can be converted into a "stairstep," the new U. S. army Bell "Airacuda," multi-place twinengine fighting plane, does away with the need for extra stepladder equipment for entering and leaving the cabin. The door, opened by sliding it downward on tracks, fits flush with the fuselage when closed. Built into the door are three "trap-door" leaves hinged at the top, which are folded back by pressing a lever to form the steps.

Vest-Pocket Rubber-Stamp Pad Handy for Bill Collectors



Small enough to fit conveniently in the vest pocket, a round pad for inking rubber stamps is useful for bill collectors, attorneys and investigators in receipting bills. There is no danger of ink leaking through the casing or soiling the clothes. A wide rim at the base offers a good grip for opening it, and the hinged cover lifts easily. The pad will take any kind of stamping ink.

Waterproof Glue Made of Plastic Hardens in Four Hours

Glue made of materials that will stand up under conditions which only a genuine plastic can endure is being offered for home use. It is said to be bacteria-proof, rotproof, stain-free and waterproof. Supplied in powder form, it can be made ready for immediate use by simply mixing with a small amount of water. Jobs can be handled within two hours after gluing, and worked after four hours. In laboratory tests it is claimed to have withstood severe strains with no failures at the glue line, although wood failure occurred in every test. Because of the limited amount of water used, shrinkage of both wood parts and the glue line is minimized, making it especially suitable for doweling or joining.

Streamline Body Shield on Bicycle
Gives Little Wind Resistance

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Streamline bicycle shield protects rider's entire body, and "window" cuts glare from auto headlights

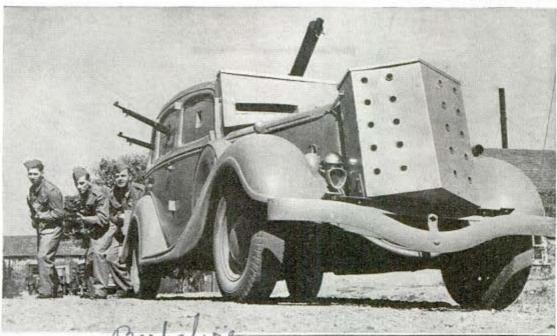
Fastened to the bicycle by straps quickly applied, a removable windshield protects the rider from wind, rain, snow and dust. Due to streamlining, the waterproof shield offers negligible resistance to the wind, therefore does not cut down speed. It also is designed to reduce glare from headlights.

A POPULAR MECHANICS &

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Armored Cars Guard Factories in War Area

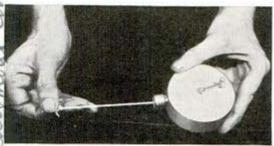


To carry on their work despite grueling attacks from the air and threatened invasion by parachutists, English factories arm their home guards to meet the most severe emergencies. One famous preserving factory maintains an armored car to patrol the vicinity constantly, while lookouts posted on the roof are watchful for possible assailants.

Ready for action, above, armored car has firing ports at sides and slots in front; here it is backed by three members of home guard unit. Right, roof of car opens for machine gunner ready to blast any attempted attack upon the factory



Reel Chalks Line Automatically as Carpenter Pulls Cord



Just pull carpenter's line from reel and chalk, inclosed in waterproof case, is applied automatically

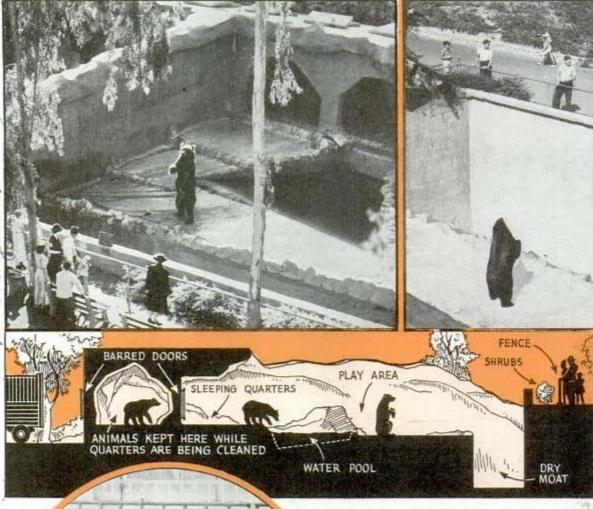
JANUARY, 1941

Saving time for the carpenter, a specially equipped reel applies chalk evenly over the entire length of the chalk line as the carpenter pulls out the line. The chalk is inclosed with the reel in a waterproof casing of non-rusting metal.

¶German fliers are said to carry an emerald-green dye in their life belts which stains the water if they are forced down at sea and helps attract rescuers.

neugral Times

FOILING "JAIL BREAKS"





Top, as spectators see bear and as bear sees spectators from its quarters. Sketch shows cross-section of zoo grotto. Below, hippo cannot step over low barricade

PREVENTING wild animals from escaping, once they have been safely placed in a zoo, is a job that often requires more planning and ingenuity than was used in capturing them.

Many animals live contentedly in captivity because they receive all the fresh air and exercise they need, plenty of food, and privacy when they wish it. Others spend much of their time trying to get away. Monkeys are natural escape artists and of these the orangutans are the worst culprits. These apes are born mechanics which understand the principle of leverage and they delight in taking things apart. An iron rod, if it can be reached, will be used as a

POPULAR MECHANICS

K1047

at the ZOO



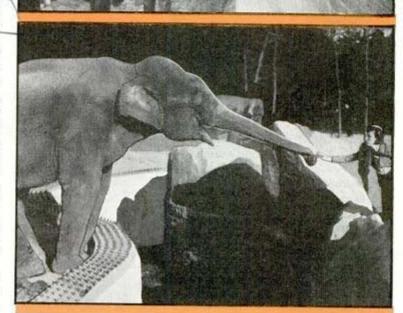


Circle, bear in hospital squeeze cage. Right, lifting elephant from moat into which it had fallen. Bottom, moat separates elephant from spectators

pry to force loose the wire netting of an enclosure. An orangutan will spend days picking and twisting at an iron nut projecting from its cage, trying to work it loose from the bolt. Often it succeeds.

To avoid trouble like that Ralph Virden, construction-superintendent of the San Diego zoo, welds his cages together, and in places where he must use bolts he peens the metal down to lock the nuts securely in place. There are no knobs to the doors of the monkey cages because these would be twisted off in a few days. Door locks would be picked or stuffed with mud if the apes could reach them, so the padlocks are protected by steel plates around which the apes can't reach.

A 600-pound mountain gorilla is a different problem. What it lacks in me-



K1041



bars and can be converted into a squeeze cage so that if one of the gorillas injures itself it may be confined and treated in safety. Each sleeping quarter has an exterior entrance door that consists of strong steel bars. Each door locks at three points for stiffness and is operated by remote control. It takes a special key to get into the room in which the steel doors are operated, to make it impossible for unauthorized persons to open or close the doors to the cage.

Next to the monkeys, elephants need special watching in a zoo. They, too, have a mechanical sense and they try to pick things apart with their trunks. They unlock doors and gates by pulling the pins from the hinges, then use a pin as a hammer to smash anything breakable. Keepers prevent this by welding a nut to the bottom of the hinge pins. In the elephant house at San Diego there are no swinging doors, vertical steel doors being used with electric motors for raising and lowering them. During bad weather or when their field and pool need cleaning, the elephants are lured into their house with food and the steel doors are then dropped behind them.

chanical sense it makes up for in terrific strength. Eight tons of steel, fifty cubic yards of concrete, and 5,000 square feet of heavy wire screen were required to build the San Diego gorilla cage and even then it wasn't complete. Besides the main arena there are two sleeping rooms with steel doors to permit locking the two gorillas into one room while the rest of their quarters are being cleaned. One of the rooms is lined with steel

Top, lion takes its medicine at Gay's Lion Farm, Los Angeles. Circle, monkey taking a clock apart—just for curiosity. Bottom, low fence, but hippo is unable to get over it

A modern zoo is a triumph of protective engineering. Children skip along a path that is separated only by a low fence from hippopotamuses and toss fruit to grizzly bears that appear to roam around at will. Cages and heavy stockades have been replaced by open grottoes and fields except for a few birds and animals. An untamed lion in his grotto seems to be as free as in his native jungle. Nothing but thin air separates him from the spectators, yet the people are safe because the lion can neither leap the moat

in front nor scale the overhanging walls on the sides of his arena.

Each animal is confined in a way to give it as much freedom as its characteristics permit. Hippos can't raise their front feet much more than a foot, hence a low but strong steel pipe fence holds these monsters in. Elephants can't take long steps, hence a narrow moat prevents them from wandering away. Iguanas and other fierceappearing lizards are restrained to



Top, only a fence strong enough to resist their weight is needed for big turtles. Circle, monkey recaptured with net. Bottom, left, American eagles in huge flight cage. Right, opening interior door by remote control so leopard may enter runway

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Robot Gives Correct Time as Service to Phone Callers



© Milwaukee Journal

Self-contained instrument automatically gives correct time to
customers who call the business house by telephone

With a robot that gives the correct time to telephone callers, time service can be made available for their customers by business firms. Working au-

tomatically, a black steel box filled with flashing bulbs, gears and photoelectric cells remains on duty twenty-four hours a day. When a call comes in, a film that contains a recording of every hour and minute begins to function. First a bell rings and then a voice says: "The correct time is 2:39 p.m.," or whatever the time happens to be. To this announcement may be added the name of the company extending the service.

Lights on Car Change with Speed

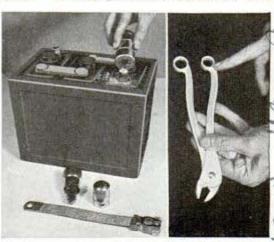
Regulating the speed of trucks, buses, taxicabs and other motor vehicles is simplified by using outside lights, recently

announced, which indicate the car's speed. Their operation is automatic and cannot be controlled by the driver. On top of the vehicle are two brackets, one facing forward and the other backward. each fitted with a set of three purple lights. Another small bracket, mounted on the instrument board, carries three pilot lights connected in series with the others. When the vehicle attains a speed of twenty-five miles an hour, the first purple light on each of the three brackets starts to burn. At thirty-five miles, a second purple light comes on, and at fifty all three lights burn, continuing until speed is reduced. If the vehicle speeds up to fifty-five miles an hour, the horn automatically starts to blow and does not let up until speed is cut below that rate.

Pliers and Post Scrubber Simplify Battery Work

1039

Servicing automobile batteries can be done faster with a pair of special tools now available. The first is two tools in one, consisting of battery pliers with two box end wrenches built into the handles. Wrench openings are five-eightls inch and nine-tenths inch, respectively, and form a comfortable grip that is virtually slipproof. The other tool comprises two wire brushes in one unit for cleaning battery posts and terminals. One



Battery brush is slipped over post and rotated to clean it; right, pliers have wrenches in handles

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Материал, опшишничей овторским право

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brush, located at the end, has its bristles extending inward so when it is placed over the battery post and rotated it quickly removes corrosion. The second brush, for cleaning battery terminal connections, has a metal cap to guard it when not in use.

Clamp Keeps Wheels Lined Up While Car Is Being Towed



Front wheels can be kept in alignment for towing a car backward, with a steering-gear clamp now on the market. Adjustable for length, it fastens to the steering column and one of the

steering-wheel spokes, being attached and removed easily by a wing nut. Pads protect the car's finish at the points of contact.

Transparent Football Headguard Made of Lightweight Plastic

Football helmets of molded Tenite, a tough, lightweight plastic, offer players increased protection. Snug-fitting webbing on the inside prevents the headgear from coming in contact with the wearer's head, giving added comfort and safety. The college colors painted on the inner surface show through the transparent material, which is washable.



Football helmet made of tough, transparent plastic has fabric webbing inside so it won't rest on head

Eastman Kodale Co

Mobile Derrick on a Truck Erects Towers Quickly



Ten-wheeled truck mounting 112-foot derrick sets up power-line tower in half the time normally required

Steel towers to carry power lines in New
Jersey were erected at double the normal
speed with the aid of a derrick mounted on
a ten-wheeled truck with pneumatic tires.
The power line required 150 towers, and
two were erected each day instead of one
a day by the former method.

Clip-On Sleeve Thermometer Useful in Outdoor Sports

Handy for hikers, fishermen, hunters and other outdoor sportsmen is a thermometer which fastens to the coat sleeve by means of a strong, spring-steel clip. Enclosed in a met-



al case with a shatterproof glass face, the thermometer will withstand hard knocks.

Mensite Product 61

TUNING IN on the

R936



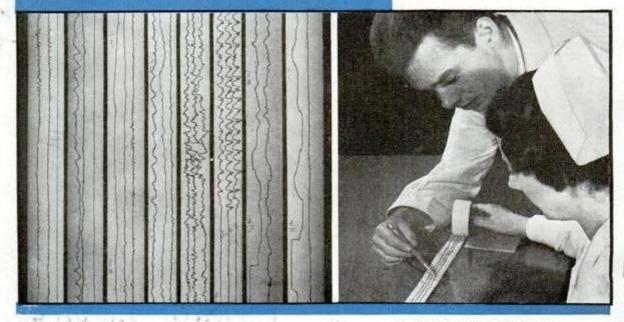
Above, a patient lies inside screened cage for electrical brain test. Below, the story of the brain is read from records made on the ink-writing oscillograph

Dr. Arthur C. Bachmeyer Associate Dean of the Division of the Biological Sciences, University of Chicago

> AS TOLD TO DICKINSON MORRIS

VERY living being is a broadcasting station in miniature. Sleeping or waking, minute electrical currents are at play within the body at all times. Those from the heart . muscles and the brain are of sufficient strength, and present such other recognizable characteristics, as 🔍 🗐 to be of definite value to physicists and researchers, and analysis of the currents through proper laboratory apparatus has enabled the medical profession to increase the accuracy of its diagnosis of ailments within the heart and brain.

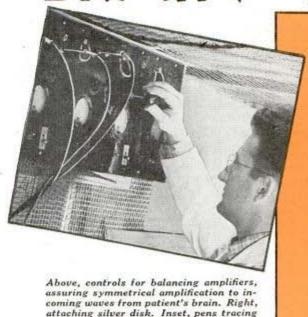
The particular interest of the Otho S. A. Sprague Institute at the University of Chicago lies in the field



POPULAR MECHANICS

the section of the

WAVES BRAIN



attaching silver disk. Inset, pens tracing brain waves on tape. Bottom, oscillograph on which brain waves are recorded

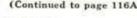
of the brain, and an important phase of this field is the examination of patients, the recording of their brain waves, and the interpretation of the records of those waves from the standpoint of the neurologist and the psychiatrist. This is known as electroencephalography, which means a charting of the electric phenomena of the brain. It is a method of examination only; it is not a method of treatment.

Electroencephalography has proven valuable in examinations for epilepsy (convulsions) and brain tumors, as well as in accurately locating other forms of brain lesions and degenerative brain diseases.

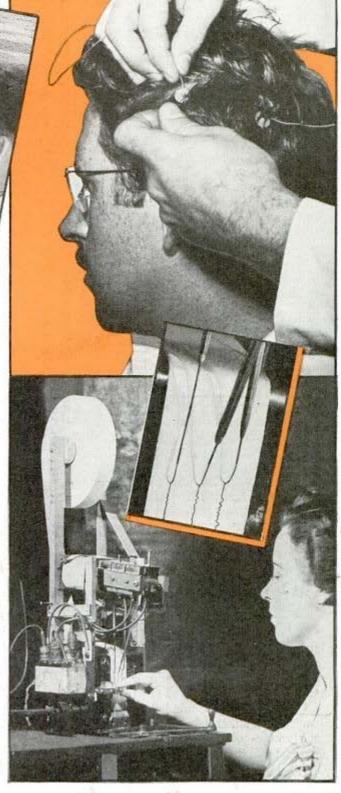
Such an examination takes about an hour's time for laboratory technicians to secure a visual record, on a tape or camera film, or both, that tells the facts in the case. It may be a case of epilepsy, or a brain tumor, or, nothing more than a condition of hysteria.

The ability of science to utilize the brain waves in this way goes

(Continued to page 116A)



JANUARY, 1941



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Anti-Blast Netting and Mats Guard London Motorists



Netting applied to bus windows, and mattresses on tops of cars, guard Londoners from bomb splinters

Windows of London buses and tramcars are being covered with adhesive netting as an experiment to make the glass more resistant to shattering when bombs explode near by. If the netting stands up under wear and tear, it probably will be applied to all similar vehicles. Individual automobile owners likewise are taking precautions, some of them fastening mattresses to the tops of their cars to protect themselves against flying debris thrown by bombs and the shower of steel caused by bursting anti-aircraft shells.

Natural Gas Liquefied for Storage to Save Space in Cities

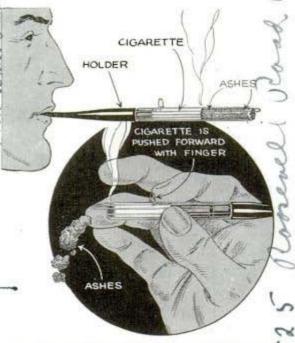
Huge gas tanks would disappear from the horizons of great cities if all natural gas were liquefied for storage under a method announced by engineers of the Hope Natural Gas company. Cooled to 250 degrees below zero, Fahrenheit, natural gas turns into a water-colored fluid so greatly reduced in bulk that all the gas in a dome of 15,000,000 cubic feet capacity could be

Churge of when

stored in a tank only thirteen feet in each dimension. In the cooling process, ammonia takes the temperature down to twentyseven degrees below zero, then ethylene reduces the cold to minus 150. This is followed by two final steps which have not been revealed, but several substances, including liquid oxygen, are available. To prepare the liquid fuel for heating and cooking purposes and feed it into the mains, it is changed back into gas by warming with steam. The first cold-storage gas tank, erected at Cleveland, O., is surrounded by a three-foot thickness of cork insulation to keep it cold. Since steel becomes brittle at this low temperature, it was necessary to use a special nickel steel in constructing the tank.

Spring Wire "Cage" for Cigarette Guards Clothes from Hot Ash

Hot sparks from cigarettes are prevented from damaging clothing, auto seats and rugs by using a cagelike holder that retains the burning ashes. The butt and ash are removed by sliding an ejector toward the end of the wires. Made of steel spring wire, the holder cleans easily by brushing with soap and water. The metal portion may be removed from its hard rubber mouthpiece and fitted into any cigarette holder of standard size.



Hot cigarette ashes remain between parallel wires, above, until they are ejected with stub, as below

POPULAR MECHANICS

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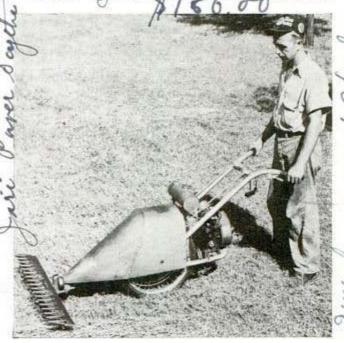
W. miller engineers

Материал, опшишничей авторский право

Power Mower Cuts One Acre on Pint of Gas

Economy and ease of handling are combined in a power mower now on the market. In cutting an aere of heavy grass or light shrubbery, its three-quarter horsepower engine uses only a pint of gasoline. Strong enough to slash through small tree growths, the thirtyfour-inch cutting shears mow close to the ground. When stones or other obstructions are encountered the operator can raise the blades by pushing down on the handles. The two wheels are set close together, making it easy to c turn sharply around trees or posts and also permitting the cutter to be used in swampy ground. The mower weighs about 100 pounds.

Despite lightness, this mower cuts heavy weed growths on rough or marshy ground



Shoe "Trees" of Flexible Fiber Conform to Shape of Toe

pen.

Unlike conventional shoe trees, a new device for shaping shoes is made of a latex-saturated fiber, and folds flat for convenient packing when not in use. These fiber inserts are sufficiently rigid to give positive support to the shoe, yet flexible enough to conform to the shape of the individual toe. They are especially useful for drying out wet shoes without letting them shrink or stretch.

Inserting flexible shoe "tree" that yields to lines of shoe, yet has enough rigidity to hold it in shape.

"Swamp Buggy" for the Rural Mail Carrier Defies Snowdrift or Bog

To "get the mail through" on the rural roads despite winter blizzard and spring thaw, a manufacturer has designed an all-weather delivery car of tractor type. With huge back wheels to gain traction on any surface and a high front axle to navigate deep snow, the vehicle can travel at twenty miles an hour and get safely through swampy or snowdrifted roads. The cab is inclosed. On each side of the engine and in front are mail racks, easily accessible and high above the road.

Raised high by rear wheels and front axle, body of postman's car rides clear of snowdrifts or deep mud



JANUARY, 1941

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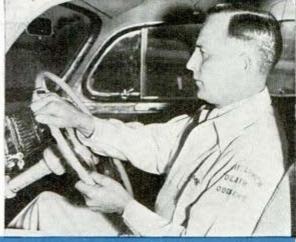
the dynamite cap blew my right rear tire. The car swayed as centrifugal force tore at it. Then suddenly it was bowled over and over.

Sitting behind the wheel, I was straining so hard against my safety belt that the strap cut into my body. For a split second I was looking straight up at the floor. Then the rollover was completed and the car skidded and lurched to a

POPULAR MECHANICS

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WRONG

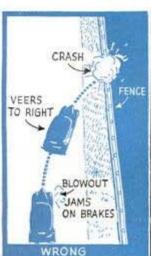
RIGHT

CARS for SAFETY

stop. Unbuckling my safety belt, I squeezed out of the buckled door as officials of the National Safety Council gathered to in-spect the wreck. One of them poked the blown-out tire and said: "I guess you've settled the argument all right, Jimmie. The best tires should go on the rear wheels!"

For more than six years I've been settling questions involving safe driving just like that. It's a lot less dangerous for the motorists to let a stunt driver who knows how to take crashes disprove their mistaken ideas about safe driving than it is to

Top, wrong and right grips for taking curve. Right, crashes like this often upset old driving theories. Below, diagram at left shows what not to do when front tire blows out. Diagram at right shows what to do. Photo shows car after front tire has blown out

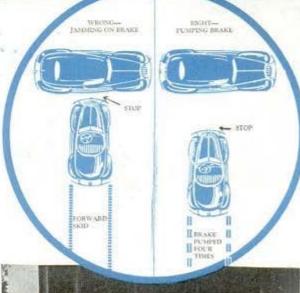












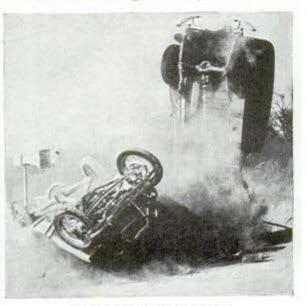
let them stick to such theories and perhaps have a serious accident.

There are a lot of these wrong ideas which have been handed down from the early days of the automotive era. Some of these mistaken ideas didn't matter much when the legal speed of an automobile was twenty or even thirty miles an hour. But since the legal automobile speed has been raised to forty, fifty, and in some states, sixty miles an hour, every driver, no matter how careful or experienced he may be, should check over his own driving and see if it has been modernized to meet present-day conditions.

This modernizing overhaul should include tossing some of the old "horseless carriage" safety myths



Top, right and wrong things to do in shid. Turn front wheels in direction of skid. Circle, pumping brake (right) stops car quicker and is less apt to cause skidding than if brake is jammed on (left). Bottom, left, note skid marks resulting from jamming brakes. Right, in crashes, the author says, leave the ignition on. If fire starts under hood, flames will be drawn into motor by carburetor suction and extinguished



POPULAR MECHANICS

K926.





Left, gaining control on flat curve by braking with left foot and accelerating with right. What may happen if brake alone is used in going into curve is shown in photo at right. Diagram illustrates proper method of rounding curve. Below, right and wrong grip for straightaway driving

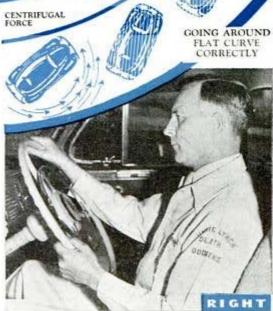
into the discard in favor of really scientific rules. And I've skidded, rolled over, crashed and wrecked a great many cars to prove that very point. To begin with, there's the belief of nine out of ten motorists that the best tires should be on the front wheels of their car. Ask a driver why he follows this practice and he'll probably say: "If the front tire blows, the steering wheel will be twisted out of my hand. I'll lose control and may wreck the car. On the other hand if a rear tire blows, I can come to a stop all right."

Thousands of spectators have seen me prove that it's much less safe to have the weaker or worn tires on the rear wheels. Traction is very important to combat centrifugal force and when a rear tire blows out that traction is lost. Thus a car is more liable to roll over when a rear tire blows out, and the car's grip on the road is destroyed, than when a front tire blows.

Most drivers believe that the safest thing to do when a tire does blow out is to bring the car to a stop as fast as possible. "Besides that," many of them will add, "it saves the rubber."

Well, it may save the rubber all right but it may not save your life, for here you are playing right into the hands of cen-

(Continued to page 138A)





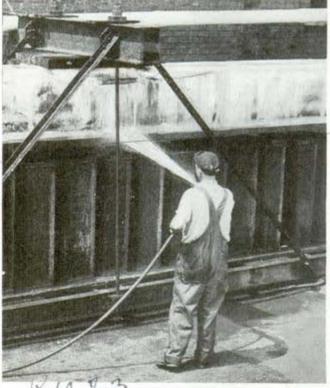
K1021

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P. Billier

Ice Beam Tested as Temporary Bridge Arch





Testing pillar of ice, above, group of men stand on it and water tanks are suspended from cradle in center; note freezing coils in ice beam. Left, spraying coils with pre-chilled water

Use of reinforced ice beams as temporary arches in bridge building is proposed by a New York industrial scientist as an economical substitute for the costlier concrete supports. In a demonstration recently he built a thirty-foot beam of ice, twenty-five inches square in cross section, by forcing a refrigerant through pipes which formed the reinforcement of the ice girder, then spraying them with cold water. The resulting beam sagged only one-quarter inch under nine and one-half tons pressure. The engineer believes ice can be used in many building processes where temporary support is needed, the girder or pillar being removed simply by melting when the permanent structure is completed.

Shifting of Radio Channels in United States to Improve Reception

Considerable improvement in reception is expected to result from a wholesale shift of the radio broadcast channels of the United States on March 29, 1941. Listeners, after that date, will find many favorite stations at positions different on the dial from those to which they have been accustomed. The frequency changes will vary from ten to thirty kilocycles from present dial setting, depending on the location of the sta-

newyrk Jemes Sept. 12.

POPULAR MECHANICS

K1058

tion in the present broadcasting setup. The changes affect 777 out of the 862 stations in this country. For those owning receivers having no automatic or push-button tuning devices, the only difference will lie in learning the new position of a station on the dial. But where the sets are of the pushbutton type, readjustments will be necessary, in some cases by servicemen, before the sets will bring in a program desired by pushing a button. The purpose of the changes is to eliminate interference due to clashing of adjacent waves and overcrowding of channels with too many stations. Another result will Sobe greater signal strength, according to radio engineers.

Air Pressure Sprays Oil to Flush Crankcase

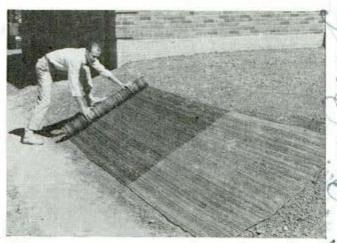


Compressed air shoots shower of oil into crankcase, knob being used to direct it

Attached to a compressed-air line, a small and compact flusher cleans sludge and gum from the automobile crankcase with a strong spray of oil. It takes only four quarts of flushing oil for each job, and since the flusher and not the motor creates the washing action it is not necessary to race the engine. Direction of the oil spray is controlled by a knurled knob on the outside.

JANUARY, 1941

Paper Netting Protects Lawn Seed from Rain until Sod Forms

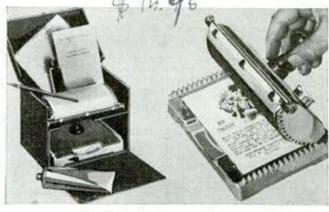


Rolling carpet of paper netting on lawn to keep newly sown seeds from washing away in heavy rain before they take root

Newly seeded lawns can be protected from erosion in heavy rains by covering them with an inexpensive paper netting. It is made of tightly twisted paper twine, its quarter-inch square meshes forming hundreds of tiny dams that hold the seed and sod firmly in place. Rot-resistant, the net can be removed for future use after the grass has grown two and one-half inches high. It is available by the yard in forty-five inch widths.

Postcard-Size Duplicator Run by Hand Prints with an Inked Stencil

Speedy printing and illustrating of postcards are achieved with a simplified duplicator unit including a heavy geared roller, stencil, ink, writing and drawing pen, and the base plate. Stencils may be typewritten or handwritten, and illustrations of all kinds can be copied or traced on the stencil. Cards are set in the base for printing, and the gears at the sides of the base assure good register.



Compact case, left, holds duplicator and all parts. Right, sten-



POPULAR MECHANICS

K777

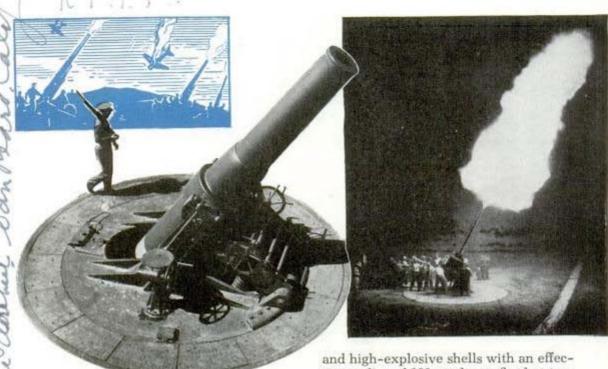
OUR COAST DEFENSE



with 100 shells a minute. One shell is enough if it hits the target, but the target is so small, so high, and is moving so fast that an effective hit would be sheer luck if it were not for the mechanical director that tells the gun-

ners where to aim. The director is a \$25,000 mathematics machine that digests

Top, left, anti-aircraft battery commander's telescope. One man turns elevation setting, the other moves horizontal setting to follow target. Right, searchlight command post. Bottom, railroad rifle



such information as the altitude and speed of the target, the wind, barometric pressure, and temperature of the air and powder, and from these data determines the point in space at which a shell should burst to score a hit. The firing data are automatically transmitted to the guns where the crews "match dials" to keep the guns trained continuously in front of the target.

Defense against airplanes has become a vital part of harbor defense. Harbors have to be defended to maintain them as safe havens for merchant and naval vessels and

to prevent an enemy from using them as landing places. Our important harbors on each coast are fortified against attack by surface vessels, but even the powerful sixteen-inch rifles of the forts are vulnerable from the air. The first thing an invader would do before attacking with his fleet would be to bomb the big guns. Against such a possibility mobile anti-aircraft batteries of the Coast Artillery are constantly practicing.

