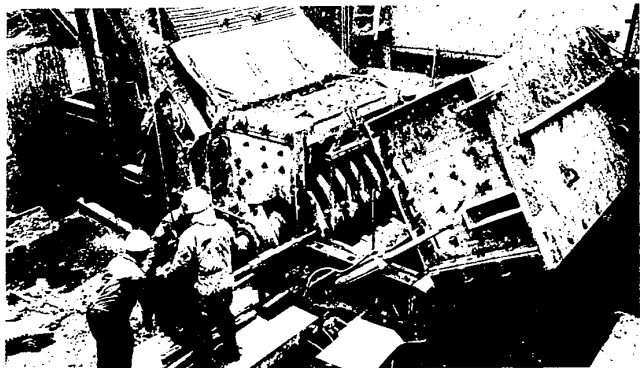
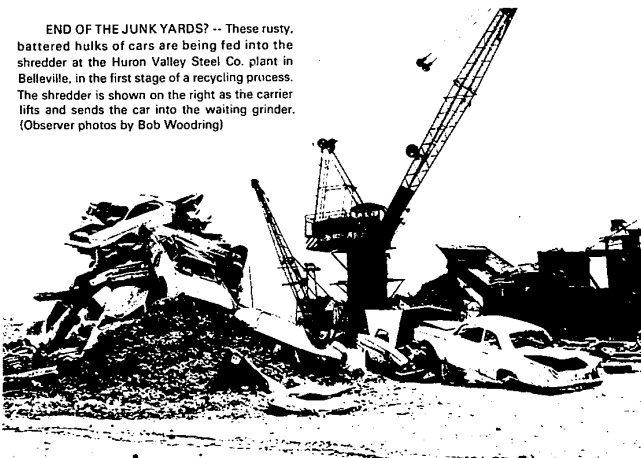


END OF THE JUNK YARDS? -- These rusty, battered hulks of cars are being fed into the shredder at the Huron Valley Steel Co. plant in Belleville, in the first stage of a recycling process. The shredder is shown on the right as the carrier lifts and sends the car into the waiting grinder. (Observer photos by Bob Woodring)



THE BIG KNIVES of the shredder are shown (center) as they await the next rusty car hulk. It can devour a car every 16 seconds and

now is handling between 500 and 600 cars a day.

Regional Affairs

This Car-Eater Reclaims Old Metal

By W.W. EDGAR

The old junk yards with their unsightly piles of rusty, banged-up automobile carcasses soon may be passing from the American scene.

Their death knell is being sounded by the cracking and groaning of a two-meter machine, officially known as a shredder. It reduces auto hulks to small pieces and starts them through a recycling process that fast is

becoming a multi-million dollar industry.

More than 150 of these "monsters" have been strategically located across the country in the past few years, but the Huron Steel Co. in Belleville, just a few miles south of Plymouth is the lone company in this area that does a complete job.

"We not only shred the cars," explains Mel Wallace, secretary-treasurer of the firm. "We also reclaim all the

metals that once were tossed in the city dumps.

"Our only problem," he says, "is that we can't get the rusty, banged-up cars fast enough. We can process from 500 to 600 cars a day. But we can't get them that fast from the dealers."

Going at full force, the 500 cars a day will yield about 300 tons of steel along with about 10 tons of nonferrous metals as well as 90 tons of dirt, glass, rubber, cloth and other materials which Wallace claims are not economical to recover.

TO GET WHAT HE calls "the last squeak out of the goose," according to Leonard Fritz, president of the Huron Co., the mountainous piles of waste coming out of the shredder are taken to the separation plant where the nonferrous metal is reclaimed. This is done by a process that includes gravity washing, and a combination of blown air and magnetism.

"At the end of the line," Wallace pointed out, "we have separated all of the metals in a car, and we have zinc, aluminum, lead, stainless steel, copper and brass. This is then melted, and we have some in pellet form and the remainder in piglets that can be re-melted to build new bodies and parts."

Wallace explained that the Huron plant is one of the few in the country that go all the way, and that when the recycling is finished, they can produce about 25 tons of recoverable metals an hour. At the present time, Huron deals with approximately 40 of the 120 shredders in the country. But with advances

being made, this should jump to more than 50 per cent of the available outlets in the country.

In explaining the growth of the system, Wallace reported that the company expects to be processing about 10,000 tons of nonferrous scrap a month.

"At this rate," he said, "we soon could wipe out the entire junk car problem."

"And mind you, this is the waste that used to go to the city dumps."

BECAUSE OF THE success of the Huron system, both Wallace and Fritz scoffed at the idea of the federal government making a grant of \$210,000 to support research at Vanderbilt University in Nashville, Tenn. to develop a system for profitable recovery of the non-ferrous metals.

"We are doing the complete job right here," they tell you, "without a government grant. The money now being appropriated for research is actually wasted."

It is estimated that more than 17 million junked cars are strewn along the countryside across the land, and staggering amounts of our natural resources are being lost forever because salvage was not always possible.

"Now we have it," Fritz stated. "All we ask is that the gasoline tanks are removed from the cars and the padding be taken out of the seats. We'll do the rest."

Then he added with his broad smile of satisfaction: "We take the last squeak out of the goose."

So, who knows? if the demand for metals continues, the reincarnation of automobiles might mean that your new small car was once the proud body on a Cadillac—or even a Rolls-Royce. And the unsightly junk yards could be gone forever.



THESE AUTO parts coming out of the shredder are ready for the separating process that classifies the nonferrous metals for melting and the manufacture of new parts.

We've been so busy persuading you to keep your money and use ours—we forgot to remind you we offer *free checking* to those who maintain a \$99 minimum daily balance at any one of our 7 branch offices. So, we're reminding you—all you need is to maintain a 99-buck balance and you get free checking. Good idea. Great bank.

we apologize

LIVONIA NATIONAL BANK Member FDIC

The Saturday Bank (how convenient)

Teacher Aides To Be Trained In Reading

Wayne County Intermediate School District will offer two cycles in its Paraprofessional Training Project R. (for Reading) beginning Feb. 1.

Enrollment is limited to 25 paraprofessionals and their supervising teachers, and they will learn to identify potential problem readers and work with them.

Paraprofessionals will get 20 full days of training from Feb. 1 to March 21, with 16 sessions from 9 a.m. to 3:30 p.m. and four from 1-7 p.m.

Teachers will be asked to attend four Thursday sessions from 4-7 p.m. All attending will receive training stipends, and paraprofessionals will get Wayne State University credit.

Schools must register persons to attend by Jan. 19 by contacting Dr. Arnold Gliwinsky or Miss Dolores Olszewski at the Wayne County Intermediate office, 3300 Van Born, Wayne.

Bloodmobile Set Jan. 17

A Red Cross bloodmobile will be at Our Lady of Loretto Catholic parish, Six Mile at Olympia in Redford Township, on Monday, Jan. 17 from 2-8 p.m.

Donors can, by giving at least one pint per year, cover their families for 12 months under the family plan.

Coverage will be provided for the donor, spouse, children under 18, children over 18 who can't donate, parents, parents-in-law, grandparents, grandparents-in-law and the brothers and sisters of an unmarried donor.