At Fort MacArthur, overlooking Los Angeles harbor, the anti-aircraft batteries of the 63rd Coast Artillery conduct day and night practice against towed aerial targets. Shrapnel tive radius of 100 yards are fired at tar-

gets that are towed straight to simulate the sighting run of a bomber, and against targets that are dived or moved in sinuous courses in efforts to spoil the aim.

Loaded on their heavy trucks, the batteries can move along the highways at ordinary road speeds and the six-wheeldrive trucks can carry guns and equipment across rough terrain to get into position.

Part of the present rearmament program of the United States includes large numbers of anti-aircraft guns of heavier caliber with greater range and hitting power than the present equipment. This will help



Top, left, twelve-inch mortar in fortified coast-defense area. Right, firing at night. Bottom, fourteen-inch railway gun commanding approach to Los Angeles harbor

4797

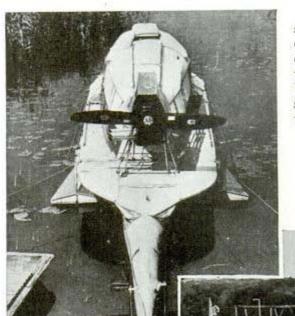


Top, gunner pulling firing lanyard on anti-aircraft gun. Circle, airplane sound detector.

Bottom, guns of anti-aircraft battery trained on target towed by plane

K1101.

Boat Driven by Air Screw Causes No Waves



Driven by an air propeller turned by a small airplane motor, a glider boat developed in Germany is said to cause no waves even when traveling at full speed. The invention of a Cologne engineer, the speedboat is about forty-five feet long. Its streamline cabin is built over a slender hull with a long tail resembling a submarine.

Two views of Germany's "waveless" gliding boat. Left, engine and pusher air-propeller mounted at rear of streamline cabin; note long, tapering tail and broad deck. Below, bow and portside view illustrates overhanging cabin with pontoons at sides to balance ship on narrow hull

Long-Legged Lumber Truck Straddles Load to Pick It Up

Loading and unloading is expedited by a lumber handler that picks up a pile of lumber, carries it to the unloading point and sets it down, all with its own power. Built on four high "stilts" and powered by a V-eight engine, the truck runs over the

pile and drops two arms that close underneath the lumber and raise it in one continuous motion. At west-coast yards, where the cut lumber is stacked in specified dimensions as it comes from the saws, it handles huge quantities, individual loads weighing about five tons. Where runs are short, as in loading a ship, it can handle several hundred loads in an eight-hour shift.

Head-on view of self-loading truck equipped to scoop up pile of lupfber, haul it away, and set it down under its own power

U. S. Plans 70,000 Miles of Military Highways

Plans for the construction or improvement of more than 70,000 miles of strategic military highways in the United States are being made by the Public Roads administration with the advice of the War Department. Having observed the efficiency of swift mechanized transport on the German system of mili-

POPULAR MECHANICS

and Locandine Water

K1033

tary roads, military men in this country want to improve the facilities for high-speed transport of armies and goods in the event war comes to this hemisphere. Already construction of more than 3,000 miles of roads to army cantonments and bases has begun. The new Pennsylvania Turnpike, built for hundred-mile-an-hour travel uninterrupted by cross traffic, probably will serve as a model in the planning of other main arteries. Besides the domestic improvements, completion of the Pan-American international highway linking North and South America is being urged.

Rescue Sled Helps Injured Skiers Needing "Lift" Back to Camp

Rangers on duty in Yosemite national park in California have a new rescue sled which they affectionately call "The Bathtub," because of its troughlike shape. Of all-metal construction, it replaces the wooden toboggan for hauling skiers who suffer injuries on the ski slopes. Not only can the sled be pulled both forward and backward, but it may be swung sidewise if required by the terrain. Giving an even distribution of the weight of his body, the shell-type design assures the greatest possible comfort for the injured person.



Metal sledge replaces toboggan for rescuing skiers injured on snow slides of Yosemite national park

Pump Runs Hydraulic Ram to "Iron Out" Dented Cars

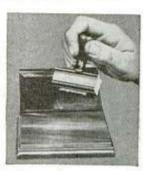


Electric pump in foreground provides hydraulic power for tool being used on crushed back panel

Hydraulic power supplied by a portable electric pump operates rams used for straightening bodies and fenders of demolished automobiles. Working on any 115-volt circuit, the equipment includes a kit of rams for various types of work. The pump weighs only thirty-two pounds but powers any ram from four to fifty tons capacity. Its operating button can be pressed with the foot if both hands are occupied.

Wood Ink Pad for Rubber Stamps Keeps Free of Lint and Gum

Made of specially treated wood, a stamp pad that always retains the same texture and never catches lint nor gets gummy is available. When pressed on the wood, stamps get an even distribu-

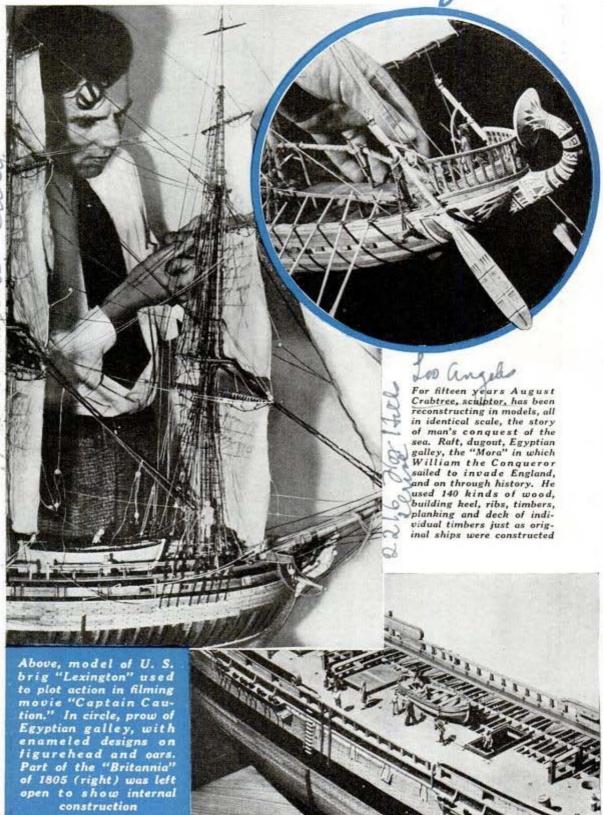


tion of ink without becoming smeared.
Additional ink is easily applied when the
pad dries. The base is of thick rubber.

JANUARY 1941 Cley Elevely

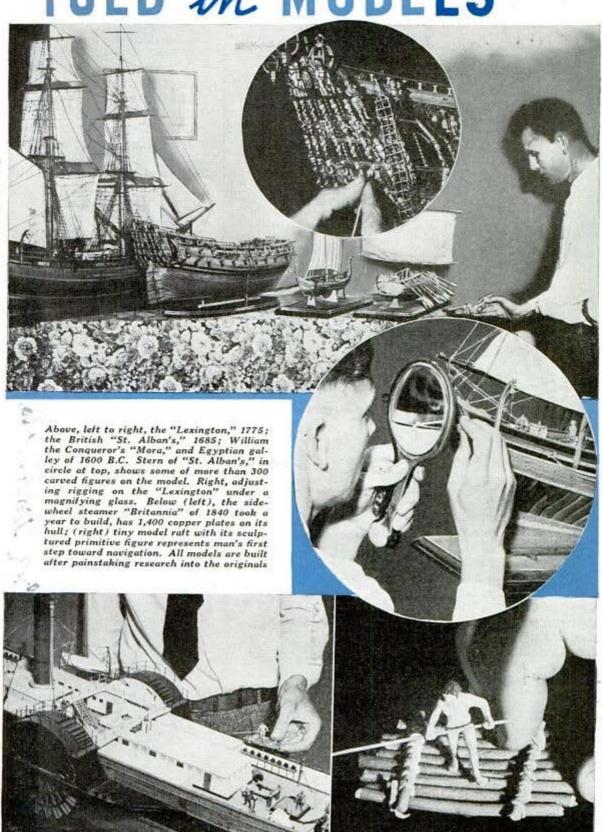
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MAN'S CONQUEST of SEA



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TOLD in MODELS



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Curved Skis for Indoor Use Put You in Shape for Winter



Pair of "rockers" enable skier to put in some pre-season practice at home, conditioning the muscles and improving "balance" for winter sport

Before skiing weather arrives you can practice in the parlor. Novices who are just learning the fundamentals, and experts who want to limber up their muscles in advance of the winter sports season can put in some preliminary train-

ing with a pair of narrow, curved pieces of wood with straps for the feet. With this equipment, and at no risk to the furniture, you can practice the start, the turn-stop, the Christiania, the about-face, and perform a variety of hardening exercises.

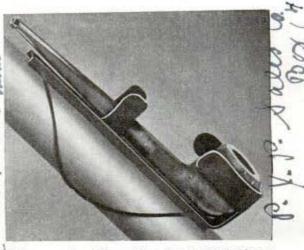
Flames between Walls Located with "Hot-Spot Detector"

Millions of dollars in fire losses may be saved annually with a heat detector, resembling an elongated camera, that flashes a light when its "eye" is pointed at walls behind which a fire is burning. Variations in the wall's temperature bring into action a thermal cell developed by Dr. Hammond Vinton Hayes, electrical engineer, with

collaboration of Philip N. Smith, electronic expert. It was tested at a recent fire when walls were ripped open after applying the "hot-spot detector." Wherever it responded with warning flashes, flames were found behind the walls; but at points where the instrument failed to respond, there was no fire. A reliable method of detecting flames within walls would reduce damage caused by ax work necessary under present conditions and by fires breaking out anew after firemen leave.

Clip Holds Hot Pipe on Steering Post of Automobile

Solving the pipe smoker's problem of finding a safe place to put a hot pipe while driving, a holder now available fastens to the steering column where it is convenient to reach. Made of metal with suede-like finish that protects the pipe and steering post from scratches, the holder is adjustable to take any size or shape bowl.

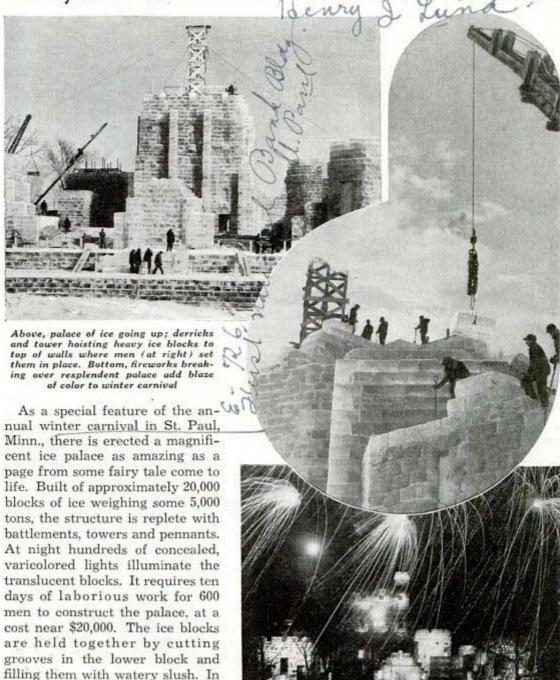


Driver can stow hot smoking pipe in this holder on steering column where it is safely out of the way

POPULAR MECHANICS

K1043. managing Heretol'

'Fairyland' Ice Palace Erected for Winter Fete



Large Supply of TNT Assured by Discovery of "Cracking" Process

Mass production of toluol, basic raw material of TNT, is made possible by a revolutionary process that uses petroleum as the source. Heretofore, toluol, a liquid of the benzene family, has been obtained from by-products of coke and from ordi-

some cases chicken wire is used

JANUARY, 1941

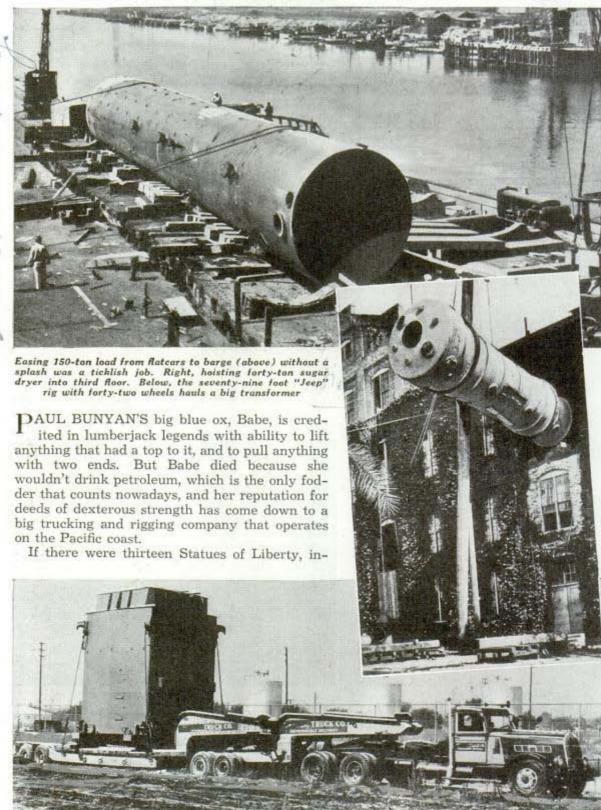
to reinforce the bond.

nary illuminating gas, and during the first World War there was a shortage of the material. The new method, involving the "cracking" of petroleum under pressure somewhat as gasoline is made, promises ample quantities in the future.

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Материал эпцишенный интореким приво

NOTHING'S TOO BIG



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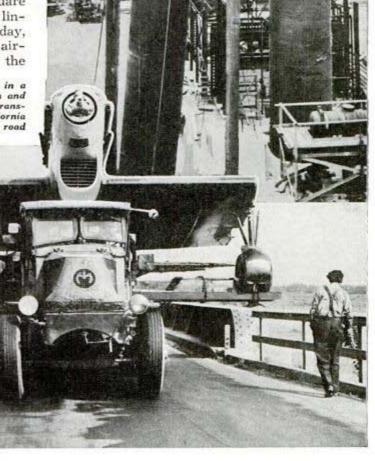
POPULAR MECHANICS

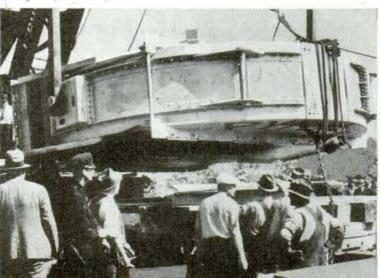
for the SUPER-MOVERS

stead of only one, the four Belyea brothers and their three corporations could lift or haul all of them at once, pound for pound. They have combined modern truck transportation with the ancient science of rigging, on a grand scale that makes them unique. Experts say no other concern can tie them at moving the crushingly heavy, ponderously unshapely pieces of equipment which are coming into increasing industrial use.

This fame roots back to 1930, when (because nobody else would try it) the brothers trucked a huge plastic-cooking kiln 110 feet long, 115 tons heavy, for twenty-six miles and winched it down a twenty-per-cent grade for half a mile. The winching alone took days, for they had only 220 square inches of leg-powered brake lining on their truck-trailer. Today, riding 3,000 square inches of air-brakes, they would forget the

Top, setting up "reaction columns" in a refinery. They weigh 110 tons each and are 100 feet high. Below, the Soviet transpolar plane, after its Moscow-California flight, travels the last 100 miles by road





river beds with water swamping the cab floors.

They'll unload a 150-ton refinery reaction column for you, rolling it from three flatcars direct to a barge—and the barge won't upset, either. With the weight always on dead center, transferred from centered skids to centered bolsters, it will just sink deeper into the water. Or they will haul that column into a refin-



At top, the priceless 200inch mirror for Mt. Palomar
telescope is gently transferred from flatcar to trailer. Below, an eighty-five ton
dragline rolls along on the
"Jeep." The slender boom
is seventy-five feet long

winching and roll down that hill in fifteen minutes.

The four brothers—Brynn, Bob, Jack and George—specialize in these "screwball" jobs, the big stuff that nobody else can handle. They keep 287 pieces of heavy equipment and an average of nearly 300 men busy at it. If your eighty-ton dragline shovel falls into the river, they will fish it out for you that same afternoon. If the railroads are paralyzed by floods, they will even carry the mail. They did it once in Los Angeles, for five whole days, jamming their trucks through flooded

ery and set it up on end, just a few feet from a live butane plant, where a single spark or a "drop" would overwork fire departments from miles around.

They'll move a high-tension power-line tower without even asking you to shut off the 66,000 volts that are zipping through the lines. They did this in 1940 for Southern California Edison, when there was no convenient detour for that river of electrical energy. It was a two-legged tower, weighing fifty-five tons and carrying thirty-three "hot" wires—nine circuits of 66,000 volts each, and two 16,000-volt cir-

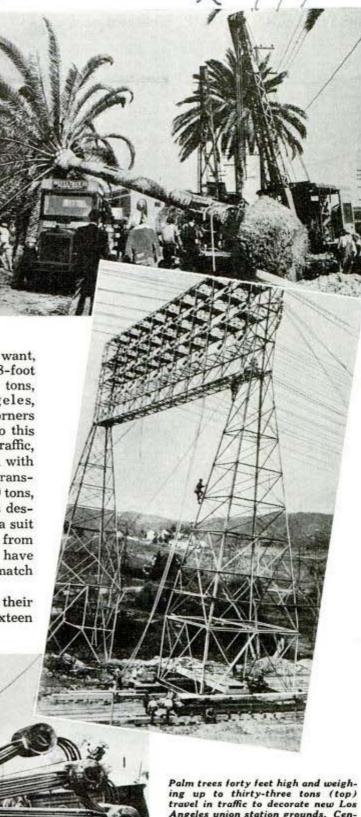
cuits—on the high bridge between the legs. The job had everybody scared.

Edison linemen rode the top of the I30-foot tower, rigging insulated pulleys for the wires and easing them through, but the movers were in charge up to ten feet off the ground. For two weeks crews laid smooth timber tracks to the new base. They set the tower on sixty tough orangewood rollers, and guyed it in every direction. When all was ready they moved it, 212 feet in four hours, so gently that the top of the spidery structure was never more than a quarter inch off its true course.

If it's highway transport you want, these movers will haul 148-foot girders, weighing fifty-four tons, through downtown Los Angeles, squeezing them around corners with inches to spare. They do this at night, to avoid scrambling traffic, and the long load is festooned with red lanterns. An electrical transformer that weighs at least 100 tons, on the other hand, rolls to its destination almost as casually as a suit of your clothes comes home from the cleaners, for these men have developed rolling stock to match the size of their freight.

Star of the moving fleet is their "Jeep," a dolly trailer with sixteen

(Continued to page 118A)



Palm trees forty feet high and weighing up to thirty-three tons (top) travel in traffic to decorate new Los Angeles union station grounds. Center, 130-foot tower carrying live 66,000-volt lines was moved 212 feet in four hours. Weird tangle of boiler tubing at left is typical of odd cargo

Forest Sculptor Chips Figures with Hand Ax

With only a Boy Scout hand ax, and on rare occasions a knife, a twenty-threeyear-old sculptor on the Pacific coast carves giant figures from the native woods. Chipping rapidly in a cupping motion, he turns out familiar figures of the movies, radio, and comic strips; deer, bears, frogs,

1. 17 1.1.

Indians, owls and fishes, covered wagons and stagecoaches. At Crescent City, Calif., he hewed a 120-foot totem pole. In one park is a huge horse and rider, the "End of the Trail," carved from a solid piece of redwood except for the spear, which was hewn separately. He works with pine, palm, eucalyptus, fir and redwood. Shaping a gorilla or a mule from redwood, he sticks shredded bark on the figure with waterproof glue to give an almost natural appearance of hide or hair. In six years the ax sculptor has carved 2,800 pieces.



Top, left, young carver hacking at redwood log that is taking shape of an Alaskan owl. "End of the Trail" group, above, was hewn from solid piece of redwood, with exception of spear which was fashioned separately. At left are toad and toadstools also carved from redwood with a Boy Scout hand ax. Hundreds of samples of his handiwork may be seen on estates along highways of the west coast

"Electric Brain" Solves Complex Problems by Long-Distance Wire

Complex mathematical problems punched into a keyboard recently in Hanover, N. H., were solved by an "electrical brain" located in New York City and the answers sent back quickly over a teletype. The new long-distance computing robots

made up of standard telephone-dial switching equipment, was developed in the Bell Telephone laboratories to help in designing thousands of intricate circuits and pieces of apparatus involving knotty mathematical processes. Instead of being made mechani-

POPULAR MECHANICS

come dan

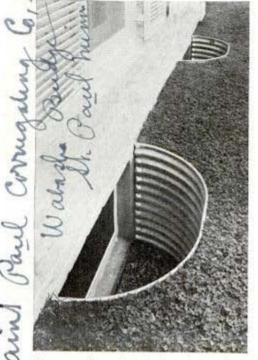
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cally out of wheels, cams and gears, its mechanism consists of intricate electrical relays and crossbar switches; the keyboard is like the one that an operator of a manual exchange uses for dialing a number on a dial exchange. With this robot calculator the average problem is solved in a third of the time taken by conventional computing machines, multiplication is twice as fast and division about four times as fast. The computing work necessary on problems in connection with a longdistance line, usually requiring six months, will be done in six weeks.

'Light Wells' for Windows Keep Basement Dry

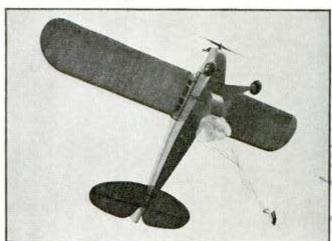
Foundation lines of homes with windows at ground level are improved in appearance with corrugated metal area walls, now on the market, which prevent water from entering the basement but admit more light through the windows. The half-circle wall fits into a well dug outside the window, being attached to the house by means of masonry nails.

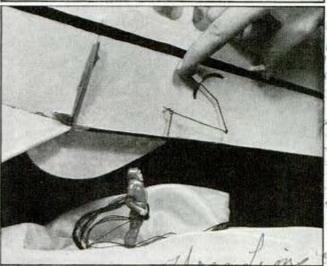


Corrugated metal walls keep water from entering at windows and let in daylight

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Model Plane Drops Parachutist When Timer Stops Engine





Top, tiny parachute jumper leaving plane as trap door springs open. Bottom, this wire stops engine and releases parachutist

Inside the gas-engined model plane a tiny parachute soldier is waiting to make his jump. The plane buzzes up into the air, and as it levels off in full flight a timer suddenly cuts off the motor. At the same instant the timer presses a lever on the side of the fuselage to the point where it releases a wire, and the hinged trap door in the floor of the plane drops open. Out plunges the two-and-one-half ounce soldier, to drift down by parachute as his plane floats to earth. The plane and its parachutist were built by a young Syracuse, N. Y., mechanic, who has been a model-plane fan from childhood. Copied after a popular high-wing monoplane, the model weighs three and one-half pounds; its silk parachute is three feet in diameter.

¶In 1900 it cost the average driver thirty cents a
mile to own and operate his automobile; today the
average is under three cents a mile.

Transportation Poldy

ARCTIC-TESTING



Above, Air Corps planes lined up in the snow. Left, temporary weather station set up to aid military pilots in the frozen north

"OVERCOATS" for military aircraft, tires with "chains" built into the rubber, and bombing planes on skis are some of the sights you would see on a visit to the new \$7,000,000 test station for the Army Air Corps at Fairbanks, Alaska.

Here Uncle-Sam's "aerial Eskimos" will conduct important tests of military aircraft in temperatures of fifty degrees below zero, perhaps even lower. Results of the tests may be expected to enable the Air Corps to function under the most severe winter conditions.

One of the major problems to be studied

is how to combat the formation of ice on planes in flight. The danger arises partly from the increased weight, but more particularly from the deformation of aerodynamic shapes, resulting in decreased lift, increased drag, excessive vibration and loss of control. Wings, wires and struts are the parts most affected. A study of the various physical and chemical

properties of water as a solid, liquid and vapor, with special reference to atmospheric conditions, will be made in interpreting phenomena of ice formation. A definite solution can be expected only after the most thorough study and the most complete tests have been made. Up to now no sure-fire preventive has been developed. Of course planes are equipped with windshield wipers and some have certain types of ice removers. One type, known as an "overshoe," is laced over the leading edge of the wing. It consists mainly of rubber, impregnated with a special oil

POPULAR MECHANICS

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the BIG BOMBERS



Child's Playhouse Is Built Like a Real Home



At left, the owner lifts the owning for a peek out the front window. Below, Mr. Sundheim sits on the front porch checking over his plans with the finished playhouse. Notice the radio and dropleaf table in the interior scene, bottom

When he decided to build a playhouse for his small daughter, Harry G. Sundheim of Chicago had only a home workshop without power tools and a set of plans for a tiny doll house which he had obtained from Popular Mechanics. He "blew up" the doll house plans to the size of a playhouse and went to work. A year I later the job was done—a cone-room house six feet by six and one-half feet, including its open porch with swinging gate, and four feet high with a glassed door three feet high. It is built like a real

frame, standard composition roofing laid over tarred felt, a colored rubber tile floor on a felt base, and even foil insulation within the walls. On each side are ninelight glass windows opening outward, except the front windows which, shaded by awnings, open in. The inner walls are ply-



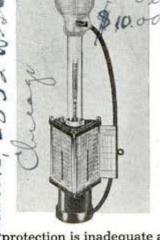
wood, and there are corner cabinets and niches in the walls for the midget radio, doll furniture, pictures and bric-a-brac. The house is wired, being lighted with tube lamps and lamps on each side of the front door. There is even a doorbell and a mailbox. No detail was neglected. Al-

Bull Ly: 14 Lo

though the playhouse is indoors, nearly filling a sunroom, it has eaves, and a drainpipe which was made from an apartment speaking tube. On one inner wall is a small crank. Give it a turn and you hear a toy music box, built into the wall. Under one window, indoors, is a dropleaf table.

Roll-Chart in Tester Tells Anti-Freeze Needed by Auto

Anti-freeze solutions in automobile radiators may be tested quickly with a self-calculating instrument that shows at a glance how much full-strength fluid should be added for complete protection. It automatically calculates the freezing temperature and specific gravity of the liquid. If



protection is inadequate a roll chart, drawn out from the side of the instrument, tells in quarts just how much more anti-freeze is needed for any desired temperature. Besides alcohol and methanol mixtures, the chart includes Trek anti-freeze, Prestone, Zerone and Zerex.

Sand-Filled Practice Bombs Help Train Flying Raiders



"Duds" being loaded with sand through big funnels to give them the same weight as real bombs. They are used by army bombers in target practice

Hundred-pound bombs that never "go boom" are used for target practice by bomber crews of the U. S. army air corps. Before loading them on airplanes, army men fill the "dummy" bombs with sand, using large funnels.

New Army Warplane Rides a Trailer on Its First Trip to the Airport

Some of the fighting planes built for the U. S. army make their first trip in a trailer carriage designed to transport a complete unassembled airplane. The distance traveled is eight miles from the factory to Buffalo airport, where the airplanes are assembled and delivered to the army.



Still grounded, new planes for U. S. army "hitch-hike" on trailers to airport for assembly. Here a Curtiss P-40 pursuit ship is being towed

LOOKING

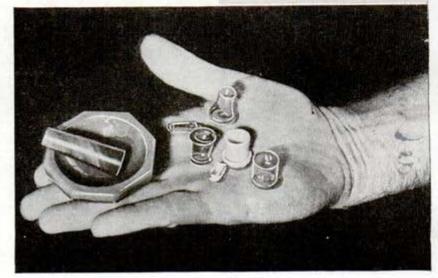
Micromanipulator, left, in use in detecting thin films in Bell Telephone laboratory. Below, material being drawn up from electric contact by capillary action into micropipette, and typical microchemical apparatus held in palm of hand

Bottom photo: Courtesy Coal Analysis Laboratory, Carnegie Institute of Technology

I MAGINE, if you can, a drop of water one five-billionth as large as a drop from a leaking faucet. Far too small to be seen with the human eye, that drop is large enough for the scientist to detect in it as little as one-millionth of a microgram of iron.

To get some idea of just how small that amount of iron

really is, suppose we visualize one ton of coal. Let's divide the ton into one million parts. Each part weighs one gram. Then we split the gram into one million parts, each of which weighs one microgram. If your imagination isn't stretched to the breaking point yet, let's now divide the microgram into one million parts-and here we have the answer. One of these invisible specks of coal dust-literally next to nothing-is equal to the infinitesimal amount of



POPULAR MECHANICS

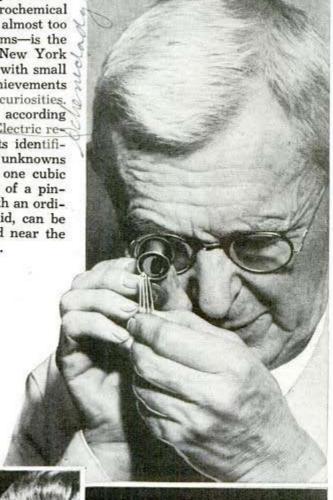
NEXT & NOTHING

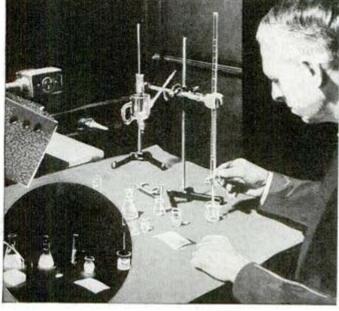
iron found in the infinitesimal drop of water.

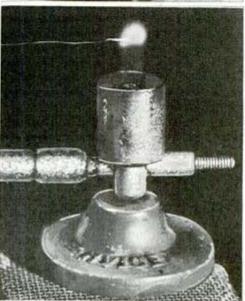
This sample of work in the microchemical field—in which scientists use tools almost too small to see in solving big problems-is the feat of Dr. Benedetti-Pichler of New York University. A record for working with small quantities, it is among those achievements still in the realm of laboratory curiosities. Common applied microchemistry, according to Charles Van Brunt of General Electric research laboratory, seldom attempts identification or classification of complex unknowns in solution volumes smaller than one cubic millimeter, or approximately that of a pinhead. On the other hand, work with an ordinary drop of water, or other liquid, can be rated as comparatively coarse and near the upper limit of the true micro range.

Why work with such small amounts? Well, larger amounts may not be available, as in a study of the debris surrounding a pinhole leak formed in an experimental electric refrigerator. Or, the substance may be so precious that the amount consumed in

Right, comparing solutions in microcentrifuge tubes. Below, left, Western Electric scientist testing substance under ultraviolet; inset shows what is seen by black light after ordinary lights are turned off; right, bead containing specimen being heated in microburner









Top, portable printing equipment used for study of contact in a telephone central office. Metals make their mark by a certain color on special paper when an electric current is passed through them. Prints made by this method are studied by micro instruments

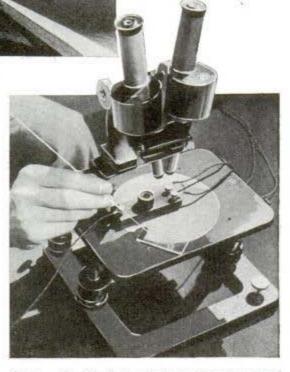
analysis must be kept at a minimum—substances like vitamins and hormones whose initial preparation or isolation often requires almost unbelievable amounts of time and labor. If one desires to establish the composition of an heirloom or an antique, smashing it in a mortar to obtain a large sample is scarcely advisable. Old masters' paintings have been identified by removing and analyzing pigment so small as to escape the keenest human eye. Many substances, like explosives or poisons, that are dangerous or obnoxious to handle in gram amounts can be studied conveniently in amounts much smaller.

In addition, time can be saved by microchemical methods with no loss in accuracy; a few drops of solution can be evaporated much more rapidly than a cupful. Money can be saved in analyses requiring expensive chemicals or equipment; small platinum crucibles cost less than large ones. And finally, a microchemical laboratory occupies so much less space than the ordinary laboratory that small factories may carry on important research and analyses without sacrificing valuable floor area.

Aside from the small-scale operations involved, microchemistry holds the attention of the layman with the extreme sensitivity and smallness of the tools with which the scientists work. For instance, says Dr. Herman Liebhafsky of General Electric research laboratory, it long has been known that the ordinary chemist's balance is so sensitive that it will weigh a person's signature. Recently, Dr. Liebhafsky performed a similar experiment on the microbalance, a more sensitive instrument. Describing the experiment, he says:

"Instead of my full name, I used only a period made on a sheet of

> paper with a sharply pointed pencil. This period weighed ten micrograms (one microgram weighing approximately a hundredth as much as a



Center, microchemical analysis specimen in apex of centrifuge tube compared with a pencil. Bottom, a minute electrolytic cell used in Bell Telephone laboratories to separate metallic substances

more \$ 69 3 . .

grain of salt)—or enough to be very easily noticeable on the balance. Each time you dot an "i" your pencil becomes several micrograms lighter. Each time a raindrop falls, some fifty to one hundred thousand micrograms strike. One cent will buy nearly 10,000 micrograms of gold. So a microgram cannot be very large.

"However, a microgram of gasoline contains enough molecules
so that these might reach well
across the Atlantic ocean if they
could be laid end to end. Atoms
or molecules in such large crowds
are good law-abiding citizens;
catch them alone and their behavior is not always predictable.
Because the microgram contains
so many molecules, the microchemist knows that the laws which
are valid for ordinary amounts of
matter hold also in the realm of
microchemistry."

Beakers the size of a thimble and test tubes as small as onefiftieth inch in diameter-so tiny that solutions cannot be poured out of them-are used in this work. The microchemist transfers his solutions by using small loops at the end of a wire or by employing tubes small enough to fill themselves by capillary action when dipped into a liquid. Heating is often accomplished by means of a steam bath, for heating with any flame usually blows the sample right out of the test tube. When flames are used they are so small a lighted match appears a roaring inferno by comparison.

An ordinary chemist observes how a precipitate forms in a test tube. The microchemist frequently obtains the same information by carrying out observations under a microscope. This evidence is the more convincing because in many cases it magnifies each crystal so that its characteristic form can be observed—it literally signs its name. Exceedingly small amounts can be detected by their chemical action on a substance in spots on filter paper, or on single fibers.

(Continued to page 120A)

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"Goal Posts" Train Recruits in Throwing Hand Grenades

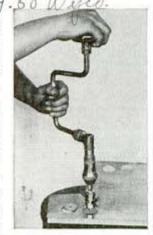


Soldiers practice throwing hand grenades through the squares at top of "goal posts" to acquire efficient aim

Tossing a grenade is not quite like throwing a baseball, U. S. army recruits are told. Having delayed-action fuses, the grenades must be hurled with an upward looping, overhand motion. If pitched straight to the target, the enemy might have time to pick up the grenade and fling it back. So the soldiers practice throwing grenades through high wooden frames resembling football goal posts.

Tool to Cut Large Holes in Sheet Metal Fits Electric Drill or Hand Brace

Working efficiently with any electric drill, drill press or carpenter's brace with a half-inch drill chuck, a simple tool cuts round holes up to four and onehalf inches, in sheet metal, Bakelite or fiber. Cutter bits are adjusted for size by sliding up or down, no clamps, wedges or setscrews being needed, since the bits are self-tightening. The hardened center pilot pin may be replaced by a pilot drill if desired. One



size tool is adjustable from seven-eighths to two and one-half inches, and another from one and three-quarters to four and one-half. Cutters are sharpened easily or can be replaced when needed.

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Electric Fan in Gas Heater Circulates Humidified Air



Arrows indicate hot gases zigzagging among baffles to aid transfer of heat through walls of chamber

Heated and conditioned air is circulated continuously by a gas-burning furnace designed to maintain "balanced comfort" in small homes, stores, offices and schools. It takes little space, measuring twenty-two by twenty-four and one-half inches at the base. Instead of a single combustion chamber, this heater has two high, narrowchambers made of welded plate steel with eight baffles in each to provide extra surface for radiation of heat. Whether or not the thermostat calls for heat, the gas never shuts off during cold weather, the electric blower runs all the time, and a drip-type humidifier assures constant humidity. Two burners, one under each of the two chambers, work together to give the highest degree of heat. Medium heat delivery is thelow, or coasting, fire which burns most of the time during average winter weather. Then there is the lowest stage of operation when a pilot keeps the furnace in readiness for instant firing.

Plants Found to Immunize Selves against Some Diseases

While testing the destructive sugar-beet curly-top disease on tobacco, Dr. James M. Wallace, of the U. S. Department of AgriSueme dermi

culture, found that the plants acquire immunity to disease much as animals do. The evidence was seen when severely affected plants recovered, or showed very few signs of the malady while the disease was known to remain in the plant. Dr. Wallace grafted healthy scions on diseased stocks, and diseased scions on healthy stocks. The healthy portion became diseased, but mildly, depending on the length of time the diseasemasking "something" had had to develop:

Ice Cream Molded to Fit Cone with Handy Scoop

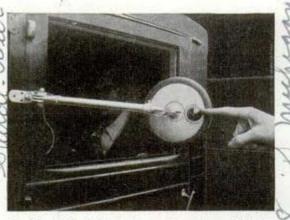
Ice-cream cones are filled to the bottom with a special scoop that packs the cream into the shape of a cone. This prevents children from dropping their ice cream, which happens frequently when



ball-shaped scoops are used. A lever in the new scoop slides the cream free so it may fall into the cone.

Side Clearance Lamp for Truck
Built in Rearview Mirror

A rearview mirror with safety lamp built into its back, designed for use on trucks, performs double service at night by telling oncoming drivers the extreme width of the truck. By staying clear of the side light, drivers keep their cars a safe distance from the truck.



Electric light at back of rearview mirror indicates extreme width of truck for drivers moving toward it

POPULAR MECHANICS





automatically stop

are commercially available.

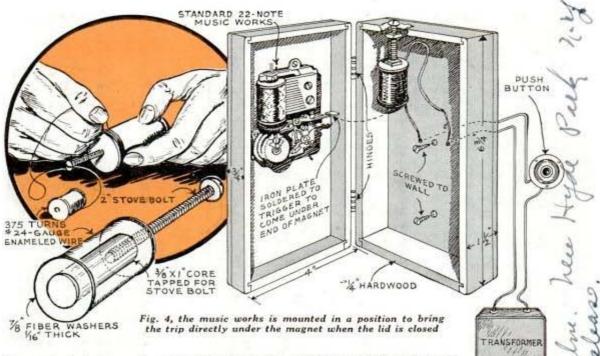
The kind having a release trip is used for the purpose. Almost any box having a hinged lid and catch can be used. One may be made of thin resonating wood as shown in Fig. 4, or a fancy Bakelite box of the type used for gloves, trinkets, etc., will do.

An electromagnet is required to trip the stop arm of the movement when the door button is pressed. This is made by winding about 375 turns of No. 24-ga. enameled magnet wire around a soft-iron core. Or, the magnet from a doorbell or buzzer may

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sical powder boxes, jewelry cases, etc. Such type works

Ruempel Ca. Isuttenberg 97



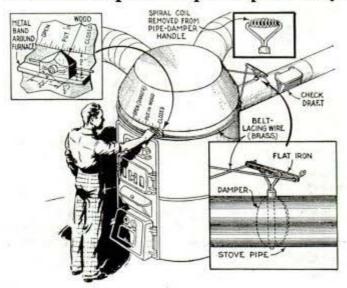
be used. A homemade magnet is shown in Fig. 4. A bolt fitted with lock nuts is provided to permit the magnet to be adjusted properly above the trip arm of the movement. A little iron plate is soldered on the trip arm and then the music-box mechanism is mounted on the underside of the lid, allowing the winding stem to project through the front as shown in Figs. 2 and 3. You will have to experiment in adjusting the magnet by raising or lowering it on the bolt until the proper setting is found.

Connections to the original bell circuit are made from each end of the magnet coil,

following the diagram shown in Fig. 4. After a tune has been played the

trip automatically stops the mechanism until the magnet again pulls the trip up. While the mechanism is operating, intermittent pressing of the door button will not interrupt the music. Only upon completion of the tune will contact of the button restart the mechanism. A two-tune musical movement will play about eight or nine times on one winding. Located centrally, this little music box will be surprisingly audible above common room noises.

Furnace Pipe Damper Operated from Front of Fire Door



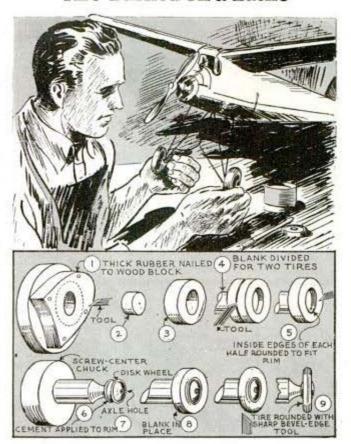
If you have to keep the butterfly damper in the smoke pipe of your furnace closed at all times yet must open it wide when firing, the arrangement shown in the sketch will save you many steps, as it permits the draft to be operated from the front of the furnace. All you need to do for this is to provide the damper handle with a short arm and from this run a light piece of wire entirely around the furnace where the bonnet connects to the jacket. In approximately the center of this wire install a knob similar to the one shown in the upper left-hand detail. Then open the damper wide, mark the position of the knob on the furnace bonnet, then open it to the position that you normally use in firing and mark this point, and then close it and mark that point on the bonnet. Thereafter, all you have to do is to slide the knob to the desired position, thus saving steps in walking around to operate the damper by hand.

—George D. Vonada, Keene, N. H.

Making Fireproof Cement

Cement suitable for insulating electrical heating elements and for other purposes where resistance to heat is needed, may be made from finely powdered asbestos and water glass. Mix the asbestos flour with the water glass until the mass becomes thick enough to mold into the desired shape. Pack the cement tight and allow it to dry. When it has become hard and free from moisture, treat the surface with a solution made by dissolving calcium chloride, 1/2 lbs, in water, 1 qt. If some finely powdered glass is added to the water glass before the asbestos, in the proportions of a pound of glass to a half gallon of water glass, the cement will become extremely hard and impervious after heating. Old bottles and scraps of glass may be powdered readily after heating and dropping into a bucket of cold water. This will shatter the glass so that it can be reduced to a powder with an iron mortar and pestle.

Rubber-Tired Wheels for Models Are Turned on a Lathe

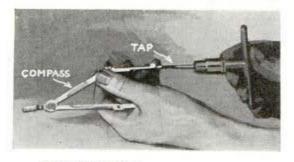


While rubber-tired wheels for models and toys can be purchased inexpensively, it is not always possible to obtain just the size desired. At such times, you can turn them on a lathe as shown in the detail. Old shoe heels are a good source for the rubber to make the tires, and the wheel itself can be turned from hardwood.

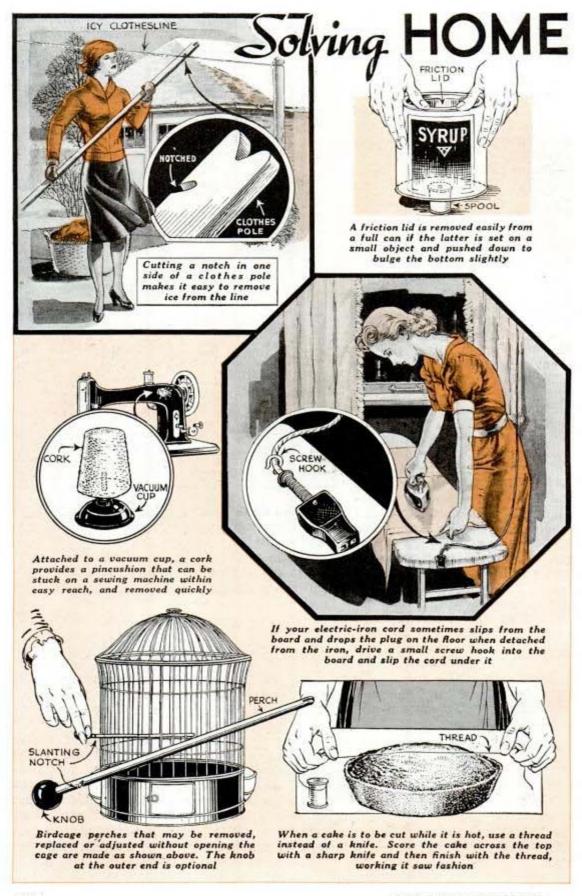
-Roy S. MacNeill, Shelley, B. C.

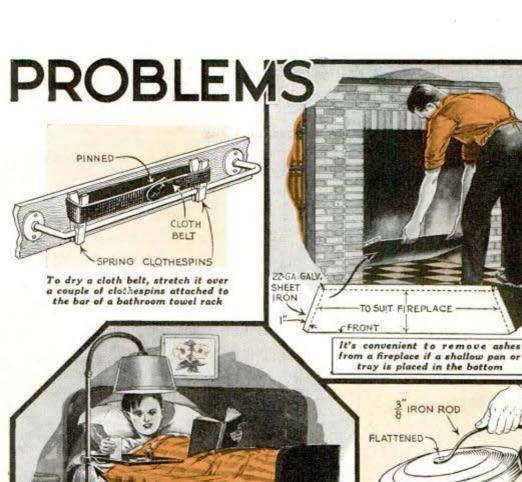
Repairing Draftsman's Compass to Keep the Lead from Wobbling

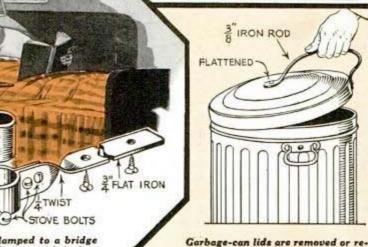
After considerable use, the lead in a compass may become loose and wobbly due to the wear in the threads on the small setscrew. This results in unsatisfactory



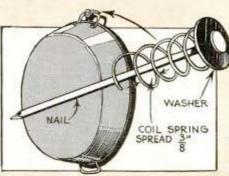
and inaccurate work. In most cases, the instrument may be made as good as new by running a small machine-screw tap inside the lead slot. A number 4-36 tap is correct for most instruments as it is slightly larger than the slot and will make sharp scores in the metal without cutting a full-sized thread. As an additional aid, remove the setscrew and dip it in soldering flux and then into molten solder. Remove from the solder bath and immediately rap it against a hard surface to knock off all but a thin film. This enlarges the screw slightly and allows it to hold more tightly.



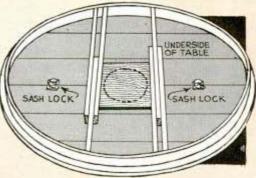








Large pans hung over nails in a wall will not be knocked off accidentally if you slip an open-coil spring over the nail as above. The pan handle fits between the coils to prevent slipping



Two window-sash locks placed on the underside of a dining-room table will hold the two halves of the top firmly together after the leaves have been removed

Eccentric Woodworking Vise Saves Time for Carpenters



One carpenter finds that a simple vise made like the one shown saves considerable time when working at the bench in his shop, and he also finds a number of uses for it on construction jobs. The vise consists of two pieces of hardwood, one tapered to serve as a stop and provided with two dowels which fit in holes in the workbench. The

other piece of hardwood is made in the shape of a cam and is provided with a short dowel which serves as a pivot.

—E. F. Folger, San Fernando, Calif.

Black Cat Has Your Number



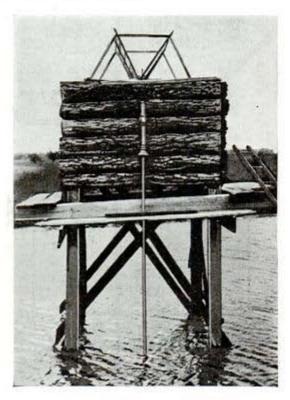
A black cat on the back-yard fence, or at the front gate, is more ornamental than objectionable if it is made of plywood and carries vour house numerals on its side. The head is cut out separately and the ears hollowed slightly after painting to make them look more

natural. Eyes are made from green license-plate fasteners. The head is pivoted to the body with a small stove bolt, the end being countersunk and covered with putty so that the head may be turned to various angles, thus changing expression. Whiskers, made from fine wire, are attached with a thumbtack.

-Jos. C. Coyle, Yuma, Ariz.

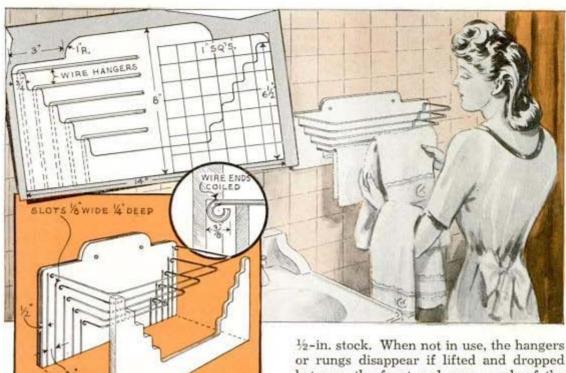
Windmill Keeps Small Lake at Constant Level

The "Izaak Waltonians" of a Nebraska city have a small lake which is kept at constant level by the simple wind-power plant shown. A large wind-wheel contrivance is set in a box mounted on piling, with half of the wheel exposed above the top so that the prevailing-north and southwinds will strike the blades squarely. A point is driven into the bed of the lake, and is connected by pipe to a pump set on the side of the box. A short pitman mechanism connects the wind wheel with the pump to give a 5-in, stroke. The pump is working more than half the time. To make the box more rustic, it is covered with slab pieces to which the bark still adheres.



POPULAR MECHANICS

This Towel Rack Has Disappearing Hangers



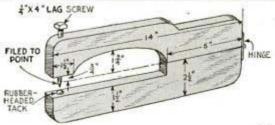
Having a dainty, streamline appearance, this easily made rack is designed to blend in well with modern kitchens and bathrooms. It is made of two 14-in. lengths of or rungs disappear if lifted and dropped between the front and rear panels of the rack. Grooves ½ by ¼ in., cut in the two panels of the rack, form slots to take the hangers when the rack is assembled. Heavy wire is used for the hangers, which have eyes formed on the ends. The hangers are held in a horizontal position as shown in the circular detail.

Thickness Gauge Aids You in Shaping Model-Ship Hulls

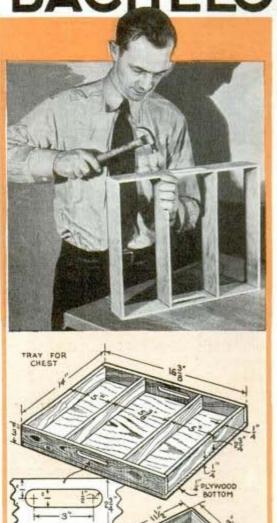
With the aid of this gauge, it is easy to obtain uniform thickness when shaping the hull of a model boat, or any other work where thickness is hard to measure directly. It consists of two jaws, one carrying an adjustable point, the other a rubber anvil. In use, the anvil is pressed against the trued outside of the hull, and the point is brought down with rapid strokes, while being moved from place to place. The inside is then gouged out until the point pricks disappear. When the hull has been trimmed almost to the desired thickness, the point will penetrate to exact depth, being prevented from pricking deeper because of the flat sections of the jaws meeting.-E. M. Love, Monterey Park, Calif.

Turpentine will soften shoe polish that has hardened in the can.





BACHELOR CHESTS



THIS chest and desk combination is useful for the man who has occasional writing or drawing to do, but does not desire a desk as a separate piece of furniture. And, if the chest as such appeals without the desk feature, the latter can be omitted as will be shown. Thus with slight changes the same basic plans apply to both applications. Both chests are suitable as com-

TRAY FOR DESK-

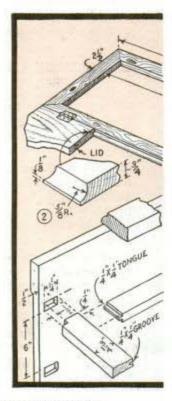
panion pieces, as the low chest will serve for a seat as well. Being inexpensive and easy to work, knotty pine is suggested for the construction.

The cutaway view in Fig. 8 shows the general construction of the desk chest. Begin with the solid end pieces, which must be glued up of several pieces for width. Mortises are cut into the inner faces of the ends to take the tenons of the drawer frames, as shown in Fig. 2. The two facing strips and the top rail at the back are held with finishing nails set below the surface.

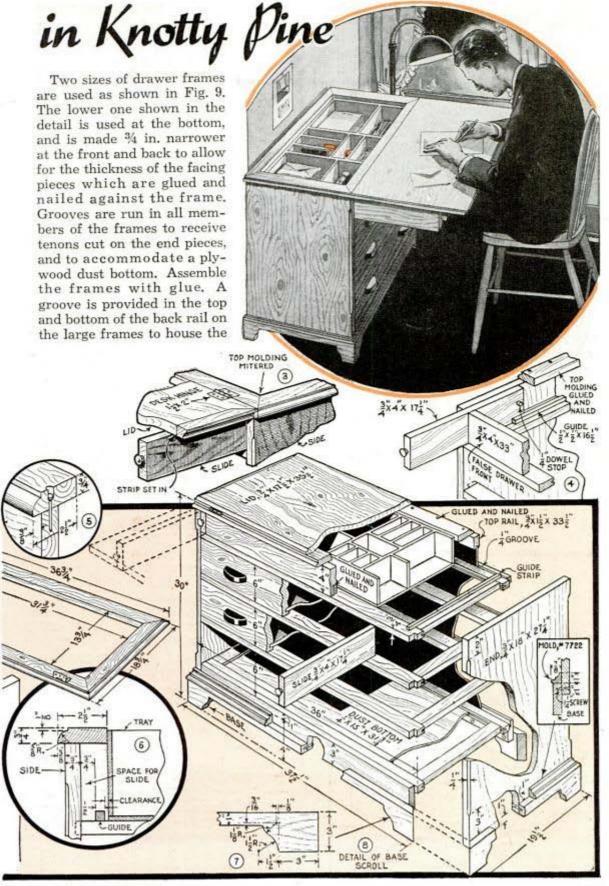
Details of the top frame and the lid are given in Figs. 2, 3 and 6. The shaped edges on these pieces are of the common "rule-joint" type and may be cut on a shaper, molding cutter, or by hand. The outer edge around the frame can be shaped with a plane after sawing a 1/8-in. rabbet 5/8 in. from the edge. The matching concave cut around the lid is rabbeted in the same way, but the molded part is worked out with a gouge and sandpaper. To conceal the end grain, pieces are mitered and set in across the ends of the top as shown in Fig. 3. The frame is mitered and nailed in place along with the false drawer front shown in Figs.

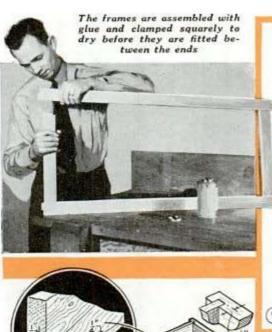
3 and 5. The lid is hinged to the front edge of the top frame and is supported, when open, by two slides as in Fig. 4. Fig. 6 shows the relative positions of the frame, sides, guides and slides.

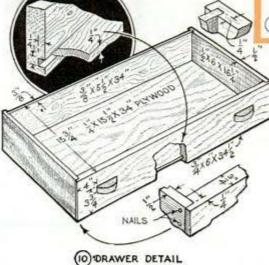
The base is shaped, following the design shown in Fig. 7, and the corners are mitered. Screws, driven from the inside, and glue, are used to fasten the base strips to the ends and facing pieces, lapping them 1 in. as shown in the insert detail of Fig. 8. Molding is glued and nailed to the top of the base pieces to relieve the plain edges.

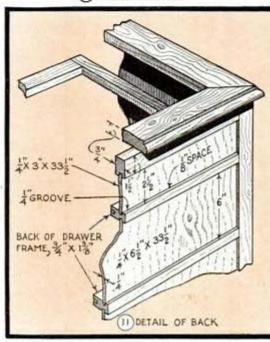


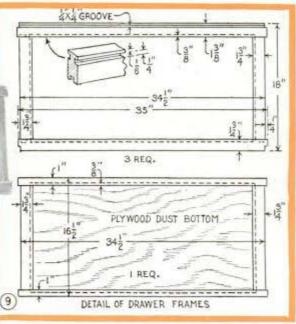
HANDHOLE











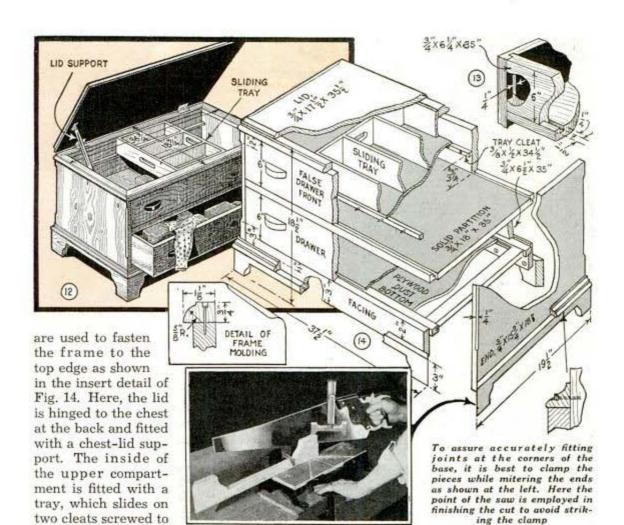
back panels as shown in Figs. 9 and 11. The lower panel is housed in a groove cut in the rear facing piece as in Fig. 8.

The three drawers are of equal size and are made as shown in Fig. 10. Nails and glue are used to fasten the sides to the back and front. The bottom fits in a groove and is glued only at the front edge to allow for expansion. The handles may be made of pine or purchased in metal.

The arrangement for partitioning the pigeonhole tray is shown in the lower detail of Fig. 1. After cutting the pieces to exact size, the assembling, which is done with fine brads, is begun with the small partitions at the center. This is important as difficulty in nailing will be encountered later if this procedure is not followed. When the unit is completed, it is slipped in place and fastened with brads driven through the outside frame. The tray should fit accurately between the top frame pieces, yet loose enough to permit easy removal.

The low chest, Fig. 12, has only one drawer, which is the same size as those in the desk chest. The top, facing and base are assembled in the manner previously described. Only one drawer frame is required as the bottom of the tray compartment is made solid. Note that grooves are run in the solid partitions and ends to house the back panels and the false drawer front, Fig. 13. The back facing piece also carries a rabbet for the same purpose.

The frame around the top is similar except that it is 11/8 in, wide. Nails and glue



the chest. The dimensions for the sliding tray are given in Fig. 1. Handholes are cut in the side pieces.

the front and back of

Now for a few general suggestions in regard to the finishing of the chests. Nail heads in an exposed surface should be set carefully about ½ in. below the surface. The holes should be filled with a mixture consisting of fine sandpaper dust and thin

liquid glue to form a paste of putty consistency. After the glue has set, the surface over the holes should be sanded well.

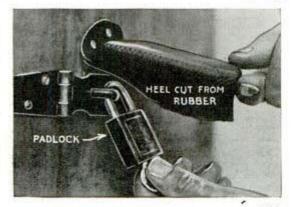
A simple method to follow in finishing the wood is to apply a mixture consisting of a combination of wax and rich-brown stain which is available in several shades. Two or three coats rubbed well with a soft cloth will produce a beautiful finish.

Rubber Shield for Exposed Padlock to Prevent Freezing

A piece cut from the heel of a rubber to the shape shown makes a dandy cover for small padlocks to keep rain from freezing in them. The rubber is tacked above the lock as indicated so that it hangs down over it unless lifted up.

-Frank Bentley, Council Bluffs, Ia.

Cakes of chocolate should be kept in a cool, dry place to prevent the white coating that usually forms when they are stored in a warm place.



Simple Tongs for Blacksmith Tend to Reduce Shocks

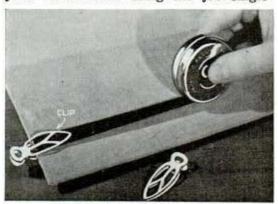


Amateur blacksmiths and others who have use for a light pair of tongs will find the ones shown easy to make. Because they are bent from two lengths of rod, they are quite springy so that they tend to absorb shocks from the hammer blows. The jaws are formed by bending over the ends of the rods, and the holes for the pivot rivet are formed by bending eyes in the rods at the correct location.

—Luther Strosnider, Havensville, Kan.

End of Tape Held in Place by Clip Used in Hair

A ladies' hair clip of the type shown in the photo is just the thing for holding the end of a steel tape measure to the end of your work when doing the job single-



handed. The jaws of the clip are long so that they will fit over fairly thick work, and the spring in the clip provides sufficient tension to keep the assembly in place.

Christmas-Tree Lights Strung Neatly with Hairpins

If you experience difficulty in attaching strings of Christmas-tree lights to the slender branches, use hairpins to hold the lights in place. Just slip the pins over the branches where desired and then twist the ends around the light wires on each side of the socket, as shown.



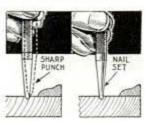
Thumbtack Puller from Can Lid



Instead of using a fingernail to pull thumbtacks, try the top of a tin can that has a lid that slips down over the upper edge. You will be surprised at the ease with which even stubborn tacks can be removed.

Nail Set Starts Small Drills

Errors in drilling wood and starting screws can be avoided if instead of punching the starting holes with a nail or sharp punch a



nail set is used. The cupped point of the nail set cuts through hard and soft areas alike, whereas a conical or pyramid point such as on nails and punches is diverted from the harder veins into the softer rings between them.

-R. A. Carrier, Jr., Asheville, N. C.



Lessening FIRE HAZARD

Dry, resin-filled evergreens ignite easily and burn fast. A short circuit in the light cords may start a serious fire, but you can lessen the hazard greatly by simple precautions

EVEN though the use of candles on Christmas trees has been practically eliminated because of danger of fire, and electric lights have been substituted, dried evergreens in the home are a serious fire hazard. While a tree is still "green" it contains enough water which prevents it from burning readily, but when placed in a heated room for a number of days, it quickly dries out and becomes in-

flammable.

You can treat a freshly cut tree to make it fire resistant, taking advantage of the fact that even after it has been cut, the trunk will continue to absorb water for some time. Many people keep the trunks immersed in water in order to keep the tree "green" and retard drying of the needles, which reduces the fire hazard somewhat. But a chemical, ammonium sulphate, dissolved in the water to be circulated through the tree makes it still more resistant to fire. To do the job right, get the tree about four or five days before you intend to put it up, and keep it where the

> temperature ranges from 55° to 65° F., as the treatment is most effective at this temperature. Now weigh the tree, Fig. 3, and then purchase ammonium sulphate equal to one-fourth of the tree's weight. Dissolve it in water, 1 at.. to the chemical. 2 lbs. Pour the solution into a crock or jar into which



DIAGONAL

of CHRISTMAS TREES

the trunk of the tree is to be set, and fit it with a cover, Fig. 2. Then prepare the lower end of the tree trunk for maximum absorption by sawing it off at a slant or cutting it to a V-shape as shown in Fig. 1. For best results, all the solution should be absorbed by the tree, which may require four or five days. After the treated tree has been set up, it is best to continue keeping the trunk immersed in water. Added resistance to fire can be had by external spraying, using the formula given in Fig. 4. You can use an ordinary insect sprayer, applying the solution two or three times, allowing each application to dry before the next.

It should be remembered that while these measures decrease fire hazard greatly, they do not render a tree entirely fireproof in the event considerable flame is applied directly. The practice of using untreated absorbent cotton on the branches of the tree to represent snow is a source of potential danger, as a short circuit in the wiring of the lights may ignite the cotton and cause a

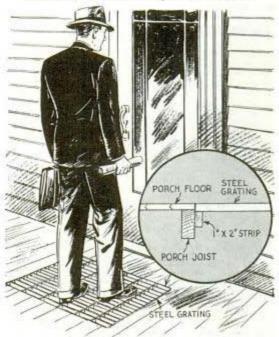
blaze. However, cotton can be made fire resistant by sprinkling it with a solution consisting of borax, 7 oz., boric acid, 3 oz., and hot water, 2 qts. The cotton is spread out on a paper over the basement floor. Do not soak the cotton as this causes it to lose its natural fluffiness.

Before stringing the lights, test each cord, especially at the sockets, to be sure that there are no defects in the insulation, or any loose connections. When stringing the cords in the tree, avoid wrapping them around branches, Fig. 5, as this is apt to damage the insulation, causing a short.





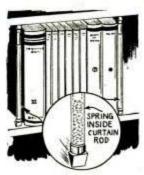
Steel Grate Built in Porch Floor Serves as Sanitary Door Mat



A section of steel grating set in an opening in the porch floor in front of the door provides a "mat" that allows dirt scraped from the shoes to fall through to the ground. This helps to keep the porch floor clean, and also it can be used in combination with the regular door mat to automatically dispose of the dust and sand that works through the mat. Furthermore, the grating provides good ventilation if the lower part of the porch is closed in.

—Axel E. Ogren, Chicago, Ill.

Books Kept Upright in Case



This handy little device is not conspicuous and will keep the books vertical and in neat order on shelves. It is made from a telescoping curtain rod and two slip-on erasers. The rod can be purchased

for a nickel in most stores and after being cut to the proper length for the shelves it will be used on, it is assembled with a compression spring inside as indicated. When the erasers are slipped over the ends, the spring forces them against the two shelves so that they stay in a vertical position and hold the books in place.

-Arthur R. Burns, Los Angeles, Calif.

Repairing Worn Plug Threads

It is often possible to repair worn threads on filler plugs from gas torches, furnaces and similar tanks. First drill a hole part way into the plug as indicated. Then fasten the plug in a vise, place a center punch in the hole and hit lightly with a hammer. It is important to try the plug in the



tank after every few blows so that it will not be expanded too much. This method of repairing is good only when threads are worn, not stripped.—George W. Niedermair, West New Brighton, S. I., N. Y.

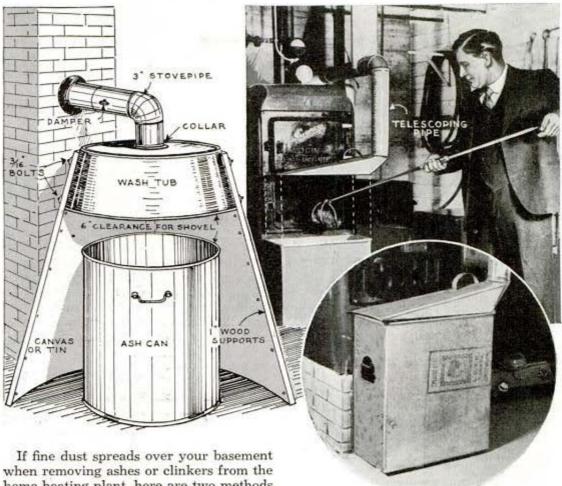
Attaching Vacuum Cups

Ordinary rubber vacuum cups can be attached permanently to glass, porcelain and similar surfaces if they are first given a thin coating of liquid fingernail polish and pressed into place before the polish dries. The polish will prevent air from seeping in and breaking the vacuum. When it is necessary to remove the cups, pry them up with the point of a knife, then peel off the thin film of dried polish.



POPULAR MECHANICS

Eliminating Dust from Ashes in the Basement



If fine dust spreads over your basement when removing ashes or clinkers from the home heating plant, here are two methods of reducing this nuisance to a minimum. With both methods, the dust is carried out through the chimney as it arises from the ashes. The method shown on the right is best suited to stoker-fired plants where the residue is removed from the firepot in clinker form. A sheet-metal container is placed directly under the fire door to receive the clinkers as they are removed. A lid for the container is shaped as shown, and is connected to the chimney by means of a small-diameter smoke pipe. The two

vertical sections of the pipe telescope to permit raising the lid. On the left, an ash can is set under an inverted wash tub, which is also connected to the chimney by a smoke pipe, and partly surrounded by an apron. Dust arising when dumping ashes into the can is sucked up the chimney. Dampers must be used in the pipes of both installations, and must be kept closed when not in use to prevent loss of draft to the heating plants.

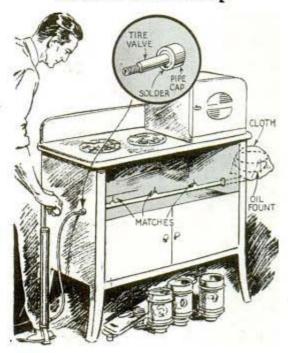
Concrete Porch Steps Illuminated by Dome Light Installed in Riser

A dome light from the interior of a sedan-type car is just the thing to illuminate dark porch steps. If the steps are already built, you can chisel out an opening in the riser of the upper one and install a light. Also, it can be used in wooden steps. When used in concrete, cut off the reflector so that just a rim is left to set in the concrete. Then, using a small wooden box to house it, connect it to a waterproof outlet and wire this to your porch light switch by means of waterproof lead-covered cable.



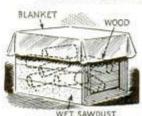
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Kerosene Stove Cleaned in a Jiffy with Auto Tire Pump



When the fuel pipe of a kerosene stove becomes clogged, you can clean it in a jiffy with a tire pump, thus making it unnecessary to strip the stove of everything and turn it upside down to drain the pipe. Just remove the burner, plug the openings with matches, take off the fuel fount and tie a piece of cloth over the receptacle in which it sets. Then remove the pipe cap at the end of the fuel line, drill a hole in it to take the shank of an old tire valve and you are ready to clean the pipe. To do this, connect the pump to the valve and you can blow out all sediment with a few strokes.

Green Wood Cured in Sawdust to Prevent End Cracking



Home workshop owners who like to cut burled and other fancygrained pieces from green logs and cure them for future use, will

find that the sawdust method of curing prevents the wood from checking as it dries. The pieces are simply buried in the center of a box of sawdust, which is then soaked thoroughly with water and covered with a blanket. The box is stored in a dry, cool place and left for a time ranging from six months to a year. During this period, the sawdust and wood both dry out slowly, and the shrinkage, which causes cracking, is reduced to a minimum.

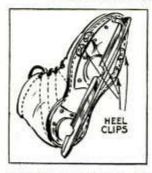
Holder for Cellulose Tape

With a small block of wood and three angle brackets you can make a neat holder for rolls of cellulose tape. Screw two of the angle brackets to the block.



spacing them as far apart as the width of the tape. The third bracket is soldered to one of the others to form a cutting knife. The edge should be filed sharp and serrated to form a sawlike edge. It will be necessary to drill a bolt hole through the first roll of tape, but the metal sides of this roll can be transferred to succeeding ones.

Sole Stitching on Skate Shoes Protected by Heel Clips

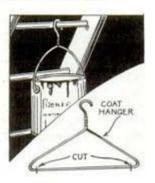


If the soles of your skate shoes rub on the ice during quick turns and wear the stitches, tack several women's heel clips over the stitching as shown. Two clips on each side will usually

provide protection, but you may need an extra one if the soles are worn badly.

Wire Coat Hanger Provides Bail and Hook for Paint Pail

A combined bail and hook for a paint pail, which replaces the bail commonly provided, may be made from a coat hanger. Cut it at the points indicated and bend to the proper shape.

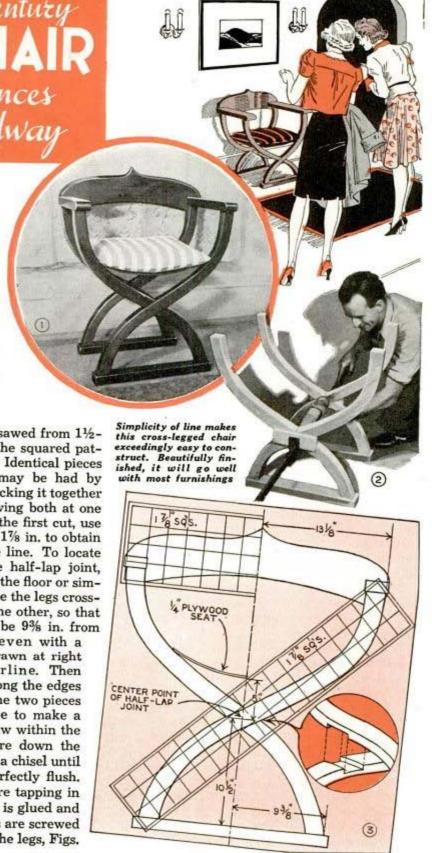


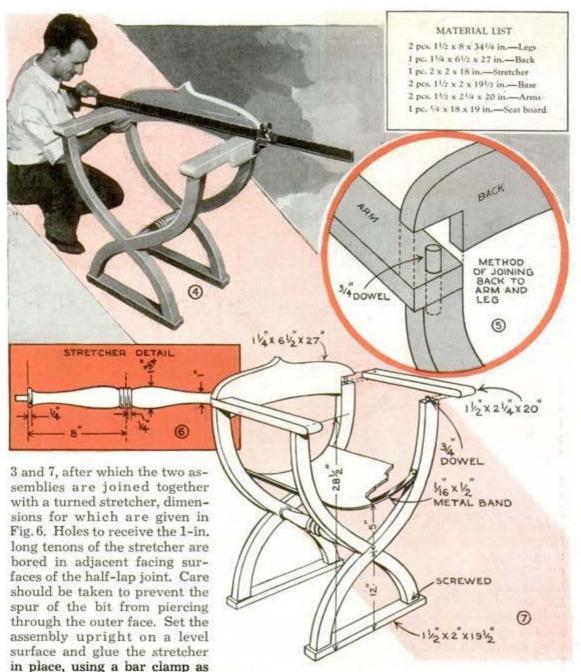


By G. E. BASICH

M ODERNIZED by a brightly striped cushion of satin damask to contrast pleasingly with a walnut, mahogany or maple finish, this 16th-century occasional chair, Fig. 1, is an attractive piece of furniture for hallway or living room.

The legs are bandsawed from 11/2in, stock, following the squared pattern given in Fig. 3. Identical pieces for each assembly may be had by stacking the stock, tacking it together temporarily, and sawing both at one time. After making the first cut, use a marking gauge set 1% in. to obtain a true parallel guide line. To locate the position of the half-lap joint, mark a centerline on the floor or similar flat surface. Place the legs crosswise, one on top of the other, so that the lower ends will be 9% in. from the centerline and even with a baseline, which is drawn at right angles to the centerline. Then draw a pencil line along the edges of the stock where the two pieces intersect. Take care to make a snug-fitting joint. Saw within the guide marks and pare down the waste gradually with a chisel until both surfaces are perfectly flush. A good fit will require tapping in place. Then the joint is glued and clamped. Crosspieces are screwed to the lower ends of the legs, Figs.





in Fig. 2 to draw the work together tightly. Dowels are used to attach the arms as shown in Figs. 5 and 7. At the front they enter blind holes, while at the rear they extend completely through the arm and enter the notched end of the back. Apply glue to all surfaces of the joint and clamp crosswise as in Fig. 4. The seat board is supported at the front and back edges with a curved metal strip. The plywood is cut to extend slightly beyond the ends of the strips at which point it is screwed to the legs. The cushion is simply a down-filled pillow covered with fabric.

The beauty of this chair depends a great deal upon the finish. If an open-grained wood has been used, such as walnut, mahogany or oak, the pores must be filled with a prepared paste filler of the proper color. This is mixed to a creamy consistency and applied with a soft-bristled brush, flowing it on with the grain. After it has set for about 15 minutes, the filler is wiped off across the grain so as to leave it packed in the pores. When hard, sand the surface lightly, dust clean and continue with a coat of stain, or 2 coats of high-grade rubbing varnish if a natural finish is desired.

Cuts for School Paper Cast on Chalk Plates



This simple chalk-plate method of making stereotypes will solve the problem of providing line cuts for high-school papers and similar publications, where linoleum-block prints are not always satisfactory, and zinc cuts or halftones are too expensive. While delicate cross-hatching cannot be used, ordinary drawings, cartoons and diagrams can be reproduced. To make a cut, get a steel plate of the desired size and not over 1/16 in. thick. Around this make a form of cardboard strips to hold a "chalk" paste made by mixing plaster of paris, 1

teaspoonful, with water, 8 teaspoonfuls for each 12 sq. in. of surface to be covered. After transferring the illustration to the chalk surface, the lines are cut through the chalk to the steel plate. A dull phonograph needle stuck in the end of a dowel makes a good graver for this purpose. Next clean off the loose chalk and pour the metal to form a type-high stereotype. As there is no danger of burning the chalk, the metal can be poured hotter than with a matrix, thus assuring exact reproduction of all lines.—M. Van Dyke, Portales, N. Mex.

C-Clamp Pushes Small Nails into Strips and Moldings

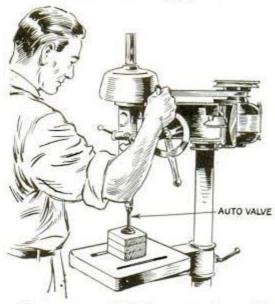
To do a neat job of placing small nails into the back of a picture frame, or in places where it is difficult to use a hammer, try forcing them in place with a C-clamp. Used in the manner shown in the photograph, the clamp will push nails into the wood with less chance of marring or splitting it, or cracking the glass.

(When preserving fruits, the jar rubbers always should be tested before placing them on jars. Stretch and bend them, then keep them in a pan of boiling water for at least 10 minutes.



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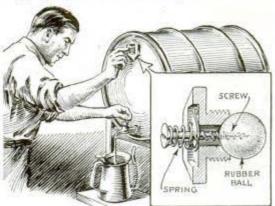
Drill Press Applies Pressure on Small Gluing Jobs



Having several thicknesses of wood to glue up for a lathe turning project and having no clamp large enough to hold them, I inserted a discarded valve stem in a chuck of my drill press. Then the blocks were placed on the table beneath it and the stem brought down firmly against the work, where it was held by locking the spindle.—G. E. Hendrickson, Argyle, Wis.

Valve in Bung of Gasoline Drum to Vent It Easily

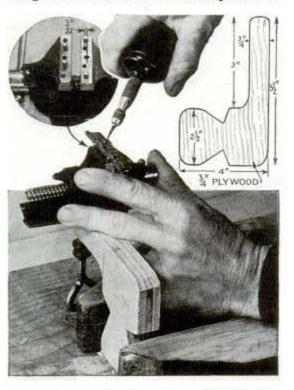
Farmers and others who keep gasoline and other volatile liquids in large barrels will find this simple homemade valve just the thing for venting the barrels when removing some of the contents. The valve always stays closed except when compressed and thus there is no chance of its staying open and allowing some of the



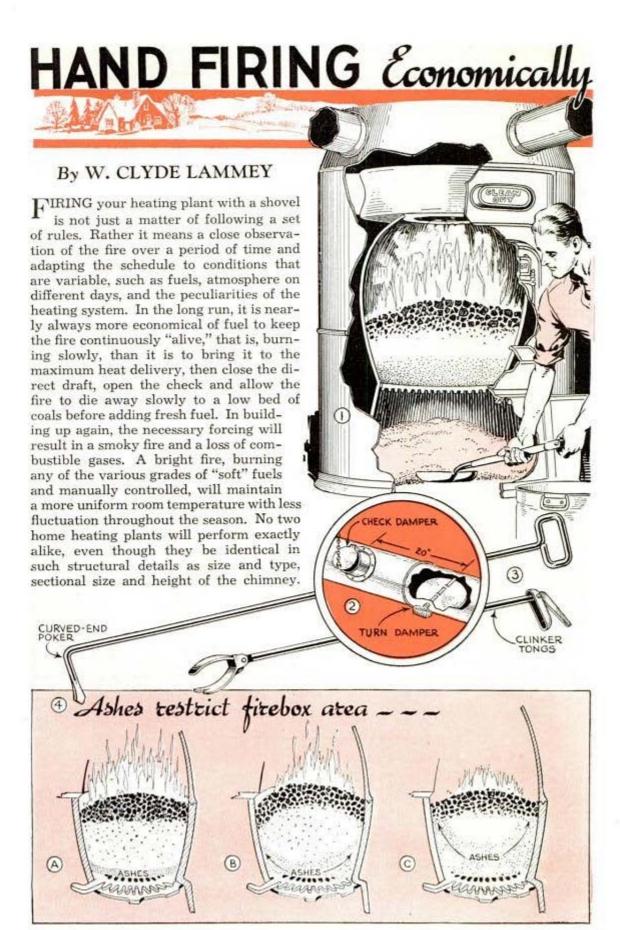
contents to evaporate, which often happens when the bung cap is loosened to vent the barrel. The valve is made from the regular bung, which is counterbored on the threaded end to take a small rubber ball. The bung, of course, is drilled through for the insertion of a wood screw which is driven into the ball. A coil compression spring under the head of a screw to bear against the bung completes the job. In use, just press on the head of the screw, which pushes the valve away from the bottom of the bung and allows air to enter the barrel as the contents are drained out.

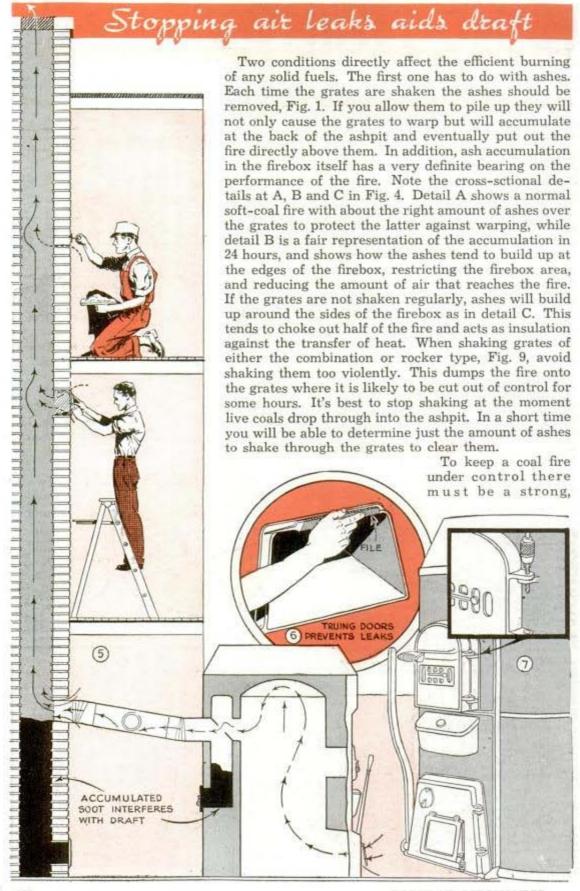
Modelmaker's Universal Clamp Made from Small Vise

A twenty-five-cent vise plus a block of wood provides an efficient clamp for modeling. The block is cut to the shape shown



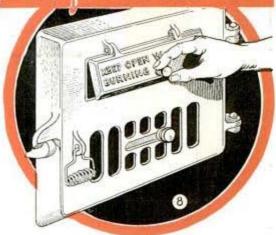
and is held on the bench by a hand screw, the vise being clamped to the block as indicated. By tilting the vise or block, angle adjustments can be made in any direction. In addition to this, the two surfaces of the vise jaws can be fitted with small pins, as shown in the circular detail, for clamping thin, flat irregular work. Small finishing nails with the heads cut off will provide the pins, which should project above the jaws approximately ½ in.





To save fuel, keep the fire "alive

steady draft. A clear and tightly sealed chimney is important. A look at Fig. 5 will show why it is essential that the chimney be tight and clean. The arrows indicate possible air leaks. Not only are these openings unsafe, but each one of them, admitting only a small quantity of air, is really a tiny check damper. A number of such leaks will admit air equal to that of the regular check damper wide open, and have the same effect on the fire. As a remedy, point up all openings in the chimney with regular mortar. A stovepipe opening can be sealed with furnace cement if it is required for other purposes, at any time the furnace is not in operation. Be sure that the inner end of the smoke pipe does not project into the flue space. If you're putting up a new smoke pipe, the distance between the turn and check dampers, Fig. 2, should be at least 20 in. The fire and asphalt doors and the cover of the check damper should fit tightly so that they do not admit air when closed. On new furnaces all these surfaces are ground, but



where rust has roughened the meeting faces they can be smoothed up with a file as in Fig. 6. If the doors sag when opened, ream out the holes in the hinge halves and put in new pins as in Fig. 7. On most furnaces, an opening is provided either in the fire door or directly below it for admitting air to the combustion chamber. This aids in combustion of the gases when burning soft coals. On some furnaces the opening

is provided with a hinged cover fitted with an adjusting screw as in Fig. 8. Be sure this door is open when burning soft fuels.

TRIANGULAR ROCKER GRATE

TRIANGULAR ROCKER GRATE

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Firing routine from day to day depends on the individual heating system, its location in the building, the type of fuel, outside temperature fluctuations and the time you have available. In general, the trick is to keep the fire burning slowly, which means that the drafts must be regulated often enough during the day to keep it "alive." This is true when burning any of the soft coals, hard coal or coke, although in any firing schedule the latter two will require attention less often. Atmospheric conditions also have something to do with the way the fire burns. Foggy days and nights when the air is "heavy" generally mean a rather slow, sluggish fire, a time when it's important to keep the ashpit and grates clear. On the other hand cold, clear days and nights require a change in the procedure, as the fire must be kept checked for longer periods.

When it's time to add fresh fuel or if the fire is unduly low, be sure to open the draft for a few minutes first, so that the bed of coals will brighten up. Then scatter the fresh fuel uniformly as in Fig. 10 and leave the draft open until the fuel is fully ignited. If you're banking the fire for the night, add fresh fuel in two batches at inter-

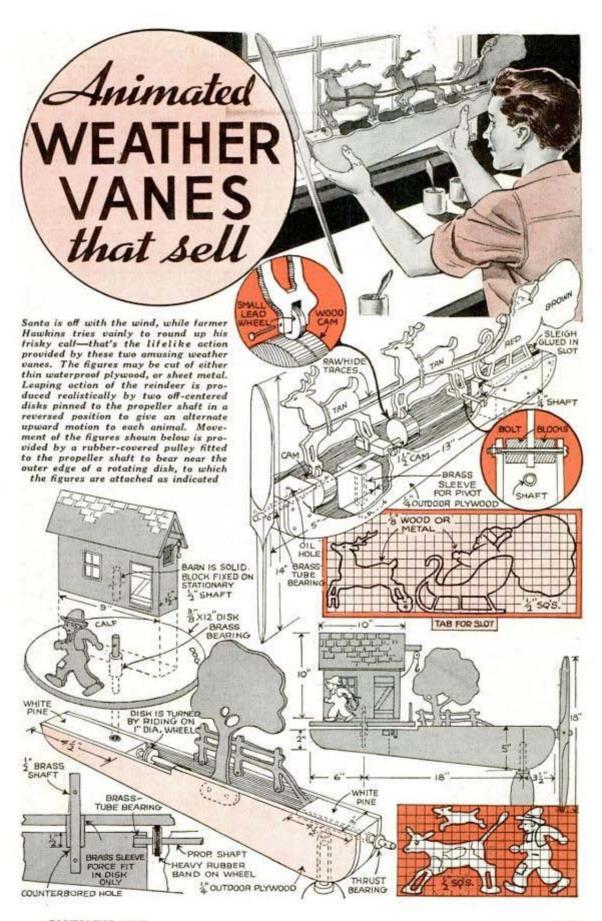
vals. Allow the first one to ignite then add a second and leave the draft open until the flames appear. In this way, there will be less smoke and the minimum loss of combustible gases. If you have trouble holding a fire over night a light sprinkling of fine ashes over the second batch of fresh fuel will help. However, if you are using fine coal of the grade known as "mine run" this is not advisable as it tends to form clinkers. As a general rule, it is best to avoid poking or disturbing the fire in any way, especially when burning lump fuels. Mine-run coals frequently tend to "crust" over as in Fig. 11 and should be broken up occasionally with a curved-end poker like that shown in Figs. 3 and 12. Clinker tongs, Fig. 3, are also useful. They enable you to pick out clinkers that are almost impossible to remove by other methods.

Hammer Face Rubbed on Wax Holds Tacks for Driving



You will not need a magnetic hammer in order to drive tacks quickly if you use a cake of ordinary yellow beeswax. Rub the face of the hammer on the wax to cover it with a thin film, which will hold tacks in position until they are driven home.

¶You can save many steps if casters are put on your kitchen table so that it can be moved about easily.



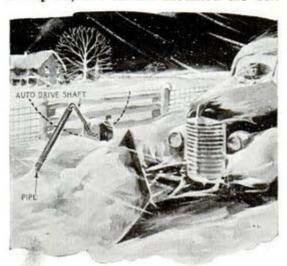
Garden Rake Steadies Tree Limb for Cutting with Saw



When an extension saw is used in the orchard for cutting large limbs at a distance from the ground, the limbs may be kept from swinging and pinching the saw by using a garden rake as a holder. It is necessary to put a tension on the limbs by pulling down slightly with the rake.

Slanting Post Protects Mailbox from Damage by Snowplow

After the post supporting his mailbox had been knocked over several times by a snowplow, one farmer mounted the box



on a length of auto drive shaft, bent as indicated, and inserted loosely into a length of pipe driven into the ground at an angle. With this mounting, the box will swing to one side if struck by a plow or a road maintainer, yet swing back to its normal position when the plow has passed.

Rubber Band Keeps Trouser Legs over Tops of Overshoes

Trouser legs tucked into the tops of overshoes do not prevent snow from entering around the edges. However, snow can be kept out if the trousers are fastened down over the overshoes



with a rubber band cut from an inner tube. Split the band on one side, as shown.

Paper Clamp Holds Lunch Bag on Door of Locker

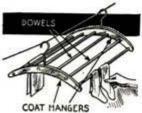


Instead of tossing his lunch bag on the floor of his locker among rubbers and other miscellaneous articles, one worker hangs it on the door of the locker with a paper clamp. This is

merely slipped over the folded end of the bag and hung over a bolt in the door.

Increasing Clothesline Space

If you have insufficient space for stretching a line to dry clothes on bad days, you can increase the capacity of the available line by using one



or more racks like the one shown. It is made from a couple of wooden coat hangers and several dowel rods. Holes are drilled in the hangers to take the rods, which are glued in place.



Christmas.

DECORATIONS

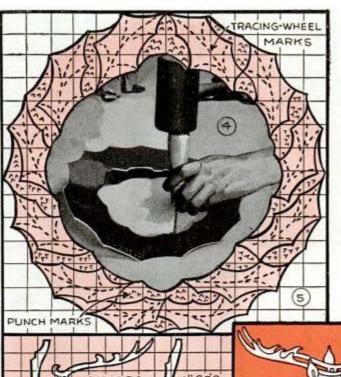


By Edna McGrew

HERE are a number of striking table decorations, Figs. 1 to 4 inclusive, which will add cheer to the home during the holidays. You can make any of these easily in gleaming aluminum, using common household tools to shape the metal.

The wreath shown in Figs. 4 and 5 may be enlarged to any desired size. It may be cut with a pair of scissors from a single piece of .008-in. semi-hard sheet aluminum. When cutting, you will find it easier to follow the lines if the paper pattern is attached directly to the metal with tabs of gummed tape, instead of scribing the outlines off on the work. The holly leaves are raised in relief by tooling the solid lines, and denting the area between the leaves with a blunt-pointed ice pick at the points





one-piece head and neck is attached upright in the V-shaped opening of the body with a piece of No. 26-gauge galvanized wire inserted through small holes punched on each side. A pair of long-nose pliers will aid in twisting the ends of the wire in hardto-reach places. Form the feet by turning the metal under at right angles, and wire the antlers to the top of the head. The smaller deer is assembled in the same manner. The pattern shown at the left in Fig. 13 forms the bottom and sides of the sleigh. To the sides of this are attached the scrolled runner pieces, which first have been strengthened by running a tracing

ANTLERS I SQ'S.

WIRED HERE

FOLDED ON DOTTED LINES

6

HOLES FOR WIRING



(8)

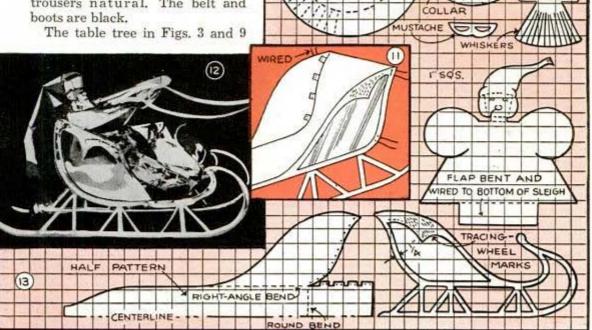
indicated in Fig. 5. The dents are made on the face side of the work. A dress-maker's tracing wheel is run on the back side of the wreath to form the veins of the leaves. A large bow of metal can be attached at the bottom.

The Santa Claus and sleigh drawn by three reindeer, shown in Fig. 1 and detailed in Figs. 6 to 8 and 10 to 13 inclusive, make an attractive decoration for a mantel. Enlarge one deer pattern on 1-in. squares and another for the smaller deer on ¾-in. squares. Form the body of the deer by bending it on the dotted lines indicated in the pattern. Studying Fig. 8 will enable you to determine the approximate contour. The

SEAM BOUND WITH SOS WIRED FINE WIRE OGETHER A DOWEL HOLES FOR WIRING 1"X 3" WOOD DISK COVERED WITH METAL PAINTED BORDER 9

wheel over the back side. Santa is wired to the floor of the sleigh in a sitting position, with hands outstretched, as in Fig. 12. The robe is cut from gold foil, crushed and spread over Santa's knees. Narrow strips of cloth serve as reins.

The pattern shown in Fig. 10 is used also for the large standing Santa shown in Fig. 3. The parts simulating the waist, boots and trousers are wired together at the back. The mustache and whiskers are curled and the tabs inserted under the nose. After the figure has been shaped properly, the coat and cap are painted red, leaving the skirt, cuffs, face, hat band and trousers natural. The belt and boots are black.



ROBE

BENTON

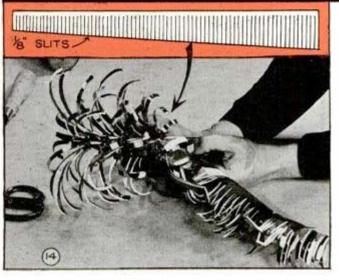
DOTTED

LINES

CUTON

SOLIDLINES

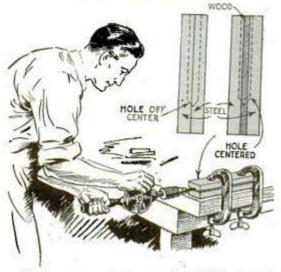
COLLAR



consists of four cone-shaped disks wired to a dowel "trunk" fitted in a wood base. The scalloped edges of the cones may be painted red and the dots blue to simulate ornaments. To make the tree shown in Fig. 2, a tapering metal strip first is slit its full length. See the detail just below Fig. 13. Then the ends are curled and the strip is wound around a dowel as shown in Fig. 14. A tack through each end of the strip fastens it in place. If desired, the tree may be sprayed and sprinkled with artificial snow while the paint is still wet. The base for the tree may be covered with metal, cementing it to the wood, or it may be painted.

JANUARY, 1941

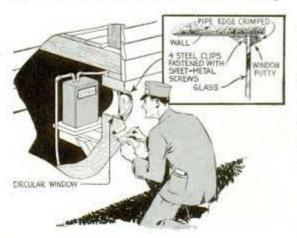
Wood Strip Aids in Grooving Pieces of Metal



Having several pieces of metal that were to have duplicate grooves made in their surfaces, one man did the job with a hand drill. The metal pieces were clamped together tightly with a wood strip between them, after which a small drill was run into the wood to make a shallow groove in both pieces of metal. Then a larger drill was used to cut the grooves to the desired depth. The wood strip serves as a pilot for the drill, which follows the path of least resistance and does not tend to drift to one side into the metal.

Gas Meter Read from Outside Through Window in Wall

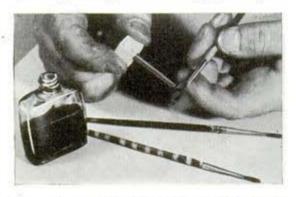
Finding it inconvenient to be at home at certain times to let in the gas man to read the meter, one home owner installed a window in the basement wall so that the meter could be read from outside. It may



be necessary to have the meter turned around so that the dials face the wall. Then in front of them, make a circular opening in the wall to take a sleeve of 8 or 10-in. sheet-metal pipe, cementing it in place carefully. The window is completed by fitting a glass disk behind the crimped edges. Steel clips keep the glass from slipping back, and putty between it and the edge provides a watertight seal.

Nail Polish Cements Bristles in Small Brushes

The use of inexpensive brushes practically always means that loose bristles will become detached and adhere to the work, but the bristles can be anchored securely with fingernail polish. Just apply a drop to



the ends of the bristles, where they enter the handle and metal binding. With large brushes, it will be necessary to part the bristles and treat the tufts separately. Do not use the brushes in lacquer or paints containing lacquer solvents.

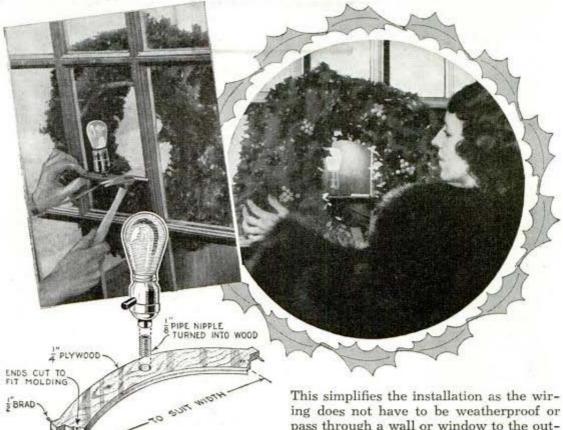
Protecting Evergreen Trees During the Winter

For protecting evergreen trees that are subject to damage due to snow filtering and weighting down the branches, fine electrical wire will answer the pur-



pose a great deal better than cloth or strings. Start at the bottom of the evergreen and wrap the wire around as shown. In the spring, the wire can be removed quickly and, if desired, can be stored away for use the following winter.

Installing Illuminated Wreath Outside Door

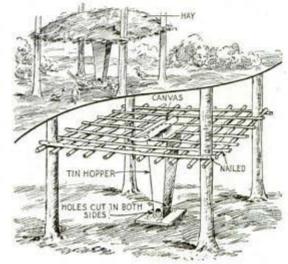


Here is a simple method of illuminating a holly or evergreen wreath for the yule season. With this arrangement, the wreath is hung outside a door or window so that it stays fresh, and the bulb is placed inside so that the light shines through the glass. This simplifies the installation as the wiring does not have to be weatherproof or pass through a wall or window to the outside. As shown, a bulb in a standard socket is supported on the inside surface of the door by means of a simple plywood bracket and plugged into an outlet. The light cord should be long enough to allow the door to be opened as usual, and a curtain to be hung across the glass.

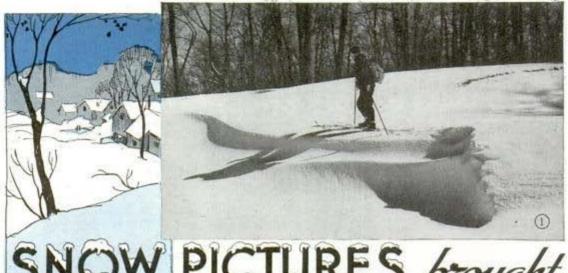
Fountain-Type Bird Feeder Delivers Food as Required

Desiring a feeder for game birds that would reduce waste of the food to a minimum, one sportsman found that the one shown did the trick. Working on the principle of automatic feeders used for domestic animals and poultry, it consists of a latticework suspended between four trees or posts with the tin feeder in the center. The lattice is covered with straw, hay or cornstalks, the mouth of the feeder being covered with canvas to keep out chaff and other foreign matter. The lower end of the feeder rests on a stone or wood block, which serves as a feeding platform.

¶A strawberry huller is ideal for removing pin feathers from poultry.



JANUARY, 1941



SNOW PICTURES brought



Photo, Fig. 1, was taken with an A-filter (red). Light-meter reading was twice as high as that usually obtained in summer with oright sun on water scenes. If in doubt as to what filter to use, inspect the scene through several colors, Fig. 2, above

By THOMAS P. LAKE

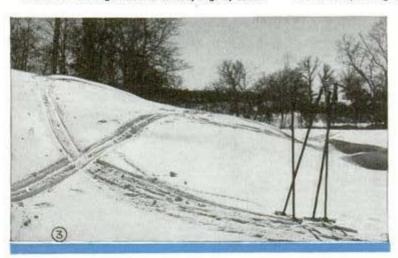
A MATEUR photography is too often a summer pastime, and the principles learned then-perhaps unconsciouslyprove to be a snare in the unusual conditions that prevail in the typical winter landscape. Snow appears white because it reflects most of the light rays. In comparison, the ground in summer is an exceedingly poor reflector. Rocks, earth, grass, etc., Fig. 9, all serve to reflect greatly varying amounts of the sun's rays. The snow is quite different, Fig. 10, for it produces no such recognizable pattern.

Sunlit winter snowscapes, with at least twice the light available, in even a brightly lighted summer water scene, call for exposures that are relatively shorter, or made through heavier filters. The over-exposure of snow, coupled with failure to handle

> shadows properly, usually accounts for the "whitewash" appearance of the snow in so many winter pictures.

Also, there exists a vast difference between the amounts of light reflected from the snow and from such dark objects as tree trunks and a person's clothing. Therefore, an exposure must be some-

Photo at left taken with a Gfilter (orange). Backlighting is three-quarter to emphasize shadows outlining ski tracks





Photo, Fig. 6, was taken with a yellow filter combined with a Polaroid screen to darken the sky. The figure was outlined against the sky by choosing a low viewpoint at the foot of a small hill

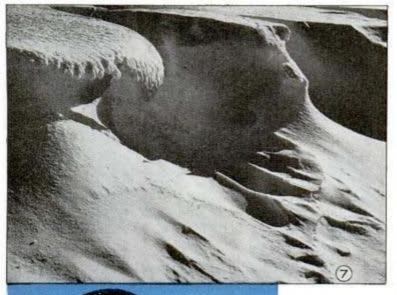
proper exposure.

value is reasonably close to that of dark objects, and they can therefore be reproduced easily in varying tones of gray in the negative. Shadows are illuminated by blue-sky light, and this we have learned to control by the use of yellow, orange, and

red filters. Since much of the blue-sky light reflected from snow shadows can be absorbed by these filters (yellow least, red most), the use of such a filter, Fig. 5, will darken shadows. See Figs. 1, 3, 4 and 7.

Shadows are necessary to give some indication of the contours of the snow, and the best time to get snowscapes is when the shadows are as long as is compatible with good light-early morning and late afternoon. While it is true that the winter sun at noon is about as far above the horizon as the summer sun in midmorning and in midafternoon, the winter noon shadows are still too short to be very useful. Fig. 12. It is best to wait until after 3 o'clock in the afternoon, or to get out before 9 o'clock in the morning. At this time shadows are quite long even on comparatively level ground.

Another factor that affects the apparent length of shadows is the direction in which they run in relation to the way the camera faces. Shadows running toward the camera, as in backlighting, Fig. 13, will appear much longer and be far more prominent than those which run away from the camera, Fig. 14. But shadows which come directly toward the camera fail to give the best idea of contour. For this reason it is usually best to have them running diagonally toward the camera, as in Figs. 11 and 13, or possibly at right angles, as in Fig. 1.



(8)

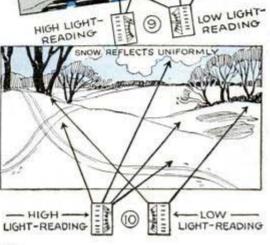
VARIES

By taking this photo almost directly against the sun, shadows outlined each prominence. Frontlighting (as if taken from opposite side) would have lost shadows through flat lighting

The picture in Fig. 15 was taken with most shadows running directly toward the camera, yet the perspective of the wide angle of view makes the side shadows become diagonal. The reflections of the sun on the ice-covered stream were of first importance in this photo, and account for the necessity of a few shadows running into the camera.

Good results in winter photography require the following camera equipment: A red-sensitive panchromatic film; many of the fast "pan" films have high sensitivity in the red. Some do not, however, and should be avoided. A high red sensitivity is indicated by a fairly low filter-factor for a red filter. A factor of 4 is excellent. This allows the use of the filter without too great an increase (only 4 times) in the exposure. Also you will need a red filter, a lens hood, a light meter, either photoelectric or extinction type, Fig. 8. A carrying case or bag for the camera. This is essential. Also a tripod and light leather gloves to be worn under heavier mittens, or shooting mittens that have slots through which the fingers may project to operate shutter also help. Before leaving home, clean the lens carefully. It is usually best to let the camera cool to outside temperature. Condensation is the enemy of winter photography. Once the camera has cooled to outside temperature, keep it out of your pockets where it might condense some of the moisture given off by the skin. Carry the camera in a case outside of the clothing.

Keep the bare hands away from a cold lens. Wear thin leather gloves when working close to the lens. If the lens can be covered with a cap, or the film covered with a slide, make it a practice to trip the shutter several times to loosen any congealed oil that otherwise might prolong the exposure. Most shutters are supposed

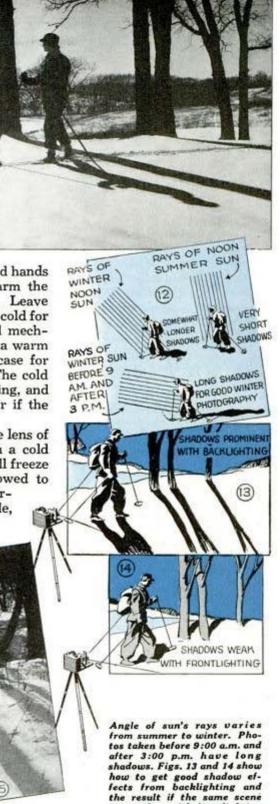


Drawings at left show that a summer scene has wide variation of light reflection with most portions giving fairly low readings on light meter, while a snow scene gives high readings from most portions Three-quarter backlighting gives interest to the photo at right, which was taken with a G-filter, permitting detail of tree trunks besides bright reflections from snow in foreground

to be oilless, and if yours sticks completely in cold weather, take to a repairman and have it cleaned for winter use. The diaphragm control is often assembled in light oil. If this hardens in cold weather, be careful to avoid forcing it in changing the stop. Keep a slight, steady pressure, and it will generally move, though slowly. If it still

resists setting, surround the barrel with gloved hands for a minute or two. This will usually warm the mechanism sufficiently so it can be moved. Leave the camera in its case after going out into the cold for at least half an hour, to allow the lens and mechanism to cool slowly. When going back into a warm room, leave the camera untouched in the case for several hours, to allow it to warm slowly. The cold air within the camera will expand on warming, and prevent the entry of any moisture-laden air if the camera is not exposed to currents.

Don't make the mistake of breathing on the lens of your camera when you are out of doors on a cold winter day. The moisture from the breath will freeze almost immediately and must then be allowed to evaporate. It is best to clean the lens thoroughly before leaving home, but once outside, don't touch it.



were taken with frontlighting

Number of Camera Plate Holder Exposed on Film



Photographers who use plate cameras can expose the number of the plate holder on the film when a picture is taken so that it shows on each print. First, number each plate holder and then on a small piece of clear celluloid duplicate the number with India ink. Fasten the celluloid piece to one corner of the cut-film sheath with collodion or fingernail polish.

Envelope Moisteners Are Handy for Local Control of Prints

Filled with concentrated developer, reducer, intensifier or plain hot water, celluloid envelope moisteners are convenient in the darkroom for local control of prints. If the moistener you use has a copper



ring which holds the sponge in place on a rubber stopper, it is best to remove this and sew the sponge to the stopper with thread.—Edwin L. Bond, Baltimore, Md.

It's a Pleasure to Use Motorized Tools



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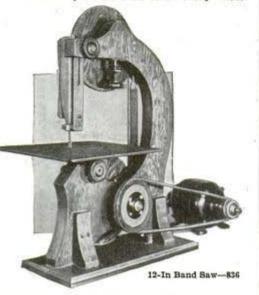
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Radio

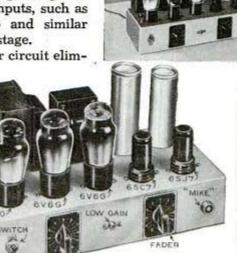
Compact Ten-Watt Super-Fidelity Amplifier

DESIGNED for a wide variety of experimental and practical applications, this compact 10-watt general purpose unit, originally intended for laboratory bench use, has seen satisfactory service in publicaddress work, in experiments with reception of frequency-modulated signals and in home recording.

Five tubes are employed; these include a 6SJ7 high-gain voltage amplifier, 6SC7 high-mu dual triode as amplifier and phase inverter, two 6V6G's in push-pull as the power stage, and a type-80 rectifier. The high-gain input provides ample gain for full loud-speaker output from any of the standard types of microphones. A low-gain input skips the 6SJ7 voltage amplifier stage and feeds high-level inputs, such as radio tuner, phono pickup and similar units directly into the 6SC7 stage.

The use of a phase inverter circuit elim-

inates the need for a coupling transformer at the input of the push-pull stage, thus reducing the cost of parts. Some idea of the effectiveness of this coupling system is found in the fact that the frequency response of the lowgain channel is flat



within less than 2 db. over the range of 25 to 15,000 cycles. This range, incidentally, coincides almost exactly with that of the human ear and exceeds the requirements for regular radio and phono reproduction, and is utilized fully only by frequency-modulated broadcasting of

highest quality. All wiring diagrams and instruction sheets are included in the complete inexpensive kit now available to students and experimenters. The simple chassis layout is shown in Fig. 1 and Photo A. Front panel controls include a power switch, tone control and fader-volume control. The latter control permits two inputs to be connected to the amplifier and selects either phono or "mike" at will.



Reginner's TWO-TUBE

HERE is an excellent inexpensive all-wave receiver that works efficiently on any 110-volt a.c. or d.c. line. No A or B-batteries are required, there are no coils to wind and construction details have been simplified for beginners. It will operate a loud speaker on the more powerful broadcast stations and is a real "distance getter" on short waves.

Continued effort in tube development has made a 2-tube set of this description possible, and practical, for the experimenter and student. Surprisingly good results are obtained by means of a simple circuit. The type 6SJ7-GT tube is a triple-grid, glass-envelope vari-

ety, and operates as a detector amplifier. The control grid comes out the bottom instead of the top as in the capped types, the screen being used in the usual manner. Employed as a detector-amplifier, of the regenerative electron-coupled type, the tube is very stable and capable of delivering large audiofrequency output voltage with relatively small input voltage. The 32L7-GT is also an octal-base glass type. This tube is a combination beam-power amplifier and rectifier. In other words, these two dual-purpose tubes really provide 4-tube set efficiency. What appears to be a third tube in this set is merely a Raytheon type M73B plug-in ballast resistor used to reduce the 110-volt line voltage to the proper value for the tube-heater terminals (2H) and (7H), which are wired in series. This ballast resistor eliminates the usual line-cord resistor commonly used in a.c.-d.c. sets.

Two ICA No. 1473 plug-in coils are used to cover the broadcast band from 190 to 550

meters, and a set of four ICA No. 1471 short-wave coils cover from 9½ to 217 meters, thus meeting the requirements of an all-wave receiver for any broadcast or short-wave lis-



ERNIER DIAL

5-IN. P.M. SPEAKER-

BRACKET

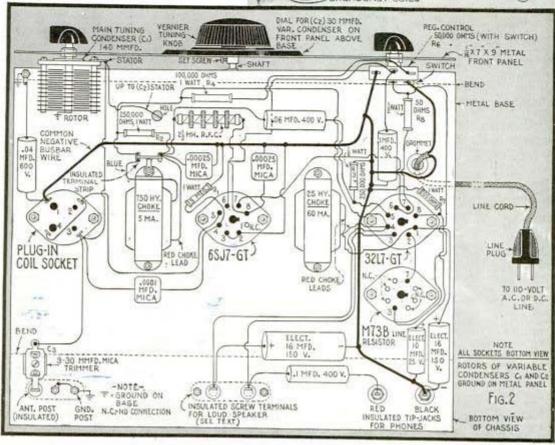
LINE

A.C. D.C. ALL-WAVE RECEIVER

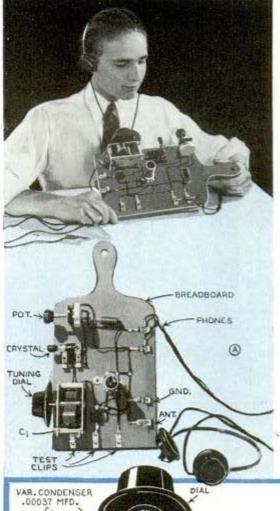
tener, as well as the radio amateur. Complete panel and base details are given in Fig. 1, and the bracket used to support the vernier tuning condenser C2, on the rear of the front panel above the chassis base, is detailed in Fig. 1-A. Photos A, B, C and D show various views of the completed receiver that the beginner should study before starting the assembly. After fastening the panel to the chassis base, mount all the larger parts as shown in the simplified wiring diagram Fig. 2. The resistors, fixed condensers and r.f. choke are supported by their own leads when wiring. Begin by wiring in the heavy common negative bus wire from coilsocket terminal (1) to the regeneration control (Rs) and over to the black phone-tip jack as shown. This is the common negative to which many of the parts are connected.

(Continued to page 132A)





Crystal Receiver and Test-Set Combination



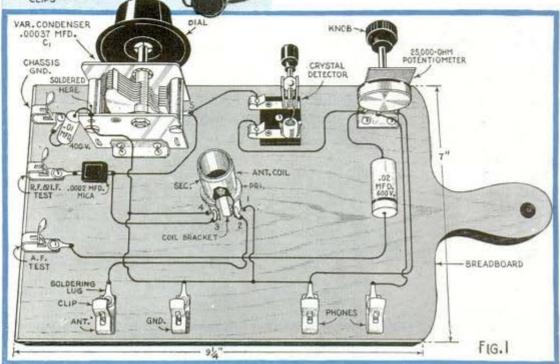
By M. N. Beitman

Build this breadboard style, efficient crystal set, and use it also as a testing instrument. The highly selective crystal-detector circuit will provide good reception from local stations and requires only a handful of inexpensive parts.

If the unit is used for receiving regular radio stations, the three terminals provided for test purposes are not employed. When you wish to use the unit for tracking down trouble in any faulty radio set, follow these simple instructions: Remove the antenna and ground wires. Connect the chassis ground terminal directly to the metal chassis base of the radio set to be tested, by means of a short length of wire, and prepare to trace the signal to the actual fault in the receiver. If you are testing the circuit after the detector tube, use the A.F. test terminal for the "tracer wire." The volume control of the crystal set is adjusted to keep the response in the headphones at a comfortable level. For tracking the signal in the R.F. or 456 k.c. I.F. sections, use the terminal marked R.F.

When working with the A.F. connection you will hear the signal best with the cat's whisker off the crystal. However, when

(Continued to page 136A)





Children's Growth Is Recorded in Phonograph Album



Recording children's growth audibly in records is latest use made of home-recording equipment. Junior and sister are shown here preparing for a recording, and mother acts as master of ceremonies at the recorder-radio-phono unit.

Compact Portable Aviation Radio

Including all the features of a transmitter and receiver, this portable battery-



operated aviation unit also includes a complete interphone system. Two headphones are provided, one for the instructor and the other for the student or passenger. The receiver employs a superheterodyne circuit and the transmitter has a separate oscillator, push-pull modulation, and class-C output. Power output of the transmitter is about 1 watt.

A.C.-D.C. Sound System

Designed for general-purpose use in schools, advertising agencies, recording studios and public-address rental work, this unit combines into one compact, port



able cabinet, a transcription player and public-address system for 110-volt a.c.-d.c. operation. Built-in amplifier delivers 20 watts output. A 10-in. P.M. dynamic speaker is mounted in the lid, and the microphone is supplied with a 25-ft. cable and plug. Turntable is 16 in. cast aluminum, and extra record storage space is provided.

¶Blueprints covering radio construction articles in this and past issues are available for 25 cents each. Original material lists, with names of manufacturers and dealers, can be obtained from our Radio Department upon receipt of postage.

NEXT MONTH—How to Build a T.R.F. High-Fidelity Tuner. Suitable for use with any good 8 or 10-watt audio amplifier; easily built, uses low-priced standard parts. A high quality local broadcast radio tuner for particular listeners. Also—How to Wind a Complete Set of Broadcast and Short-Wave Coils

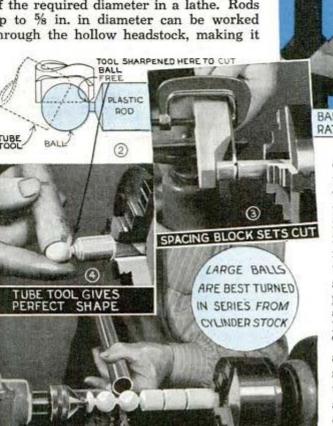


SHOP NOTES

Juzning and Polishing PLASTIC BALLS

SED extensively in novelties, plastic balls are easy to form with a simple tool made of tubing, with which the plastic is turned to shape. With this method, balls up to 1 in. in diameter are made quickly.

Start by chucking a length of plastic rod of the required diameter in a lathe. Rods up to % in. in diameter can be worked through the hollow headstock, making it



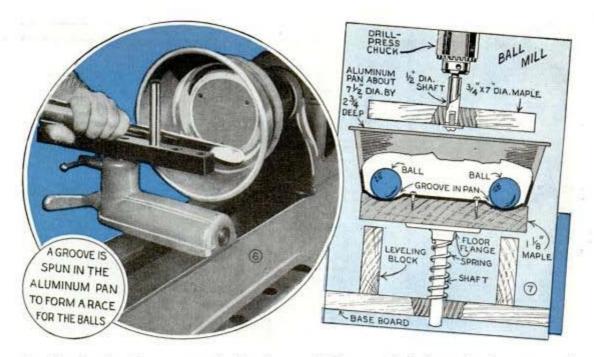
BALL MILL OFFERS SIMPLE AND ACCU-RATE METHOD OF POLISHING BALLS

convenient to turn one ball at a time on the free end of the rod. A wooden spacer block clamped to the parting tool offers a convenient method of setting the roughing cut, Fig. 3. Then the ball is roughed down with the diamond tool or flat-nose chisel. Final shaping is done with a piece of pipe or steel tubing, the inside diameter of which should be a trifle less than the diameter of the ball. The tube tool is not sharpened in any way other than a perfectly square cut across the end. The tool is held freehand over the ball as shown in Fig. 4. If desired, one edge of the tool can be ground to a sharp bevel and toothed. This will permit cutting the ball free from the rod, Fig. 2. Larger balls, that cannot be worked through the headstock, are best turned in se-

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(5)

un plante June 1936.



ries, Fig. 5, using the same method as before. With a little care in using the tube tool, very clean work can be done, requiring only sanding to give a good polish.

Where a number of balls are being worked, a ball mill, Fig. 1, offers an excellent means of polishing. Construction of the mill is shown in Fig. 7. In making the mill, the groove for the balls is first turned in a disk of hard maple. The pan is screwed to the disk and the bottom spun into the groove, as shown in Fig. 6. This operation can be done with a hardwood stick if you do not have spinning equipment. The balls ride in a groove in an aluminum pan, and are held under spring tension by a maple disk, which presses the pan down to almost touch the leveling blocks. The pan is charged with a half cupful of No. 100 silicon-carbide grains for the first polish, after

which successively finer abrasives are used.

The ball mill works best with a full load. Glass marbles of slightly lesser diameter than the work can be used as fillers if the work itself does not fill the race. The rotating maple disk bears on the balls just sufficiently to put the spring under slight tension. A small amount of play should be allowed between the base of the pan and the leveling blocks. A satisfactory polishing schedule calls for No. 100 silicon carbide mixed with water to a thin paste for the first run, which will require about 20 min. Then the pan and balls are washed carefully with benzine, after which a charge of No. 150 or 180-grit abrasive is used for about 10 min. The final luster can be obtained with No. 2F pumice or any other mild abrasive. The speed of the drill press should be about 400 r.p.m.

Old Lathe Chuck Provides a Good Vise for Round Stock

ster plu

An old lathe or milling-machine chuck of the universal type makes an excellent vise for round stock when mounted on a workbench. Obtain a large floor flange from a plumbing-supply dealer, and screw or bolt it to the bench top. Then thread a short piece of pipe or round bar to connect the chuck and the floor flange.

(When canning fruits, label your jars with a wax crayon while jars are hot. The crayon will not rub off when cold but can be washed off with hot water.



POPULAR MECHANICS

Shortcuts in Using Battery Welding Outfits



especially when gripping a flat surface, can be avoided by placing a wad of copper or steel wool under the clip. Be sure that the wool is clean, and that it is wadded tightly to get maximum contact with the surface of the work and clip. This will provide a larger contact area, and lower the resistance of the connection so that more current will be available for useful work. The result is a hotter carbon point to do better welding without making it necessary to increase the voltage.

Non-Slip Angle Block Keeps Long Tractor Belt Tightened

To tighten a heavy belt on tractor-driven machinery sometimes causes considerable trouble in backing and blocking the tractor. One mechanic has simplified the job, however, by cutting a wood block as shown, and fitting a couple of wood pegs in the underside. In use, the tractor is backed to tighten the belt, the location marked and the tractor driven forward. The block is placed in the position indicated, and the tractor backed over it. As the wheel drops over the apex of the incline and down the short side, the belt is tightened and held securely.

¶If you use a screwdriver to hold a spool of wire while winding a coil, clamp the blade end in a vise. This avoids marring the handle, which then prevents the spool from slipping off so that the screwdriver can be held at an angle.



Hack-Saw Blades on a Broomstick Clean Flues of Small Boiler



Needing a flue cleaner for his small steam boiler when none was at hand, the operator of a dry-cleaning plant made one from a broomstick and a couple of hacksaw blades. These were attached with bolts near one end of the stick as shown, the blades being bent so that they scraped tightly against the sides of the flues.

Sleeve Around Large Smokestack Utilizes Waste Heat

In a large factory building, the heat radiated from a steel smokestack was circulated through the building by fitting a



sheet-metal sleeve around the stack. Conductor pipes carried the heat to the desired parts of the building with the aid of a fan. A lid or cap placed over the top of the sleeve could be removed during warm weather to allow the radiated heat to escape in the usual manner.

Wheel Rim on Barbed-Wire Reel Makes It Easy to Unroll

The X-shaped ends on reels of barbed wire make it difficult to unroll them when putting in new fences. One farmer avoided this by fitting old autowheel rims over



the ends of the reels. Holes were drilled through the rims so nails could be driven through them into the ends of the reel.

V-Belts Provide Good Cleats for Catwalk



When catwalks and gangplanks are used where it is necessary to put cleats on them to provide safe footing, strips of V-belts are better for cleats than wood strips. They

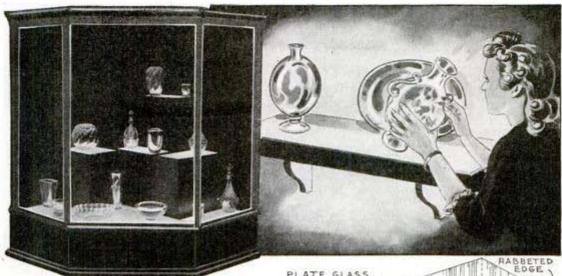
are less likely to become slick when wet, and if ice or snow collects on them it can be knocked off without damaging them, whereas wood cleats are likely to split.

Slot in Handle of Delivery Basket Holds Order Slip

To hold order slips on delivery baskets for easy checking, one grocer saws slots in the handles into which the slips are inserted. The slot is made by drilling a hole and then using a keyhole saw.



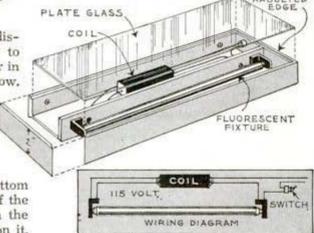
Illuminated Shelf Shows Beauty of Glassware



One of the most effective ways of displaying the beauty of glassware is to place it on either a plate-glass shelf or in a cabinet that is illuminated from below.

Use of fluorescent lamps makes this possible without the danger of too much heat. A 15-watt fluorescent lamp can be arranged for this purpose as shown. The shelf consists of a rectangular frame, having a

piece of plate glass for a top, and a bottom extending halfway across the width of the frame. Light passes upward through the glass to illuminate objects placed upon it.



Molds to Cast Small Metal Objects Are Made with Cement



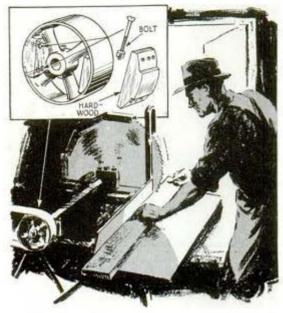
In casting small objects from soft metals, I have found that portland cement mixed with silicate of soda provides good melds for the work. Enough soda is used to make a mixture of the right consistency for easy shaping of the molds. Such molds stand up well for casting toys, small statuary, etc. I also have used them for casting aluminum and zinc as well as brass.

-A. H. Waychoff, Phoenix, Ariz.

Fertilizer for Potted Plants

Potted plants may be invigorated by sprinkling, after sundown, with a liquid fertilizer made by dissolving one teaspoon of the following preparation in water, 1 gallon: Ammonium sulphate, 1 lb., potassium nitrate, ½ lb., sugar, ¼ lb.

Broken Iron Pulley Repaired with Wood Block



After breaking a piece out of the castiron pulley on his buzz saw, the owner repaired it temporarily with a wood block so that it could be used while a new one was being ordered. The block was cut to the shape shown and attached with bolts. It is best to put a block of the same weight on the opposite side of the pulley to counterbalance it, otherwise it is likely to vibrate.—James Vick, Church Road, Va,

Keeping Inside of Goggles Clean

If your work requires the intermittent use of a pair of goggles and you are annoyed by having the inner surfaces of the lens become dirty or greasy when not wearing them, two sponge-rubber disks will solve your problem. They are cut to a size to fit snugly and are fastened together by means of a piece of string as indicat-



ed. When wearing the goggles, the disks can be slipped into the pocket and quickly put in place when the goggles are not in use.—Frank Bentley, Clinton, Iowa.

Hose Holds Cream-Test Report on Each Can

One produce buyer used a number of sections of discarded lawn hose to attach the cream-test reports to each can as the work was completed. These were slit along one side and attached by



wire to the handles of the milk cans. The report slip for each can was rolled up and inserted in the hose section.

Sponge Rubber on Feed Board of Press Aids Printer



To hold a packet of letterhead paper on the vibrating feed table of his job press and to keep the sheets from curling upward so that they would be hard to

fit under the gauge pins, one printer employed a strip of sponge rubber which was tacked to the table, as shown. The friction of the rubber holds the packet from sliding, and the flexed sheets are easy to grasp.

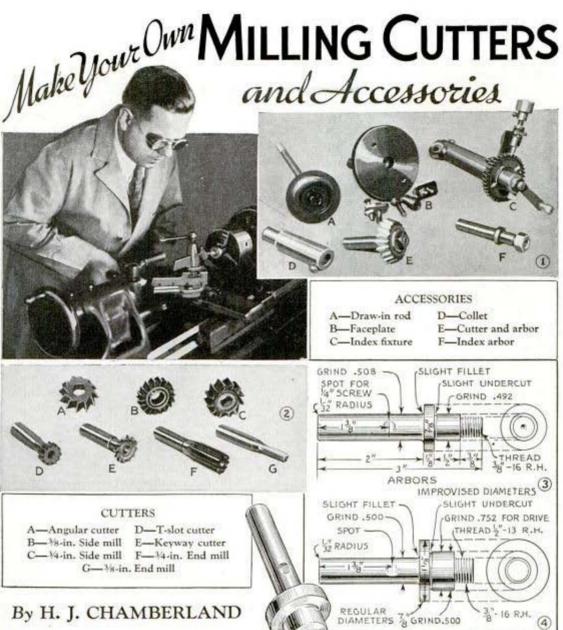
Nail and Hasp Make Paper File

An ordinary hasp and a nail with the head removed and a point filed in place of the head, make a handy retainer for notes in the shop, or orders in a store or shipping room. The nail re-



ceives the papers and the hasp prevents them from dropping off or being knocked loose.—W. F. Robinson, Savannah, Ga.

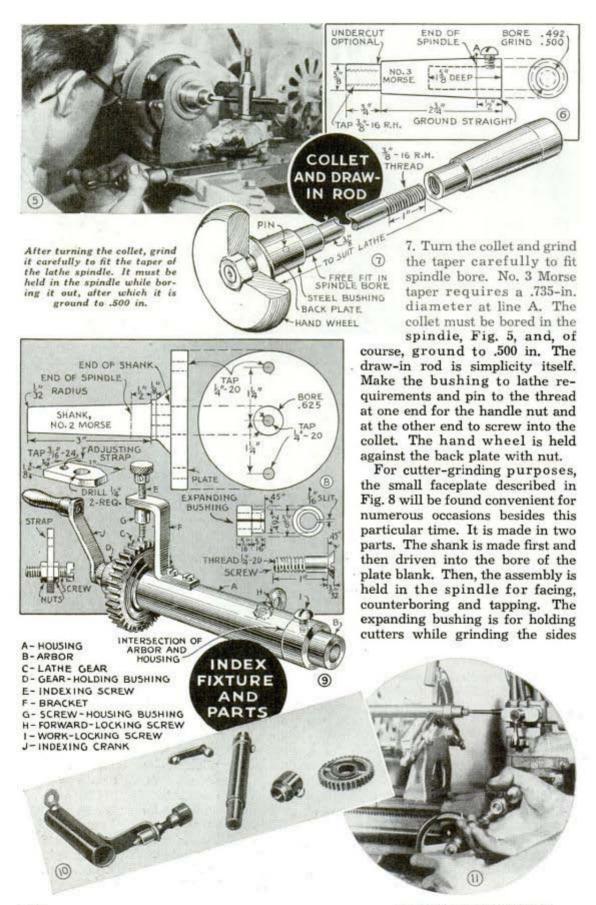




ECHANICS in small shops where machines are limited, and home craftsmen who have metal-turning lathes can equip them to do milling jobs by making their own milling cutters and accessories, Figs. 1 and 2. To make cutters, you should have at least one that is readymade before you can proceed. In this case, you require a right-hand angular cutter with a 45° included angle. This will cut a single angle of 221/2° with measurements taken horizontally. However, the angle of the cutter itself will be 671/2°, measured from its side. New cutters of this type are too large in diameter for bench-lathe milling, but this is to your advantage as you can easily obtain a used one, inexpensively,

from a local machine shop. One worn to 134 or 158 in. from successive grinds is just right.

Making the accessories: Your improvised cutter is likely to have no less than a 34-in. bore, so you will require the arbor described in Fig. 4. As designated, it is first turned to suitable diameters for immediate use and refinished to suit cutters to be made. The arbor in Fig. 3 is to hold the side mills and angular cutter to mill the teeth. Note that the shank diameter is finished .508 in. As a milling cutter and its arbor must be held rigidly in the spindle, your next requisite is the collet and drawin rod combination described in Figs. 6 and



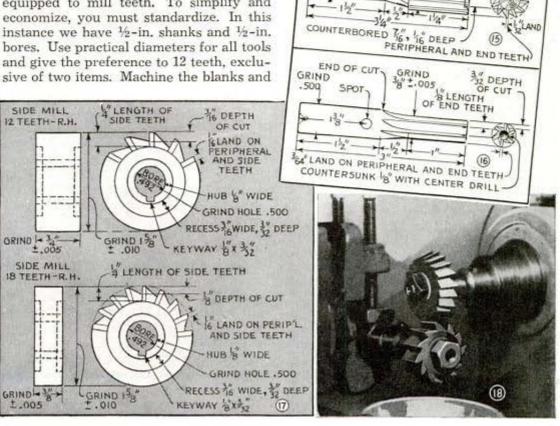
parallel, and the adjustable straps for holding them to grind the bores.

Of utmost importance is the indexing fixture. You will need it to divide the teeth accurately in all mills. Made entirely of scrap, except for one of the lathe's threading gears, it has done a surprisingly fine job as you note in Fig. 2. Clearly detailed in Fig. 9 with the parts illustrated in Fig. 10, you can duplicate this tool easily. Use steel tubing for the housing if possible, but brass piping will do in a pinch. Spline the lathe gear to the bushing. This assembly bolted to the arbor takes care of end-play adjustment.

Make the fixture to suit yourself but do not omit the thumbscrew as it is your positive rigidity for milling. Fig. 11 shows grinding the bore of the arbor to .508 in. Fig. 13 is

the end view of the fixture.

Making the cutters: You are now well equipped to mill teeth. To simplify and economize, you must standardize. In this instance we have 1/2-in, shanks and 1/2-in. bores. Use practical diameters for all tools and give the preference to 12 teeth, exclusive of two items. Machine the blanks and



GRIND

END OF CUT-

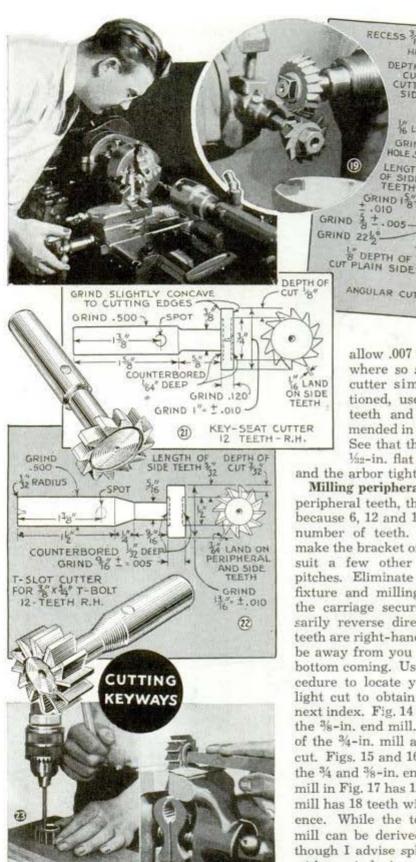
SPOT

GRIND .500

32 DEPTH OF CUT -

52 LENGTH

END TEETH



allow .007 to .008 in. for grinding, where so specified. If you use a cutter similar to the one mentioned, use the same number of teeth and depth of cut recommended in the individual sketches. See that the cutter is sharp, has a 1/32-in. flat or radius at the point,

and the arbor tightly drawn in, Fig. 12,

RECESS 16" WIDE, 3" DEER

DEPTH OF CUT CUTTING SIDE

6 LAND GRIND HOLE SOO LENGTH OF SIDE TEETH GRIND 18 .010

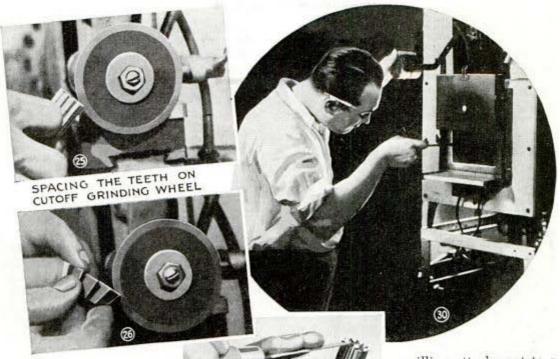
ANGULAR CUTTER

HUB & WIDE

KEYWAY

(20)

Milling peripheral teeth: For milling all peripheral teeth, the 36-tooth gear is used because 6, 12 and 18 divisions go into that number of teeth. You must, of course, make the bracket of the indexing fixture to suit a few other gears with different pitches. Eliminate all play in both index fixture and milling attachment and lock the carriage securely. You must necessarily reverse direction of spindle as all teeth are right-hand cut, and the feed must be away from you with the cutter milling bottom coming. Use the conventional procedure to locate your center and take a light cut to obtain desired land with the next index. Fig. 14 shows this operation on the %-in, end mill. These teeth and those of the 34-in, mill are milled with a single cut. Figs. 15 and 16 describe, respectively, the 34 and 38-in, end mills. The 34-in, side mill in Fig. 17 has 12 teeth, while the 3/s-in. mill has 18 teeth with the same circumference. While the teeth in the 3/8-in, side mill can be derived with one setting, although I advise splitting the depth of cut with two indexings, you must follow a different course to cut the teeth in the 3/4-in.



side mill, the reason being that if you milled deep enough to get a practical land for the teeth, the depth of cut would be abnormal and quite out of proportion. The procedure here is to mill to required depth first, preferably taking a double cut. Now instead of skipping three teeth on the indexing gear, you only go two for adjusting to a third cut. With this change in angle, you can obtain your land without milling any deeper. Obviously, this means changing the radial line, and, of course, the twoteeth change is for the initial indexing only. Fig. 18 shows taking this final cut on the 34-in, side mill. Note that the line resulting from a change in angle is quite visible.

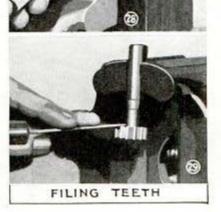
The problem of milling the peripheral teeth of the

angular cutter in Fig. 20 is more complicated but not hard to solve. The fact is that you are faced with two diameters and must still obtain a uniform width of land. After setting the vise component of the

milling attachment to a related angle so the cutter to be milled represents a straight surface, you get the desired depth on the cutting side with a double cut. The depth on the opposite side, of course, varies with the amount of angle. The rest is up to you to figure out. Besides duplicating the secondary setup of the 34-in, side mill, you will have to readjust the graduation slightly to mill heavier at the front of the tooth. By proceeding carefully, you will succeed in obtaining good-looking teeth and uniformly straight lands. You can judge by Fig. 19 how the radial position has been altered to obtain a worthwhile shape of tooth for this mill. Milling the teeth in a key-seat cut-

ter, Fig. 21, and the T-slot cutter, Fig. 22, should cause you little inconvenience.

Making keyways: Here is an improvised method that makes keyway cutting easy. First, drive soft steel plugs into the under-





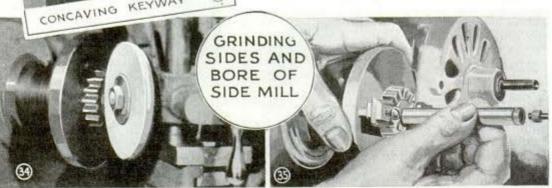
size cutter bores and drill a $\frac{1}{2}$ -in. hole anywhere on the intersecting line, Fig. 23. The results are a $\frac{1}{4}$ -in. radius, which is a guiding line to file keyways $\frac{1}{8}$ to $\frac{3}{2}$ in., Fig. 24.

Cutting end and side teeth: The next step is to divide accurately the end and side teeth so that they can be filed to shape. The easiest and quickest way is to mount a 3 or 4 by 1/16-in. cutoff wheel in the lathe grinder. Then line up the face of peripheral teeth against the side of the wheel and cut across to recess or counterbore and equal depth. The end of 3/4-in. end mill is shown being cut in this manner in Fig. 25. A similar operation is shown being performed on the side teeth of the angular cutter, in Fig. 26.

Filing: The end and side teeth are produced by filing at an angle that corresponds to the required lands and depths of the previous dividing grinds. Fig. 27 shows the correct hand position for filing end teeth on end mills. In this particular case, it is advisable to file the 3° clearance angle to within 1/64 in. of the cutting edges. For filing side teeth on side mills and angular cutters, they are held to a wood block sawed as per Fig. 28. The inner side teeth of the T-slot cutter are filed as in Fig. 29. Also, it is best to file the clearance angle on the side teeth of this mill.

Hardening the tools: To harden the tools, the instructions given in articles of this type, published previously in Popular Mechanics, fit this case perfectly. Don't forget to file all burrs, and stamp to suit, unless you intend etching them. If you burn coke in your home heating plant, a good hardening job can be done by placing one or two of the tools on a ¼-in. steel plate previously heated to a red color. However, nothing can replace an electric or gas furnace, Fig. 30.

Grinding the tools: Cylindrically grind the shanks to size and give the peripheral teeth a 5° clearance angle, stoning the end teeth of the end mills to a sharp cutting edge. Fig. 31 illustrates a reliable method to test the end teeth on a small plate. If the mill rocks it



won't cut good. An internal-grinding wheel is safest to clear side teeth of angular cutters and side mills, Fig. 32. The key-seat cutter has no side teeth but is ground concaved on both sides, Fig. 33. Both sides of side mills and angular cutters are ground parallel with their respective bores as in Fig. 34. The expansion bushing holds the cutters securely to the small faceplate. The bores of these mills are then ground to .500 in. after centralizing with the tailstock and strapping to the faceplate, Fig. 35. A plug gauge is most convenient for testing bore size.

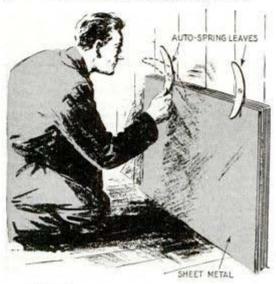
Toothpicks Serve as Wedges When Rewinding Motors

When I replaced the starting winding of an electric motor, using cotton-covered enamel wire, there was not much room to drive wedges to hold windings in place, as the original winding was plain enamel wire. To overcome this, I used round toothpicks which did not damage the insulation on the wire, as might have been the case if a straight wedge had been used.

—C. J. Umphenour, Beatrice, Nebr.

Sheet Metal Kept Against Wall With Large Turnbuttons

In order to hold sheet metal against a wall, where it can be removed conveniently as needed, attach a couple of short leaves from a discarded auto spring to the wall above the stock to serve as turnbuttons. These hold the metal securely in place but are easily swung to one side.



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Rake Teeth Make Dump Manger That Is Cleaned Easily



Two hay-rake teeth and some narrow boards were used to make this round-bottom manger for calves. It may be tipped over to empty out all chaff and residue. Each of the bottom boards was fastened to the teeth with large staples, and the ends nailed to them. The coiled ends of the teeth fit in holes in the supporting posts.

Tumbler Used as 'Spotting Table' for Garment Cleaning

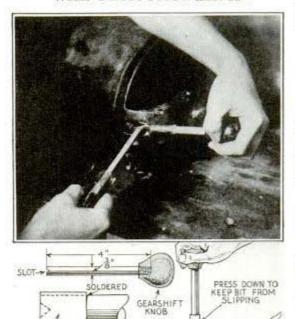
To hold thin fabrics for treatment of spots and stains with chemicals, one dry cleaner employs a glass tumbler. This is inverted under the garment and the fabric spread over it to bring the spot in working position. A rubber band may be



snapped around the cloth to keep it from slipping while the work is in progress.

¶Rub the reflector and lens of a flashlight with carbon paper that has been heated and it will give a blue, white light.

Pressure Tool Permits Good Work with Offset Screwdriver



In several instances I found that my offset screwdriver could not be used to full advantage on account of its tendency to slip upward out of the screw slot, especially when the slot was not perfectly formed. Finally, I devised the pressure tool shown to hold the bit in the slot while turning the handle. This tool consists of a length of steel rod with a V-slot filed in one end and an auto gearshift knob threaded onto the other. A short piece of brass tubing soldered over the rod, stopping the ends of the filed slot, prevents the tool from slipping off the screwdriver bit while applying pressure.—W. C. Wilhite, Carlinville, Ill.

Canvas Kit Buttoned on Ladder Keeps Tools Handy



BRASS TUBE COVERS

Disliking the nuisance of carrying small tools in the pockets of his work clothes when working from a ladder, one electrician had a tool kit made from

canvas. To hold this opened and in a convenient position, he had buttonholes cut in the end flaps of the fabric and these buttoned over small screw eyes, which were driven into the ladder standards. When not in use, the kit is removed quickly from the ladder, rolled up and stored conveniently in the tool chest.

Detachable Bar for Doorways Saves Janitor's Time

Instead of closing and locking doors to keep people from walking over freshly

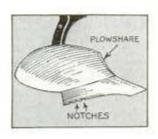
waxed or oiled floors, one school janitor suggests this detachable bar. It consists of a broomstick with short lengths of garden hose slipped and fastened over the



ends. The hose projects sufficiently to wedge firmly in the opening. Warning cards may be suspended for additional assurance against trespass.

Notched Plowshare Cuts Roots

To overcome the difficulty in plowing old and deep-rooted sods such as alfalfa or



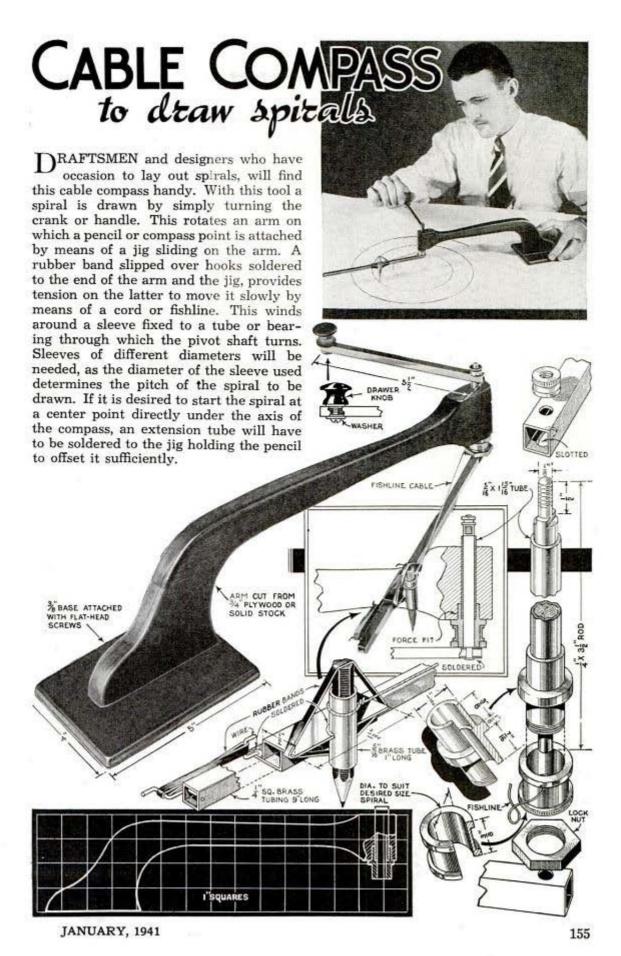
sweet clover, one farmer filed a row of notches near the heel of each plowshare. Large, woody roots are sheared off readily by the short serrated edge formed by the notches.

The latter should be about 1 in. apart and need not be more than 3's to ½ in. deep.

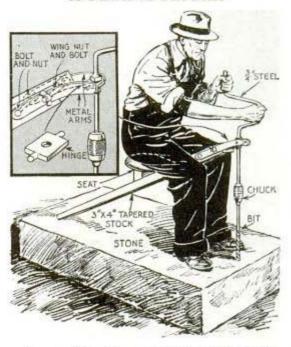
-W. C. Lammey, Naperville, Ill.

Cash for Your Ideas!

Have you or one of your friends accomplished something new and different along mechanical lines, which saves time, labor and money, or provides greater convenience? This may pertain to home improvement or craftwork; may be something connected with a popular hobby or sport; may be of juvenile application or it may be something pertaining to your work or profession. If it's a handy kink that many other readers might be interested in doing themselves, don't fail to send us a photo or sketch giving full details and a brief but complete description. If we can use it we will send you a check. Unused material is returned promptly. Address Homecraft Editor, Popular Mechanics Magazine, 200 E. Ontario St., Chicago.



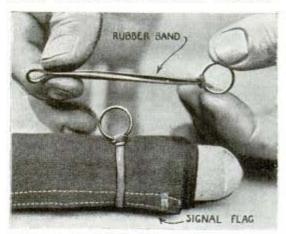
Operator "Rides" Stone Drill to Make It Cut Fast



As considerable pressure must be exerted against a stone drill to make it cut, one workman found that he could utilize the weight of his body for this purpose, and at the same time, be in a comfortable working position. This was accomplished by rigging up a drill as shown. The assembly comes apart easily for storage, and it can be folded instantly for carrying.

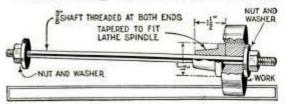
Signal Flares Are Kept Rolled by Rubber Bands

One contractor who has to use a number of signal flags on some of his construction jobs, keeps them, when not in use, rolled neatly around their standards with rub-



ber bands. Each band is looped through a small ring as shown. In use, the flag is rolled, the band placed around it and the end slipped over the ring. If the band is stretched fairly tight, it will not slip off the ring, yet it can be removed from the flag without difficulty.

Lathe Setup to Machine Collars



Having a number of collars to machine, I used the setup shown in the lathe and saved considerable time. With this setup, collar could be completely machined without removing it, whereas the use of a chuck would have made it necessary to machine one half of the collar and then remove it, turn it around and re-chuck it to machine the other half. The attachment fits in the headstock, the assembly being tightened in place by turning the nut on the rod, which projects from the rear of the headstock.

—Wm. Paczkowski, Peabody, Mass.

Combination Nail Set and Holder

When driving small finishing nails in a place where it is hard to reach, this combination tool will both hold and set them.

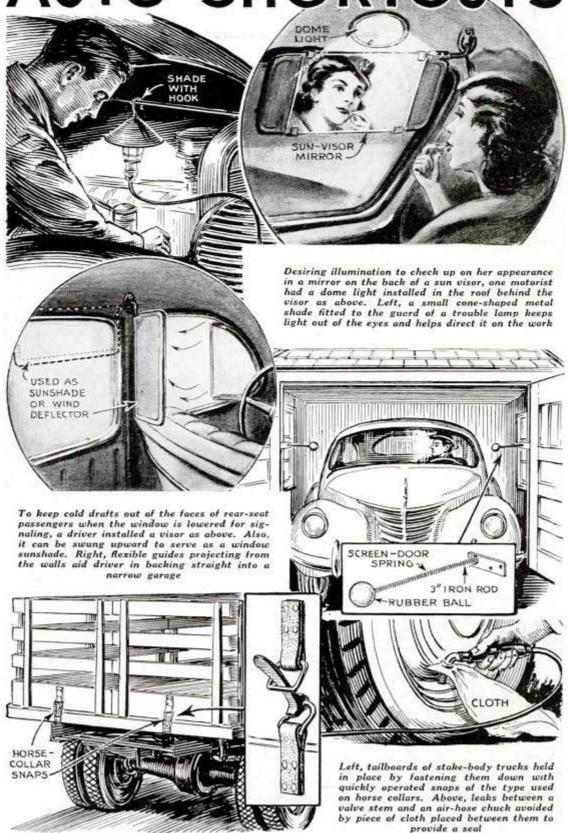
It is made from a piece of cold-rolled steel turned to the shape shown and drilled through the center to take a plunger, the pointed end being counter-bored to hold the nail. The plunger is made from a piece of hard-steel rod and fitted on the upper end with



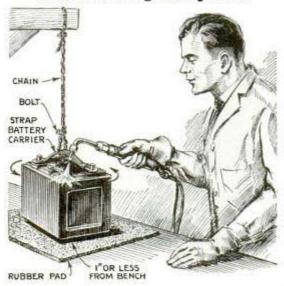
the head, which is struck with the hammer. A leather washer placed between the plunger head and body absorbs shock of the hammer blows if the nail is driven a little too far.

-W. Bundschuh, St. Louis, Mo.

AUTO SHORTCUTS



Preventing Injury to Battery Cells While Melting Compound



Unless the operator has had a great deal of experience he is likely to apply too much heat while melting the sealing compound of a storage battery to be taken down, burning the hard-rubber cell tops or the edges of the case. When melting with an acetylene flame, try raising the battery off the bench about an inch, using a strap battery carrier and a chain as shown. Place a rubber or thick cloth matting under the battery. When the compound has been heated to exactly the right melting temperature the case will fall away from the suspended cell assembly onto the cushion beneath. This fall is not great enough to injure the case in any way or to cause the electrolyte to splash up.

Holder Clamped on the Bumper Keeps Nuts from Being Lost



A length of large galvanized iron wire having a piece of small rubber tubing slipped over one end and bent as shown, will be found useful to hold wheel nuts while repairing a tire on the road. The rubber-

covered hook holds the wire on the bumper bar at the most convenient place without danger of marring the surface. With the nuts slipped over the vertical part of the holder there is no chance of losing one or more of them on the ground.

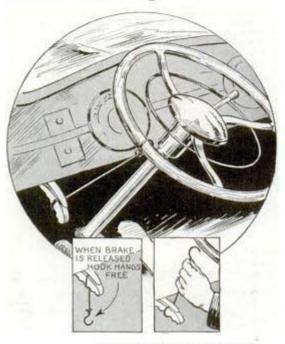
Celluloid Shields Work Card When Filling It Out

To keep work cards clean, one garage foreman uses a celluloid shield over the cards while filling them out. The celluloid is folded in the center and a window is cut in one side.



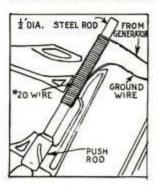
Driving with Brake Set Avoided by Reminder on Steering Wheel

After driving several times with the brakes set, one motorist improvised this reminder. It consists simply of a cord tied to the hand-brake lever and fitted with a wire hook to slip over the steering wheel. When setting the brake after parking the car, the string dangling from the lever reminds him to slip it over the steering wheel. Then when he starts to drive the car, the hook sliding over the rim of the steering wheel serves as a reminder that the brake is set. The hook, of course, is removed when driving.



POPULAR MECHANICS

Push Rods Removed with Magnet



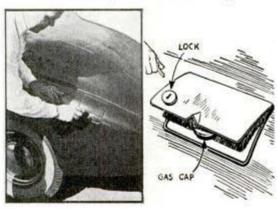
Difficulty of removing the push rods from a Ford V-8 motor without using special tools, which he did not have, was overcome by one home mechanic by lifting them out with an electromagnet. The car battery

was used as a current supply for the magnet, which is just of a size to slip through the valve guides.

Sticking of Auto-Window Glass Eliminated by Tape

If your car has a rubber strip at the top of each window frame and the glass sticks to it after being up for some time, the trouble can be remedied by placing a strip of adhesive tape over the rubber strip. The glass should be cleaned thoroughly and then turned up to force the tape into the groove, taking care that it is not displaced by the glass.

Lock Installed on Fender Flap Covering Gas-Tank Cap



Hinged gas-cap covers built into the fenders of some cars are readily adapted to the installation of a simple cylinder lock for protection against theft of gasoline. A cylinder lock can be installed easily by drilling a hole of proper size at a point near the edge of the cap cover to permit the catch of the lock to fasten securely to the fender.

—Arnold S. Lutes, Pasadena, Calif.

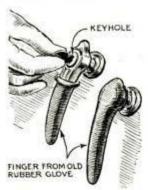


Sawhorses for Use in Garage Made from Old Car Springs

One mechanic made a number of these sawhorses, which he finds useful in supporting drive-shaft and rear-axle assemblies, and for other applications about the shop. The legs of the horses are old spring leaves of equal length. These are clamped to the top bar with spring shackles and bolts, one assembly being used for each pair of legs. A %-in. iron rod, tapering at each end to fit the center hole of the leaves and welded in place, keeps the legs from spreading under load. Two other iron rods bolted to the center of the top bar, and welded to the centers of the spreader rods, prevent the legs from shifting laterally.

Freezing of Door Lock Avoided by Shield over Handle

If water gets into your car-door
lock and freezes on
cold, wet days,
slip a thin rubber
shield over the
door handle as
shown. A finger
cut from an old
rubber glove is
just the thing for
this purpose.



Departments of Public Garage Indicated by Arrows



To guide his customers in driving their cars to the right department of the garage for the service they desired, one mechanic painted arrows on the floor. These were lettered to show the various departments.

Hints on Washing the Family Car

Flour sacks, which may be obtained at a bakery, make excellent substitutes for chamois skins when washing the car. Use

them on the wheels and chassis until the trademark begins to fade and then wash thoroughly in soapsuds, rinse and the cloth is ready for service. Kerosene applied with a cloth to spots of oil on the body and wheels will soften the oil and prove effective in removing it. Rub the spot gently after allowing to soak and then wash with water. A small wheel-spoke brush is good for cleaning the radiator grill. Insect stains can be removed with a coarse cloth and water, while in severe cases, the addition of washing soda may be necessary. Streaks or smudges left on the car body or windows after washing are removed best with a soft, dry cloth. If the chamois and sponges are kept clean, these streaks will be reduced to a minimum. Mild soap will clean chamois skins. Avoid scalding or drying them in direct sunshine, as boiling destroys the absorbent qualities of the chamois. In selecting chamois skins for washing your car, hold the skin up to the light. Any light patches showing up will be the first places to wear through. Thick chamois are difficult to wring dry.

 A heavy truck wheel can be removed or replaced single-handed if pushed over a greased piece of sheet metal onto the axle, using a jack to adjust the axle.

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Are you looking for greater opportunities a better position-more income-some lucrative small business or profitable hobby particularly suitable for you? Or, do you want craftwork ideas to make your spare time pay extra dividends? Then, don't fail to send today for your free copy of "A Billion Ideas." This new, illustrated catalogue of ideas was especially prepared for practical-minded people who want to know about many useful books on moneymaking subjects and want shop-tested handicraft plans to make things. This book is an "eye-opener" to numerous opportunities. It's an inspiration to find out what others have done and what you too can do! Don't miss it!

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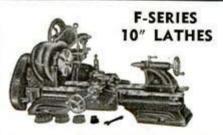
range of milling work. Table working surface is $4\frac{1}{2}$ " x 18", longitudinal travel 12" (manual) or 10" (with "Change-O-Matic" feed), cross travel $3\frac{1}{2}$ ", vertical travel 6". There are 16 spindle speeds between 54 and 3225 RPM. Timken tapered roller bearings. Operates from 1/3 HP 1740 RPM motor.

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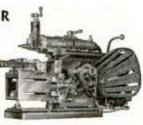
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K1050

Prospecting After Dark

(Continued from page 47)

following the pay shoot regardless of where it branches off or changes direction.

In the mill, the superintendent flashes a quartz lamp across the jigs and sees how much of the pulverized ore in the riffles is tungsten. Outside, on the dump, the tailings are carefully scrutinized, for if the mill is letting good tungsten get by, a blue glow will reveal the wastage.

One western gold mine had been operated for fifty years before black-light prospectors went over the tailings pile and discovered that the owners had discarded enough tungsten ore to have paid all expenses to date. Another company tunneled well into a mountain after gold, only to find a fortune in scheelite already had been thrown on the dump. The biggest tungsten strike of the black-light prospectors came partly through accident. Out in the Mojave desert of California, Oliver P. Adams found some tungsten prospectors digging at a small outcropping near Shadow Mountain. Adams persuaded Thomas Warren of the Ultraviolet Products company to construct the largest night-prospecting kit ever built-one so large he could simply point it as he traveled, without having to stoop. Warren rigged up a power generator, mounted on a stretcher and driven by a small gasoline engine, and the party set out for Shadow Mountain. On the opposite side, they ran into a strong showing in a gravelly wash. Up the wash they walked, two men carrying the generator on its stretcher while a third pointed the lamp. Brighter and brighter grew the showings, until an entire strip revealed scheelite for many feet.

Geologists mapped out the entire district. At night they would use the lamp, driving a stake with a white rag attached to it so they could locate the showings in daylight. Soon they had marked out a deposit nearly half a mile long, estimated at many millions of tons.

Tungsten mines aren't the only ones to use the black rays of the quartz tube. Some gold mines have been using the lamp to save the penalty which the mill charges if incoming gold ore contains zinc. By running the torch over the rock, they can pick out chunks of hydrozincite and be sure their gold ore is free from the impurity.



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K9 36

Tuning in on the Brain Waves

(Continued from page 63)

back only about a decade, although Galvani discovered "animal" electricity in the eighteenth century. To Hans Berger goes the credit of studying, for more than ten years, electrical potentials, obtained by placing electrodes on the scalps of human beings. He announced his findings in 1929, and it was several years later before they were widely accepted.

A "brain wave" examination is painless for the patient. The only inconvenience is the cutting away of small patches of hair, so that the electrodes—thin round plates of silver or other suitable metal about half an inch in diameter, with voltage-conducting wires affixed—may be fastened to the scalp, using collodion to make them adhere.

The patient then lies on a bed in the room or wire-screened cubicle used for that purpose, for the prescribed time, and he feels nothing as the waves from his brain are being recorded.

Reverting to the broadcasting analogy, everyone knows that radio waves are present about us all the time, but we are insensible to them. However, when those waves are picked up by the proper apparatus, then amplified and sent on into a loud speaker, the result is audible sound. Brain waves are likewise extremely faint, ranging from as low as two microvolts to, as a rule, no higher than 1,000 microvolts. (A microvolt is one-millionth of a volt, which is not much, when you consider that the average electric current in your home is 115 volts.)

The brain currents are detected in the patient via the electrodes and wire leads affixed thereto, run through amplifiers, and their strength pushed up to a maximum of around 800 to 1,000 volts. Then ink-writing pens in an oscillograph make a permanent record of their characteristics. The pens trace lines of varying forms that tell the story of the brain that started the waves on their way.

Strictly speaking, the examinations are of the cerebrum, or larger portion of the brain. The efforts of this branch of science to get measurable results as regards the cerebellum, or smaller portion of the brain, have not reached a successful point. In fact, difficulty is found in attaining exactitude as regards the parietal and occipital

lobes of the cerebrum, due to their smallness.

Here it is of interest to point out something of the basic principles followed in these examinations. The cerebrum of the brain consists of eight lobes—two of them designated as frontal, two as the temporal, two parietal, and two occipital. In making an examination a vertex four-wire lead is fastened to the top center of the head and run into the amplifiers. The six other single leads are affixed over six of the lobes, thus adequately overlapping, so to speak, the four pairs of lobes in the cerebrum, and enabling each pair to be given a test as to its normality. These single leads, of course, also are run into the amplifiers.

Epileptic disorders are productive of the greatest departure from normal of the activity of the cortex, the gray matter of the brain. Under such a seizure the resultant waves change in form, frequency, duration and amplitude. The latter may increase to ten to twenty times those present in a normal state.

A brain functioning normally emits what is known as an "alpha" wave. Experiments have been conducted to show the behavior of the brain waves while awake and asleep. These have shown that the discharges of a slumbering subject occasionally bear resemblance to those of a patient with a tumor, the alpha waves being large when the eyes are closed and the patient relaxed, and disappearing when the eyes are open or the patient tense.

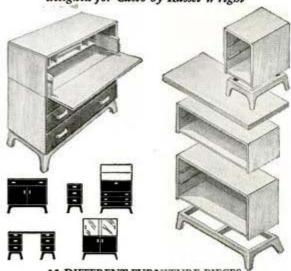
It has been found also that identical twins show very similar principal wave patterns, and that women have a higher wave frequency than men. Increasing use is being made of examinations through electrical phenomena in all brain, nerve and muscle diseases.

Not everything possible has been discovered in connection with the electroencephalographic technique. The surface has only been scratched. Electroencephalography itself, while it need make no apologies for its accomplishments, is only a relatively minor activity in the immense amount of research that has been done and must still be done concerning the human brain.

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118A

Nothing's Too Big

(Continued from page 85)

balloon-tired wheels. Fitted between a tractor-truck with ten wheels, and a gooseneck semi-trailer with sixteen more, the Jeep puts a total of forty-two wheels under the load and spreads its weight over seventy-nine feet of pavement; even the front wheels feel it. This huge highway freight train was built in the company shops, to move heavy burdens at passenger-car speed. Two Jeeps once hauled twenty-five power shovels in forty-eight hours, over distances up to forty miles, when Los Angeles streets were buried under flood debris.

Nearly half of their jobs, and all jobs that roll on a Jeep, require special highway permits for excess weight, width, length or height, or all four. Heavy bonds protect city and state from any damage to highway structures, and they have charted pavements, bridges and overhead clearances throughout the Southwest. Before a Jeep ever rolls, its driver knows how to reach his destination over a route that will take the load.

Naturally the Jeeps, rated to carry 100 tons with legal axle loading, haul the heaviest concentrated loads—transformers, power shovels, cranes, yachts, small locomotives and the like. It's a good bet that a Jeep will haul the 200-inch mirror up Palomar mountain when it's polished and ready; the brothers carted it from railside to the grinding shop, and they were packing twelve-ton loads of building materials up that mountain while the road was little better than a cow path.

Perhaps its most spectacular "passenger" was a ninety-five-ton oak tree, 100 feet high, guyed to two caterpillar tractors to keep the wind from blowing it over. For three miles across soft fields these "anchors" crept alongside the Jeep, and delivered the goods. The Jeeps helped move 800 tons of mining machinery hundreds of miles to new diggings in twenty-five days, after twenty miles of desert road had been widened for them.

The brothers soon learned that heavy hauling was only half the business. At first they had to sublet the installation contract, or else resort to "gyppo" rigging, which means main strength and hopefulness. Since 1933, however, they have employed

POPULAR MECHANICS

three top-ranking riggers—the men who salvaged those U. S. Navy destroyers which drove ashore in a fog at Honda, Calif. They will tell you that hoisting a dinky thirteen-ton sprinkler tank to its tower on a skyscraper roof is the worst job of all.

"It's much worse than wrangling these 140-ton 'cans' on the ground," said one. "With only the sky to hook onto, plenty of things can happen. Funny thing about rigging—every job is different, but there's only one right way to do any of them. It hasn't changed in my forty years, or maybe in the thousands since the Egyptian pyramids were built. Loads are heavier, tackle and power have improved to match, but still it's the way you hook on that counts, and that has to be born into a man."

Skipping the soft jobs, tackling the tough ones, these four men in twenty-five years have built their original one-horse wagon into 25,000 horsepower, which can lift or carry 3,000 tons any moment. They build many of their trucks themselves, sometimes shuffling seven old ones into one special-duty monster, and even a new truck usually is strengthened in the company shops. They pride themselves upon turning out instantly for rescue work after earthquakes, floods, or any emergency.

It has required a world of long hours, hard work, and ingenious short-cutting to keep trucking costs below the landslide in trucking freight rates. What with regulation, competition and taxation there is neither the adventure nor the profit there used to be in plain hauling. That's why the brothers are so fond of the "freak" jobs.

They like it so well, and do it so well, that they even have time for monkey business now and then. Like the time they sent a truck-crane with a ninety-foot boom out to Sherwood Forest near Los Angeles, and stuck the boom over a fence into an arena full of wild animals. It was a "Tarzan" picture, and Johnny Weissmuller, swinging in long looping arcs from tree to tree with his ape brethren, derived much comfort and support (not to mention distance) from that crane and its sturdy rope.

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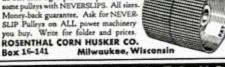


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Looking for Next to Nothing

(Continued from page 95)

Some of the microscopes used in examination of tiny particles are of the binocular type, having two eyepieces spaced a few inches apart so that each of the observer's eyes sees the specimen from a slightly different point of view. Such a system makes the speck of material appear three-dimensional, the effect being much like a picture viewed in the stereoscope so popular a few decades ago. For unusually delicate work, Dr. E. B. Ashcraft and fellow analysts at Westinghouse use several highly complicated microscopes. The spectrograph detects the presence of an element by means of that element's distinguishing colors in the spectrum. Dr. Ashcraft's weighing machine is so sensitive that it is used in a heat-insulated room and is thrown out of adjustment by the heat radiated from a person entering the room. To keep the balance in readiness, he burns an electric lamp over the scale when he is not working in the room. The lamp creates about the same heat energy as a human body and when the balance is used, the lamp is turned off.

In industry, substances which cause damage are criminals and the microchemist turns detective, hunting down these "criminals," often with no more substantial clues than a few flakes of faulty mica, metal scrapings from a refrigerator or a trace of unknown substance removed from the commutator of a generator that has failed. One example is that of a broken wire in an electrical resistance unit in a steel plant. At first the wire was suspected of being defective, but analysis of minute particles near the break revealed the presence of sulphate. The trail finally led to a blast furnace which gave off sulphurous fumes.

During operation, the walls of some vacuum tubes, like those we use in our radio receivers, become discolored-but so slightly that they remain transparent. By microchemical methods it is possible to show that this discoloration is due to several metals that evaporate from the filament, and it is possible to determine accurately the amounts of each. Evidence of this kind helps engineers to understand the reactions occurring on the filament and guides them in building better tubes.

(Continued to page 122A)

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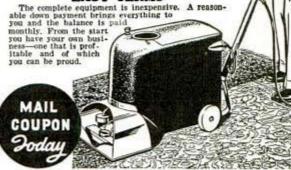
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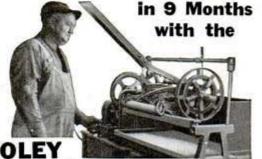


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—W. A. Tulip, Phoenix, Ariz.

You Too Can Make Big Money

Free plan tells you how to start. The Foley Lawn Mower Sharpener turns out perfect work quickly and easily, no experience needed. Simply put the mower in the machine and turn on the power. Uses same system as lawn mower factories. Sharpens all sizes and types in 15 or 20 minutes.

Special Offer, Attachment for grinding axes, hatchets, knives, etc., is-cluded Fille with Foley Lawn Mower Sharpener on our Special Offer, brings you business the year around. Send coupon teday.

TOLL I IVII G. CO., Minneapolis, Mi	LEY MFG. CO., Minneapolis,	Minn.
-------------------------------------	----------------------------	-------

Send Free Plan for making money sharpening lawn mowers, and Special Offer on the Foley Lawn Mower Sharpener,

Address.

tinued from page 120A)

Corrosion on cables and telephone parts, and dust and its effects on dial switching apparatus, are problems made easier to solve by the use of microchemical methods in Bell Telephone Laboratories. Special devices have been developed for the collection of "evidence" for the studies. For instance, an "impinger" is used to remove dust from the extremely localized area represented by a single relay contact point. The particles are picked up by suction and projected at high velocity against a microscope slide coated with adhesive, on which a detailed microscopic examination can be made readily. One of the Bell system's newest pieces of trouble-shooting equipment is a traveling "suitcase" laboratory. Housed in a wooden case no larger than a Gladstone bag, this complete micro-workshop may be taken to the scene of trouble. It contains an electric furnace, testing fluids, absorbent paper and other materials.

As modern machines grow larger and more complex their chances of being damaged or stopped by things that in themselves are insignificant are continually increasing. Not long ago an experimental refrigerator refused to operate. The trouble was found in the needle valve, through which the refrigerant expands to produce cooling. When the valve was examined in the laboratory, it was discovered that the cause - the "criminal" - was a piece of metal which had stuck in the seat of the valve and was so small it could not be identified with the human eye. Microanalysis revealed this to be a piece of silver solder used in building the refrigerator.

At Western Electric company, microchemists analyze atmospheres carrying small amounts of dust or chemical fumes, so that contaminants may be kept well within safe limits. By bubbling the air through purified water, a sample is obtained which may be analyzed for absorbed fumes or examined under a microscope for suspended dust particles. One solution with which they work is known as the "shotgun reagent" that will react with ten different metals which may be present in a drop of water. Each of these metals forms a different type of crystal by which it may be identified under the microscope.

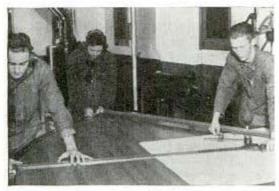
Thus, industry is coming more and more to value the microchemist-the man looking for next to nothing.

1777

Modernizing Our Coast Defense

(Continued from page 75)

A properly organized bombing raid includes flights of low-flying attack planes whose mission it is to put the anti-aircraft batteries out of action with machine-gun fire or bombs, or to curtain the guns with smoke screens. The attack planes are fought off with fifty-caliber machine guns and with heavier thirty-seven-millimeter guns that fire clips of one-pound explosive shells. In their camouflaged locations, the anti-aircraft guns play 'possum until the bombers are in range, and even if smoke screens have been laid the guns can fire through the smoke effectively. The spotters at the director and not the men at the guns have to see the target, so the director is often moved some distance away, outside the area where smoke screens are apt



Plotting board on which angles of target from observing stations are recorded for computing firing data

to be laid. An offset adjustment is made to the mechanism, and the firing data remain as accurate as if the director were alongside the guns. On night raids the oncoming bombers are first detected by big mechanical ears and then searchlights are pointed to the same section of the sky. The 800,000,000-candlepower beams pick up and follow the planes so that the men at the stereoscopic height-finding device and the spotters at the director can track them.

Instead of depending on armored forts to defend its harbors the United States uses fortified areas in which fixed and mobile guns are trained to cover the channels and adjacent ocean. The Gibraltar-like headlands of San Francisco and Los Angeles harbors are fortified and in these cases the ammunition storage rooms, machine shops, and the plotting and control

(Continued to page 124A)



New Guildo ander 10 Times Faster Sanding Earns LEADERSHIP



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Refinishing Old Furniture Use in any position

THOUSANDS of craftsmen say this easy-to-use electric belt sander has ended irksome handsanding for them. You, too, can easily see how GuildSander's clean-cutting abrasive belt sands ten times faster. Gives you an expert finish . . with-the-grain . . . on either curved or flat surfaces. Quick belt change for any degree of finish fineness. Uses standard-size 21" x 2" belts. Works on wood, metal, stone or plastics. Removes old paint or varnish. Levels glued joints, trues miters, resurfaces furniture, fits doors and windows, sharpens tools.

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Syracuse, New York







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olore distant places, see new sights, visit pleasure is at little cost. Pal with fun-loving riders at exciting motorcycle events. See new 1941 models at your Harley-Davidson dealer's. Write for FREE copy of "Enthusiast" motorcycling magazine. Harley-Davidson Motor Co., Dept. P. Milwaukee, Wis-

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ACCURATE SHOOTING WITH CHAMBERED AIR

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ETC., for building Cars, Scooters, Trocks, etc. We
get Car or
scooter outfit is
an ideal Xmas gift

Build Yourself Section of Sectio



(Continued from page 123A)

rooms are buried below ground. Besides the anti-aircraft guns, a thoroughly fortified area contains three and six-inch rapid-fire guns that are effective against light small craft and destroyers, long-range high penetration eight and ten-inch rifles to be used against light armored cruisers, and mortars and rifles ranging from twelve to sixteen inches that are adequate against heavily armored battleships.

Army experts figure that one gun on shore is equal to ten guns of similar caliber and range on board ship. A gun emplacement is a much smaller target than a ship and it would take a direct hit to put a gun out of action while a hit on any part of a ship is apt to cripple it. Another reason why the shore batteries have the edge is that they can be aimed simply and accurately while the gunners afloat must reckon with the speed, roll and pitch of their ships in aiming their guns.

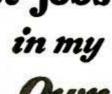
When an airplane is used for fire control the pilot carries a map on which the adjacent ocean is divided into 1,000-foot squares. He locates the target in one of the squares and radios the number of the square back to the plotting room. One shot is fired at the middle of the same square and the pilot, watching where the shell hits, radios down a correction.

Coast defense is a joint duty of the army and navy, and the work of the Coast Artillery regiments is coordinated with the defense tactics of the navy and the Army Air Corps. The navy lays mines offshore and the Coast Artillery lays the strings of mines that protect the narrow entrances of harbors. Instead of always exploding upon contact with a hull, such mines are controlled from shore. Thus friendly vessels can pass in and out unscathed. Harbors are protected also by underwater anti-submarine nets. The Coast Artillery operates railroad rifles that in case of emergency would be moved to positions commanding beaches where attempts to put landing parties ashore might be made.

Practically unimproved since the World War, our coast defenses on both sides of the continent and in Alaska and Panama are soon to be modernized by increasing the number of fortified areas and the number of guns in each area, and by building bombproof and gasproof shelters for the gun crews.

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on first jobs



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own business and become financially independent and

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How would YOU like to own your own business and make \$3.00, \$5.00 or even \$6.00 or more in an hour? How would you like to be able to start making a pocketful of money the VERY FIRST DAY?

Here is a NEW FIELD for live wire men which offers a fine opportunity for a man like you to get into business for yourself. You don't need special training—you don't need a lot of money. We can start you in this business where you will be your own boss and where

No Rent to Pay

Your home is your office, therefore you have no extra rent to pay. TARE THE MACHINE TO THE JOB and do the work in your customer's home, then collect your money the same day. Think of these amazing opportunities. Barrett says, "Took in \$28,00 in \$5.00 an hour." O. W. Harris says a contract with one of their biggest hotels will run about \$1500.

Earn a Home—Earn a Car-Earn Big Pay

a Car—Earn Big Pay
Even in spare time you can earn a
lot of money with this new invention. If you want a new can,
if you need extra money to buy a
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self a handsome salary, get into
this fascinating money making
business NOW. The work is easy
to do, opportunities are almost
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to take in big profits the VERY
FIRST DAY, Send the coupon for
FREE BOOK telling you how you
can have a business of your very
own.

"Have just taken in \$40.00 for 7 hours" work with my Deterger cleaning wrestling pads for high school athletic department. The coach said that this was the only method of doing a satisfactory job." R. D. M.

R. D. M.

"My profits with the Deterger have been more than satisfac-tory. One Job paid \$18.00 for 7 hours' work, another \$28.00 for 8 hours and my customers report 'Looks like new', 'Just wonderful', etc."

J. W. B.

J. W. B.

. "Many of my jobs run from \$35.00 to \$50.00, for work which I can do in one day with-out any extra help. Besides every customer has become a booster for me."

A. F. N.

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E. R. W.

money comes in faster and easier than from an ordinary job. This business is NEW but letters are already pouring in, telling of tremendous profits earned the very first week. Our new electric furniture cleaning machine washes upholstered furniture right in your customer's home. Think of the millions of pieces of furniture which need cleaning. There are thousands and thousands of customers everywhere. Hotels, clubs, hospitals, public institutions of all kinds, as well as homes, are all your prospects. They are ready to PAY BIG for this service. One of our men reported taking in \$150.00 by cleaning automobile interiors alone. Here is a vast field with tremendous opportunities

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Guarantee

Every machine is made in our own factor and we fully guarantee the quality of materials and workmanship, we also help you get started and make it possible for you to carn a lot of money. The entire outfit comes to you ready to use,

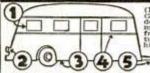
Easy Terms

The price is very reasonable and a down payment brings everything to you-complete, the balance you can pay just a few dollars monthly. From the very day you receive the machine, you should be able to start making money.
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belp you start now. Send the coupon a for FREE BOOK "Your Own Busi Profits Instead of Wages" NOW.

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Does just about every thing on metals, wood, alloys, plastics, horn, bone, glass, etc. Uses 300 different accessories to grind, drill,

polish, cut, carve, rout, saw, sand, sharpen, engrave. ORIGINAL AND FINEST HOBBY TOOL. Nothing like a Handee to keep boys happy. Gives men a real hobby making useful and beautiful gifts or things to sell ship, train or plane models, costume jewelry, wood carvings, puppets, initialed tumblers, engraved trays, etc.
Why—with a Handee a fellow can set up shop wherever there is an electric outlet. Be sure to give a Handee this Christmas, or get one for yourself.

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For 8" to 16" Metal Lathes. Build it Yourself. hest, a precision grider within your means. Tou save it by finishing our semi-machined castings, on your owns. He HURON handles both interval and external criziding, curacies to 00025°, Mirror finish easily obtained. Grinds as, pistens, buthings, shefts, hard or soft, hele, inthe iters. Sharpens reuners, milling custers. Does eccentricalling; larry indicate; secret of other uses, for home work-ope, garages, machine shops. Write for FREE illustrated der and full information.

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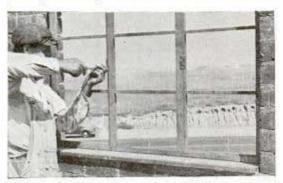
CALCULATOR MACHINE COMPANY (Mfrs.) DEPT. 113, P. O. BOX 1118 CHICAGO, ILLINOIS X1046

Low Cost Homes Built to Last

(Continued from page 43)

casionally. One would never guess the walls were concrete. They look like fine stucco outside, like plaster inside.

On the three present projects completed or nearing completion, Los Angeles county has spent nearly \$6,500,000, and will house 1,500 low-income families. As soon as apartments are ready for occupation, 1,500 sub-standard dwellings will be destroyed. Capital investment is to be repaid by renters-but the cost for them will be unbelievably low. Units with living room, bedroom, kitchen, and bath will be restricted



Bolting in place the pre-fabricated window frame another way of saving money

to families of two or three, and a maximum income of \$950. Rental will be \$14.71 per month. Two-bedroom units take families up to five, and cost \$15.96. Three-bedroom units admit families up to seven, and cost \$16.71. For two and three-bedroom units, families are limited to maximum incomes of \$1,260. In addition to rental charges, all families pay flat utility rates of \$4.79 per month, covering all gas, lights, and water.

Tenants must have their own furniture. but electric refrigerators, gas stoves, gas water heaters, gas room heaters, laundry tubs, and sinks are part of the houses.

With line production applied to housing, these methods open for the first time the possibility that families may buy homes cheaper than they can rent. According to most estimates, the average house costs its owner twice the original price in thirty years or less, and at that time becomes sub-standard. These apartments will not cost double the original investment until they are from fifty to sixty years old. If private homes could be put on that basis, ownership would be much cheaper than current rentals.

K927

Creating Sight Effects

(Continued from page 37)

smoke spewing from a gun. The two have to be synchronized or the show is botched. For this reason, the issue of smoke as well as the report, are controlled from a point off stage. The smoke doesn't actually come out of the gun but by setting off a charge between the two actors and near the gun, it can be made to appear so.

To achieve the effect of a machine gun plunking out a window, then mowing down a row of glass jars, Eddy hooked up a series of eight mousetraps on a board so that by yanking a wire they could be made to go off one after the other. The glass jars were etched on the inside so they'd shatter simultaneously with the popping of the mousetrap.

The bombardment of a mountain village was effected by making the shell holes in the "ground" first, covering them with thin material and hooking them up to rubber bulbs by means of hose. A squeeze on the bulbs was sufficient to send dust and debris flying out of the holes in realistic fashion.

Preparation of titles is highly important, for with these the mood for a play is frequently established. The projected telecast of "Sleeping Beauty" brought forth a strange requisition: "spiders working on real spinning wheels." With a few metal hooks, wire, some cork, felt remnants, and stray beads, the assignment was carried out without a hitch. Invisible wires and rigging gave the technician control of the spider's movements from a point outside the camera range.

For intermission interludes, a projection kaleidoscope has been perfected by Eddy, which presents harmonious, ever-changing figures of an abstract nature. These are to the eye what music is to the ear, and can be keyed to any mood.

Perhaps the most novel contribution to television Eddy has made is "Li'l Joe," a puppet capable of fifteen different motions, all remotely controlled. With several of these comic automatons, he hopes to launch an animated television cartoon.

Ever since its escape from laboratories, television has been borrowing heavily from radio, screen, and stage-production experience, but Eddy feels the medium is distinctly new and will come into its own only by developing its own technique.



Class pins, club pins, rings and emblems. Finest quality Sic Reasonable prices from JDc up. Write today for our attractive, free calalog. Dept. N., METAL ARTS CO., Inc., Rochester, N. Y.

A Revelation—Our new 1941 Catalog of "HARD-TO-GET" MATERIALS

For Industrial Arts Departments in Schools, Institutions, etc., Furniture Repair Men, Cabinet Makers, Souvenir and Antique Shops, Homecrafters, etc. Send 10c cash or stamps for this new catalog.

stamps for this new catalog.

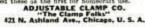
A few of the items we sell: Chest hardware, locks, hinges, supports, tray lifts, copper trim, also movaldings, overlays, etc. Finishing materials, ziue, stain, varnish, abrasive papera, sanding blocks, stick shellar, etc. Upholstering supplies, coverings and tools. Electrical fedinar for long manufacture, the control of the property o

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VALUABLE TRE SE ON PHOTO ENLANGING
Tells you how to transform
your ordinary negatives into
big, beautiful pictorial enlargements. Written by experts in the amateur language. 36 pages, pro-fusely illustrated. Loaded with meaty information on enlarging, diffusing, dodging, double printing, photomontages, toning, spotting and mounting. Send 10c coin to cover cost of mailing, etc. Big photocatalog free. Write Dept. PO141. Act now. free. Write Dept. PO141.

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11757

At the Controls with a Pilot

(Continued from Coloroto Section)

"Over Goshen at forty-four . . . four four. Seven thousand. We estimate Toledo at seven thousand at nineteen . . . one nine." The Chicago operator repeats the contact.

Two hours later we're flying through a clammy gray mist that whips and tears at the windshields and occasionally spews water into the cockpit. The captain and first officer have exchanged duties. Far below us, somewhere underneath, lie the Pennsylvania mountains. There are towns down there with people living in them. They are going to work, they are stopping for lunch, they are buying things, selling things, eating and sleeping and playing and planning. Their world stretches to the farthest horizon, their feet are on the solid earth where they were originally designed to be. Our horizon is a few feet, a vista of dancing needles and staring dials. Our life is bounded by a sheet of aluminum and a plate-glass window. We are moving very fast. We are existing in a tiny complicated world of our own. Our only contact with the past is an unseen voice we've never heard before. Only two things are reassuring, the steady drumming of the motors and the attitude of our pilots. Apparently they've done this before.

The pilots are at ease in this mysterious new world because they know with minute accuracy just what is going on. The gyro says our course is one hundred and ten degrees. The compass agrees with it. We know in what direction we're going. The rate of climb shows three hundred feet per minute descent. We know our ship is pointed slightly down, already on the long slide into New York. The altimeter says sixty-five hundred feet. Well, we know how high we are. The turn and bank indicator is straight up and down. We're going in a straight line. The little airplane in the artificial horizon is level. So are our wings. In our ears the steady hum of the Mercer range is receding. There's a slight dot-dash "A" in it. We know just where we are. What more can anyone ask? We are a lot surer of our position in the scheme of things than many people on earth.

Bellefonte, Sunbury, then Allentown, mile after mile of impenetrable white. The first officer watches the instruments. He

K757

reads their messages and maneuvers the ship according to what they have to say. At three o'clock another call comes on the radio, another voice this time, another man in another city.

"New York Airways Control clears you to cross the southwest leg of the Newark range at twenty-five hundred, cross Coney Island at two thousand. You are number three to land. No delay expected. Clear?"

"Okay . . . flight ten." There's our clearance. We're closing in on New York. Our

aerial voyage is almost finished.

The New York range is on. Again an "A" merges with an "N." We are over Coney Island. Somewhere in the murk below us is the shoreline of the Atlantic ocean and the entrance to New York harbor. The captain slowly turns the ship. The first officer speaks into his microphone.

"Flight ten to New York. We're over Coney Island at fourteen . . two thousand."

"New York to flight ten. You're cleared for a standard instrument approach. Shift to night frequency and work the tower when contact."

We're heading right for the New York range station . . . course forty-four degrees. We're going down again-three hundred feet per minute. The captain switches on the "Seat Belt" sign in the cabin. The first officer puts the landing gear down.

"Pressure . . . green light . . . latched ... I have a wheel." He's calling off each check on his action. The New York range whines louder and louder in our ears. Our air speed is down to a hundred and twenty miles an hour.

"Low pitch . . . left main . . . full rich ... cross feed on ..." More check orders ring out crisply. Our altitude is twelve hundred. The range is louder than ever. There's a faint "N." The captain turns the ship slightly. Look out the window now. Watch carefully. We should see the ground in a minute. A light glows brilliantly on the instrument panel. We've seen that same light over Goshen, Cleveland, Allentown, each time we passed over a range station. This is New York. Silence in the phones, then a burst of sound. We're over!

The captain cuts the motors back a bit, noses our ship down. Whoof! We're out of the clouds! There are the roofs of a thousand buildings! There's the airport beacon

(Continued to page 131A)



THE vast differences in file-tooth construction, as indicated by the four files above, show the importance of selecting the right file for the job. Example: For the brass-filing job pictured here, the specially designed Nicholson Brass file is being used . . . because its short-angle upcut teeth prevent the file running off the work and keep the file clear of chips, while the long-angle overcut breaks up the filings.

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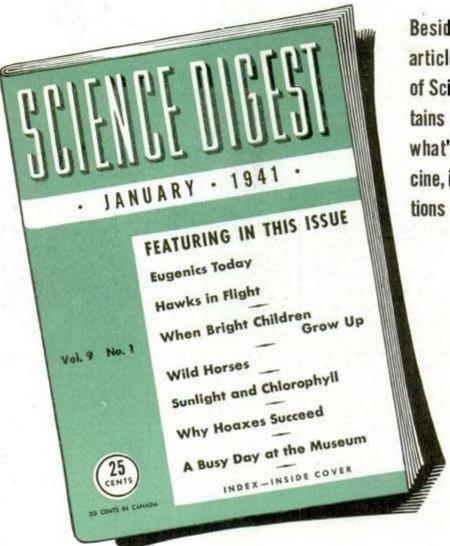
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flashing in the haze ahead. The first officer immediately cranks the frequency shift and speaks into his microphone.

"American ten to LaGuardia control tower. Just over the range station at eight hundred now and contact." The reply is snappy, cheerful, and good to hear.

"Okay American ten. You're cleared straight in. Surface wind is northeast five."

"Okay . . . American ten." The runway's dead ahead. There's a job of navigation! We've come three hundred miles at great speed, literally without seeing anything, and hit a spot three hundred feet wide . . . on the nose!

Now the final glide. Flaps down . . . our motors barely surging over. The air speed drops to ninety, then eighty as we swoop over the edge of the airport. A tense moment as the big ship seems to hang in the air, twelve tons balanced to a hair point, then a tiny squeak as the tires hit the asphalt. We're down. The big ship rolls easily to a stop. We're in New York exactly three minutes ahead of time. That's airline flying. That's the modern pilot's way of doing things.

- K10 24 Arctic-Testing the Big Bombers

(Continued from page 89)

The aircraft overcoats consist of fabric coverings for planes standing in the open. These coverings protect the motor and other parts from severe cold and are used where hangars are not available. In the latest experimental idea for insuring safe landings and takeoffs in snow and on ice, tiny strips of steel are incorporated into the airplane tires, giving an exceptional grip such as that imparted to the automobile tire by chains. Skis also are used successfully on the big bombers for landing and taking off.

Establishment of weather stations is another way in which flying of military aircraft may be made easier. The weather stations will keep Air Corps pilots in constant touch with changing meteorological conditions, thus enabling them to avoid areas where there is danger of ice formation. Still another aid is found in big snowplows which will keep the flying fields clear for the Air Corps so that flights may be conducted throughout the winter.

JANUARY, 1941



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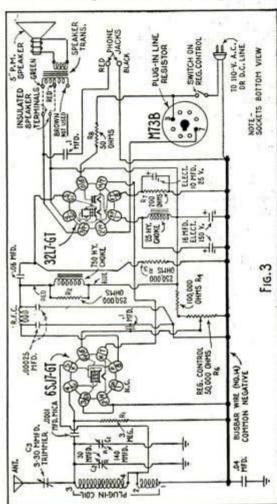
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Beginner's All-Wave Receiver

(Continued from page 137)

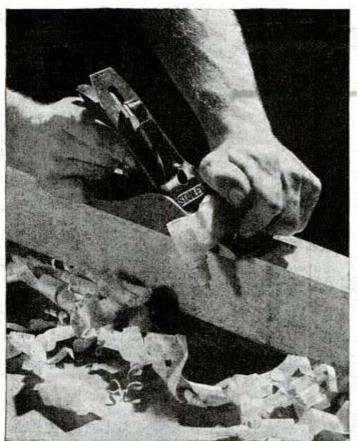
The 5-in. speaker with transformer to match 2,500-ohm tube impedance, is connected externally to the twin insulated screw terminals using the red and green leads of the speaker output transformer which is mounted directly on the speaker, as shown in photo (A). If you prefer to



use headphones exclusively, a 2,000-ohm 10-watt resistor may be connected across the speaker terminals instead of the speaker transformer. A detailed list of materials is available from Popular Mechanics radio department without charge, if desired. The 750-hy. 5-ma. choke is a plate-coupling high-impedance type to maintain full plate voltage on the 6SJ7-GT, avoiding voltage losses encountered with resistance coupling, as in usual practice. A 25-hy. 60-ma. filter choke provides adequate filtering.

(Continued to page 134A)

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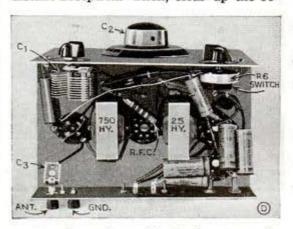
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Fig. 3 shows schematic circuit diagram. To operate the receiver, plug the cord into any 110-volt line; if your line supply is d.c. it will be necessary to check polarity, if set does not operate, reverse plug in wall socket. Use good ordinary antenna and ground connections and be sure that the tubes all fit tightly in the sockets. Tuning is done principally with the main tuning condenser C1, and the regeneration control Rs. Advance the regeneration control until, when a station is tuned in, a whistle is heard. Next retard the regeneration control until the whistle just stops. This is the point of critical oscillation where the receiver is most sensitive for distant reception. Then, clear up the re-

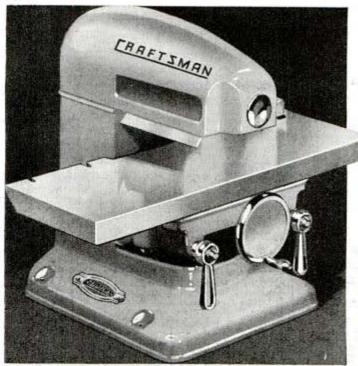


ception by tuning with the large vernier knob in the center of the front panel and setting the regeneration control just below the critical point of oscillation. Tuning on the short-wave bands requires more careful manipulation of the controls as the stations tune sharper. For these bands the lower left-hand condenser (C1) is used for "band -setting" or locating a group of stations. Tuning in the individual station is then done with the large vernier dial. Phone stations are best heard with the regeneration control set well below the critical point of oscillation, and code signals just above the critical point.

Trimmer condenser (C₃) adjusts antenna coupling. The screwdriver setting depends upon the antenna length, and plug-in coil used, and may require slight resetting for each coil. If oscillation cannot be maintained across the entire band, or stations tune too broadly, reduce the capacity of this trimmer. The blueprint number for this article is R-286.



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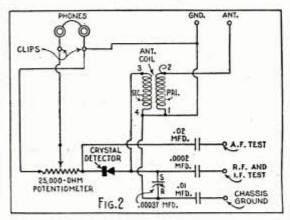


J & H Metal Products Co. 5 Commercial St. Rochester, N. Y.

Crystal Receiver and Test Set

(Continued from page 138)

using the R.F. connection, adjust the crystal detector for best results. It will be helpful to turn the variable condenser for the loudest response while exploring the R.F. section of any standard radio circuit. If no signal is heard when contact is made with the "tracer wire" to a section where the signal may be expected, such as the tube plate prong, or control grid cap, this portion of the circuit may be assumed to be at fault. For example, R.F. contact to the control grid of a detector-oscillator should result in a soft signal; the plate of the I.F. tube in a loud signal. Using the A.F. tracer



connection, contact with the grid of the first audio tube would produce a soft signal in the headphones, and the plate of A.F. power-output tube a loud signal.

To start construction, obtain a small breadboard of the handy handle-type, illustrated, from any hardware or department store, and mount all parts as shown in the simplified wiring diagram Fig. 1 and photo (A). Carefully wire the circuit just as shown in Fig. 1 and check your wiring with the schematic circuit diagram Fig. 2. The antenna coil can be any good high-impedance primary type. All parts are easily identified, as shown in diagram Fig. 1. The Fahnestock clips are fastened directly to the breadboard by means of small brass wood screws. A 234-in, strip of metal 11/4 in, wide is bent over ½ in, to form a mounting bracket for the 25,000-ohm volume control, a small knob is provided for this potentiometer, and the tuning dial is a common 3-in. type. A pair of 2,000-ohm headphones, and a well insulated, long antenna and good ground complete the assembly. Foiling "Jail Breaks" at the Zoo

(Continued from page 59)

small fields by low walls that are too smooth for them to climb. Fencing in a beaver means that the steel fence must project underground as well as up into the air, and one beaver dug down four feet before deciding that the fence probably went all the way to China and that he might as well quit.

Once an adventurous bear cub escaped from its grotto without leaving any indication of how it had gotten away. The keepers finally decided that it must have climbed the walls in a corner, clutching at the rough concrete. They smoothed the walls at this point, leaving no claw holds, and no bear has gotten away since.

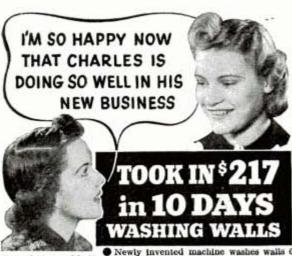
A critical time in the zoo is when a large and potentially dangerous animal must be moved to another grotto or to the zoo hospital. A portable shifting cage, made of timber and steel, is secured to the door of the animal's sleeping quarters, the doors are opened and the animal is lured inside the cage with a bait of food. A vertical door drops down behind it, the cage is lifted to a truck, and the shift is made. When an animal is being transferred into or from a shifting cage, the cage is lashed to the other enclosure to prevent any chance of the animal escaping. Sometimes the transfer takes only a few minutes; other times the attendants have to wait for an hour or so until the animal decides to walk through the open door. Prodding an animal into action is forbidden because the animal might be injured and in some cases the beast might grab the prod and use it to wreck the cage.

The zoo hospital can care for anything from a canary to an elephant. Most of its patients are those which have been injured in fights or which have dietary troubles induced by a change of climate or food. New arrivals at the zoo are quarantined in the hospital for several weeks, long enough to make certain that they have no disease.

The men who take care of the animals are more than guards. They have to keep their charges happy and that means hauling in a fresh log every now and then for the beaver to chew on, and building trapezes and parallel bar systems for the monkeys, to replace the trees that are used

(Continued to page 138A)





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(Continued from page 137A)

in the jungles. Parrots and macaws are housed in heavy wire cages. One of the big birds could bite right through a light wire screen. For the same reason, the birds are provided with concrete nests and are given a few armfuls of branches every week to chew up. In a week a cage of birds will produce a bushel basket full of chips and splinters. Other kinds of birds that can't find nest-making materials in their restricted quarters are provided with readymade nests built of sticks and wire netting.

Good care and good health are two of the things that keep captive animals happy. The third is good food. Five hundred pounds of meat, 450 pounds of fish, and large quantities of hay, grain, fruit, and vegetables are the daily diet of the 3,000 animals at San Diego. So that it can buy in huge wholesale lots the zoo has just installed its own quick-freeze unit and is storing quick-frozen foods in refrigeration rooms that have a capacity of 125 tons.

Crashing Cars for Safety

(Continued from page 69)

trifugal force, helping it to roll the car over. When a tire blows out the first thing you should do is check that strong impulse to jam on the brakes. Instead of doing that, increase your speed just about five miles an hour. This will give you muchneeded traction. Then apply your brakes gradually and the chances are you'll bring your car to a stop, under control.

When a motorist does bring his automobile to a fast stop, as in crowded traffic, the probability is that he does it all wrong. Ever since the first car was equipped with brakes, drivers have been taught to jam them on and hold them when they want to stop quickly. To stop fast, pump down on your brake three or four times instead of holding it down continuously. Here is why. When you hold your brakes, the wheels are locked in one position and one point of contact is established between the roadbed and the rubber tire. That one point "scorches" as the tire skids forward on it. On the other hand, by pumping the brake up and down, each time the tire is locked at a fresh point of contact with the road. The forward skid and scorching are minimized, you stop faster and you save tire rubber too.

K926

That brings up the question of what to do when a car goes into a skid. Driving at speed on a specially prepared slick-coated road in the Goodrich Arena at the New York World's Fair I demonstrated many times that the best way to work out of a skid is to turn the front wheels in the direction of the skid-and not to apply the brakes while doing so. When you turn your front wheels in the direction you are skidding, you minimize the friction of those front wheels and allow the rear wheels to apply their driving power directly ahead, giving you control of the car. In this operation, the front wheels act as a pivot. By no means turn the front wheels in the opposite direction to the skid, for in doing so you apply cross force, increasing friction on the front tires which then swing you around and makes the car spin.

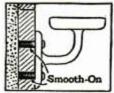
While modern highways have properly banked curves for high speed, occasionally a motorist finds himself on a road that has dangerous flat curves. If he should suddenly come upon such a curve while traveling at high speed or even traveling too fast on a modern highway the driver is apt to find himself in trouble. Here again the early motorist counseled the prompt application of the brake and many present-day drivers think that this is the right thing to do. It isn't though. I've rounded flat curves at high speed hundreds of times to prove that the scientific method of coping with them is to apply the accelerator as well as the brake, pumping the latter up and down. In doing so, the left foot is shifted from the clutch to the brake pedal and the right is used for the gas. Thus, two things take place simultaneously which keeps the car under control. Stepping on the gas pedal makes the motor deliver more power, hence greater traction to the rear wheels, minimizing the effect of centrifugal force. By pumping the brake pedal the speed is reduced and the car is kept under control.

Another fallacy that persists is that of turning the ignition off immediately if the motor should catch on fire due to mechanical or other difficulties. I used to do this when I began crashing cars as an occupation. One day I happened to leave the motor on after splashing gasoline caught fire. To my surprise the fire soon went out. Then I kept a close check and after the evidence of several similar fires, there was one

(Continued to page 140A)

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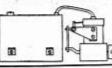


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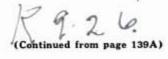


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conclusion to be drawn: when I left the motor running, a fire was soon extinguished; when I cut the ignition switch, it wasn't. The answer is that when the motor is left on, and preferably raced, a strong draft into the carburetor manifold is created. The fire follows the oxygen and is snuffed out in the motor.

As legal speeds of modern highways have been increased, many drivers-principally the older ones—use what they consider a "racing grip" on the wheel. Here the driver grasps the lower quarter of the wheel with both hands, the palm under and the fingers curved over the rim of the wheel. Whether you're driving fast or slowly, this grip should not be used. The safest way to hold the wheel is to place the hands on the opposite sides with the left hand slightly higher than the right—if you are going to turn to the left, or the right higher if you're going to turn in that direction. This way your upper hand acts as a "steering wheel brake" and the lower one slides and pushes.

It is my conviction that a motorist driving reasonably fast within the speed limit drives safer than when traveling slowly. Aside from the fact that the latter provides a strong temptation for the car behind to try and pass him, thus risking a sideswipe or a collision with a car coming in the opposite direction, a good driver at low speed is often lulled into a false sense of security. He reasons that the car is under such absolute control that he is not called upon to exert his vigilance and, as a result his reflexes get lazy. I've seen good drivers apply their brakes too late for this very reason. On the other hand, a driver traveling along at a faster clip is conscious of his speed, is more alert and his reflexes are brought into play much faster when an emergency does occur.

When these false ideas about safety are eliminated, driving will become really safer and a great number of accidents will be eliminated. I believe that lessons in correct driving should be taught people at an early age—when they are in high school. The movement for such teaching has been gathering momentum during the past four years. More than 200 high schools include driving instruction as part of their curriculum and more than 100,000 boys and girls have taken such a course.

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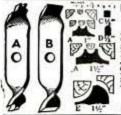
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Exploring a Frozen Continent

(Continued from page 53)

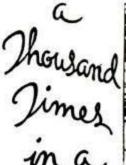
a belated steak dinner, Dr. Siple told of exploring the magnificent mountain ranges that rise 10,000 to 15,000 feet for nearly 1,000 miles, separating the polar plateau from the low Ross Ice Barrier. Numerous great glaciers had been sighted, among them the Beardmore, conceded to be the largest in the world, 100 miles long and fifteen miles wide.

One Antarctic fall day twenty-eight men at the West Base made a holiday trip on skis and dog sleds to the old Little America base, six miles south of the present location. They marked their trail with little orange flags, since the sky was overcast and the surface such a white shadowless panorama that the marks of their skis were invisible. Protruding stovepipes and antenna poles marked the location of the old buildings. Shovels were plied, a skylight hatch was found and soon the men were climbing down into the old radio hut. Scraps of food were found, remainders of the stock Lincoln Ellsworth and his pilot, Hollick Kenyon, had salvaged from the Byrd stores when they used the building as a refuge for six weeks in the winter of 1935-36 after abandoning their plane at the end of a flight from Palmer Land. On a desk was scrawled "G. Patience, R.R.S. Discovery II, 21/1/36"-reminder of Ellsworth's rescue by the British Royal Research ship "Discovery II."

On April 21 the men of Little America gathered before their main building at attention to watch the lowering of the frozen Stars and Stripes as the sun set on West Base, southernmost habitation of the earth, for the last time of the season, ushering in the four months of Antarctic night. Not until August 21 did they again see the sun.

With end of the winter night and while the temperature persisted at forty degrees below zero or lower, the men hastened preparations for field parties by sledge, tractor and airplane as soon as the Antarctic spring should make operations possible in the direction of Rockefeller Plateau, to the east. Tons of pemmican (concentrated food) were weighed and packed, trail equipment overhauled, and the men schooled in navigation, radio communications and first aid. Uncle Sam's Antarctic explorers were ready for the trail again.

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see their targets, the firing of the field artillery is conducted from observation posts connected with the batteries by rapidly laid telephone wires and by radio. At these observation posts, the accurate computations required for directing the fire are made and the fire is adjusted on the hostile targets either by direct observation or by observers in airplanes or captive balloons who communicate by radio or telephone the data on which fire corrections are based. A recent development is the motorized observation balloon which is transported by a truck equipped with mechanism for raising or lowering the balloon.

(Continued from page 13)

If you should be assigned to the coast artillery, you'll really be in the big-gun division, for that arm employs sizes up to huge sixteen-inch guns that shoot an armor-piercing shell weighing more than a ton for distances exceeding twenty miles. Harbor defense is the principal duty of the coast artillery and the giant guns are either in fixed positions or on special railway cars that can be moved quickly along the coast and set up for firing out over the sea. The coast artillery also lays fields of electrically controlled submarine mines which can be exploded from shore as enemy ships pass over them. In this work, you might even become something of a sailor, for the coast artillery uses boats, ranging from oceangoing mine planters of 1,000 tons to small motorboats, to install and maintain mines.

Also in the coast artillery are anti-aircraft guns, which are supplemented by searchlights of approximately 800,000,000 candlepower which illuminate targets at night. To enable searchlight crews to find the targets quickly as they approach high in the air over the gun, you and other selectees will learn to use sound locators. These are huge aids to hearing-supersensitive "ears"-by which trained observers can tell the direction from which the sound of approaching airplanes is coming, so the searchlights can be trained on the targets. All this equipment requires the production of considerable electric power in the field and the use of complex and delicate control instruments by highly trained personnel. You'll find your "lessons" not so easy if this is part of your year's schooling.

K1126

Perhaps you possess technical skill that will send you to the corps of engineers. There you'll learn to build, repair and maintain buildings, bridges and structures of every kind; to blow up bridges, viaducts and roads, as well as captured guns and stores; to dig tunnels under enemy fortifications and demolish them; to construct roads for the army; to operate railways, electric-light and power systems, watersupply systems and all other utilities; to survey and prepare maps for the use of all arms of the service, and to build floating bridges rapidly across rivers. Engineer units are largely motorized.

There's plenty of excitement for you in the signal corps, if that is the arm to which you are assigned. Here are trained the communication men of the army who speed messages by motorcycle, airplane, homing pigeon, telephone, teletype, telegram and radio. In warfare, field wire is laid on the ground by signal-corps cross-country trucks and from man-drawn and mancarried reels. Breaks often occur in these lines during battle and they must be repaired quickly so that commanders can keep contact with their fighting units. So linesmen must leave shelters, follow the wire and often repair the line under fire.

You've heard about the "beany, beany" diet in the army, so you'll probably be surprised at the quality and variety on the menu for the next twelve months. It will be as good-perhaps even better food than you've been getting at home, for it's a balanced diet designed to keep you healthy and strong.

There's going to be some fun scattered through the year-the army's planned it that way. There will be equipment and facilities for various sports, football, baseball, boxing and the like, and unit teams will compete with one another. Too, there will be movies, service clubs and recreation rooms where you will listen to the radio, read, write, play games and entertain the home folks when they come calling. The army wants no "dull" boys, so you'll play a lot during your twelve months service with Uncle Sam.

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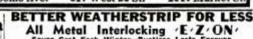
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Secrets of the "Magic" Theater

(Continued from page 31)

To permit this, thirteen cables were sewn into the gold fabric and thirteen motors, operating independently or together, are controlled by the stage director. To drop two sections, he need only push down two buttons on the control board backstage.

Sound was a prime problem, for patrons in the front row are 160 feet closer to the performance than those in the rear and each of the 6,200 persons in a full house is a different distance from the stage. Thus, sounds must be uniform throughout the 1,800,800 cubic feet of space. Scientific application of sound mechanics plus planning along geometric lines has resulted in acoustics so perfect that the back row patrons hear the same tones with the same modulation as those up against the orchestra.

Key to the system is the sound mixer who, listening to the various sounds carried into his room from all parts of the theater, tunes each up or down as necessary to produce a harmonious effect evenly distributed throughout the auditorium. The sound mixer controls sixty microphones, sixty amplifiers and twenty-three loud speakers.

The frequency range of the system is from thirty to 13,000 cycles. Microphones, of the velocity ribbon type, are located in the orchestra pit, the footlights, the organ chambers, light bridges. Fifty special sound effects, such as a train or thunder, are also controlled in the room.

With three or four hundred performers taking part in a single spectacle, with thousands of stage, light and sound tricks available, planning a performance is not a matter of mere conferences.

The proposed show is actually registered on blueprints and sketches which, when approved, go to the great carpentry, "prop" and costume shops, far below the stage, for the production of material objects. Scripts must be prepared for sound and lights as well as for players. To synchronize the proposed performance, tiny models of the stage settings and the players are first tried out on miniature stages.

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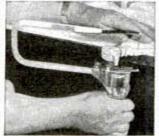
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The Miracle of U-235

(Continued from page 5)

tion which is soon transformed into heat. It would take a potential difference of almost 200,000,000 volts to duplicate the energy release. The burning of coal corresponds to about four volts on this same scale, some 50,000,000 times feebler than the uranium reaction.

The mechanism of our uranium motor is based on that reaction. A few neutrons are constantly being introduced, with the help of radium, into our small box of U-235. There is a regenerative feature that makes the reaction continuous. Clever tricks are already known to prevent the process from getting out of hand.

The prospect for finding the solution of the problem is so good that many groups have begun to tackle it. Even big industrial firms have taken up the research and new results are being turned out in quick succession. Recently in California it has been learned that the ordinary uranium atoms sometimes can be transformed by neutrons into new atoms which can be split up to give the enormous energy of uranium-235. At Westinghouse it has been discovered that photons, which are like ordinary light but have higher energy, can start the energy chain in U-235. These two discoveries mean that in the process of breaking up U-235 and deriving its energy. the by-product photons and neutrons turn right around and manufacture new material to provide new energy. It is not inconceivable that in practice each U-235 atom that splits will cause a U-238 atom to be transformed into an energy-producing variety. Translating that into simple language, a pound of U-235 would be equivalent to 500,000 gallons of gasoline instead of 250,000 indicated above. At the same time the total equivalent supply of U-235 would be doubled and the things predicted in this article would become twice as easy to attain.

Only one atom in 140 uranium atoms is of the proper kind and the hitch at present is that we haven't found the most practical method for separating these special U-235 atoms from the rest of the uranium. This is similar to many problems that have been solved in the past, and solution of the problem is foreseen.

(Continued to page 150A)



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(Continued from page 149A)

The readers of Popular Mechanics will play an important part in putting U-235 to use. There is no end to the practical applications that amateurs can work out once the energy source is available. For instance, it easily may become practical to melt our highways instead of building them as we do now. With intense heat available a road-building machine would be able to fuse all the dirt in its path into lava, making in one operation a wide rock highway ideal for smooth travel. There will be many advantages to living underground, including the dead quiet.

With heat so inexpensive that we can afford to melt up any rock, aluminum will be almost as cheap as the common clay from which we could extract it. Iron ore would be reduced to metal in the veins themselves, instead of mining the ore and hauling it to a distant furnace. Manufacturing processes would be simplified. We will be able to carry our agriculture indoors, independent of soils or seasons.

When the present war ends, things may begin to happen that will make this article seem unimaginative. Until then the best we can do is to see that science continues to be free, that men have time and freedom to follow hobbies and that whatever truths are discovered are given to the public without distortion as a help to preserving freedom.

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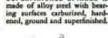
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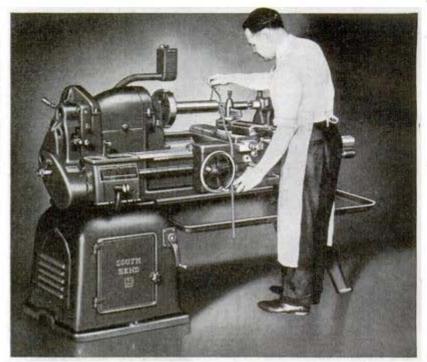
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"SMOKING THE WAY I DO, I SURE APPRECIATE THOSE EXTRAS IN SLOW-BURNING CAMELS,"

__says Bob Fausel, ace Curtiss test pilot

I SMOKE A LOT;
SO I SMOKE CAMELS.
THEY BURN SLOWER—
GIVE ME EXTRA MILDNESS
WITH A GRAND EXTRA
FLAVOR. MORE SMOKING
PER PACK IS ANOTHER
EXTRA I GO FOR IN
CAMELS

A PLANE that's never been put to the test of actual flight. What will happen in that first terrific power-dive? That's the test pilot's job to find out. It takes more than sheer nerve—it takes extra nerve and extra skill. Bob Fausel has those extras...gets the extras in his smoking, too...with Camels. He says: "It's swell to get extra smoking in a Camel. That extra flavor always hits the spot."

TRYING to tear a plane apart in mid-air is only part of test pilot Bob Fausel's job. There are long hours of engineering conferences...long hours of smoking. "That's where Camel's extra mildness and extra coolness are so important," explains Bob (center, above). "Camels are extra mild—easy on my throat."

It's common sense—cigarettes that burn fast burn hot. Camel's s-l-o-w way of burning means more coolness, of course, plus freedom from the irritating qualities of excess heat. Make Camels your steady smoke and enjoy extra mildness, extra coolness, extra flavor—and extra smoking (see below).

EXTRA MILDNESS

EXTRA COOLNESS

EXTRA FLAVOR

In recent laboratory tests, Camels burned
 25% slower than the average of the 15
 other of the largest-selling brands tested
 slower than any of them. That means,
 on the average, a smoking plus equal to

5 EXTRA SMOKES PER PACK!

B. J. Reynolds Tob. Co., Winston-Salem, N. C.

GET THE "EXTRAS"_WITH SLOWER-BURNING CAMELS

THE CIGARETTE OF COSTLIER TOBACCOS

