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THIS WEEK™ - FIRST IN THE HEART OF DETROIT

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'Ghost Tour' Set to Help Restore Old Auto Factory

By CARSON GERBER
Kokomo Tribune

KOKOMO, Ind. (AP) - In 2001, Pat Shuck felt something strange inside the dilapidated, 100-year-old factory building at 1124 S. Union St. - a passing breeze in a windless room.

At the same moment, a friend standing by Shuck felt his leg hit by an unseen force inside the darkness of the building that Elwood Haynes constructed around 100 years ago to assemble some of the first automobiles in the country.

Was it an apparition? A ghost? For Shuck, director of the Kokomo chapter of Indiana Ghost Trackers, the evi-

dence pointed to some kind of spectral presence.

The experience was exhilarating enough to spark a decade-long fascination with the crumbling building. It also spawned a desire to see a piece of Kokomo's automotive history renovated and restored.

"That night, I just fell in love with that building," Shuck said. "If I had the money, I'd buy it right now and fix it up."

With the help of the city, that's just what he plans to do.

To start fundraising efforts to repair the old Haynes building - which was a part of the then Haynes Automobile Company - Indiana Ghost Trackers will host a midnight tour of the factory on June 1 and 2 for people curious about its historical and haunted past.

For a \$50 donation, anyone over the age of 18 can tour the building and possibly en-

counter the strange, unexplainable occurrences that Shuck said he experiences nearly every time he's inside the building.

"It's what we call an active location," he said. "You're almost guaranteed to see, smell or hear something."

Other odd things Shuck and his tour groups have seen inside the factory: An eerie silhouette moving from window to window of a nonexistent man and voices calling your name when no one else is in the building.

Although people may experience strange things on the tour, Shuck said there's nothing to be afraid of.

"It's not a haunted house. People aren't going to jump out and scare you," he said. "It's meant to teach you a little something about the history of the building, not scare you."

The ultimate goal of the tour, however, is to begin rais-

ing funds to restore the historic factory, which Shuck said has rapidly fallen into disrepair over the last decade.

"This is one of the first buildings that made money for Kokomo. Now, it's an absolute nightmare," he said, noting that the roof leaks, mortar is crumbling and windows have fallen out.

"If someone doesn't do something quick, it's going to get torn down soon."

Shuck said the city is also looking into grants that could help fund restoration efforts. He said he'd like to see the building turned into an automotive history museum.

The tours will begin at 7:30 p.m. and may go until 7:30 a.m., Shuck said. Anyone who wants to attend should mail their name, address, phone number and email to 1124 S. Union St. with checks made out to Indiana Ghost Trackers Kokomo branch.

Munro Hires Director

TROY - Munro & Associates, a consulting engineering firm, has appointed Gerald (Gerry) S. Bryce as a director of business development. In his new role, Bryce will be responsible for business creation and customer satisfaction for clients in the automotive, truck, aerospace and defense industries.

Most recently, Bryce served as director of business development at EES, Inc., the engineering services subsidiary of Volvo-Eicher Commercial vehicles in Farmington Hills.

Earlier in his career, Bryce also worked at auto firms including Chrysler, General Motors and supplier MSX and robotics firm Weldmation, Inc. in Madison Heights.

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SCAN ME



History of Chrysler Tank Plant During World War II Still an Impressive Tale

CONTINUED FROM PAGE 1

from battle tanks to aircraft wings to gyroscopes to machines that created fog artificially and a variety of other materiel.

Tanks and spare parts for tanks were made by Chrysler at the Warren tank plant.

"Their tank contracts accounted for half of all the war contracts they had," Hyde pointed out.

Then, Dodge's contract for the B-29 aircraft engines accounted for another fourth of its war work, so, for Chrysler, 75 percent of its war work was for either battle tanks or B-29 aircraft engines alone.

"Bill Knudsen, who had been the president of General Motors until called to Washington by President Roosevelt, called Chrysler President K.T. Keller on the telephone and asked Keller if Chrysler might be interested in making tanks for the Army," Hyde said.

"Later, Chrysler agreed to produce a tank - but only in a government-owned factory."

The automakers were wary of taking on all this war work and ending up with excess capacity after the war. That was the case with the Dodge Chicago plant - which, after



Much of local author Charlie Hyde's planned book about the history of Chrysler's contributions during World War II centers on the Chrysler Tank Plant located on Van Dyke in Warren.

the war, briefly housed Preston Tucker's fledgling post-war auto operations.

"Chrysler sent a team of engineers to the Army's Rock Island, Ill., arsenal to look at a prototype of a 20-ton tank called the M-2/A1," Hyde said.

"The Army then shipped a set of blueprints, which weighed 186 pounds, to Chrysler for this tank. Once the plans arrived in Detroit, this was in June (1941), a team of almost 200 engineers and draftsmen worked for four-and-a-half weeks to come up with cost estimates.

"Remember, if you're Chrysler, you've been making cars and trucks - you have no idea what it costs to make a



Local historian Charlie Hyde is writing a book about Chrysler's contributions to the Arsenal of Democracy during World War II. He gave a talk on this subject recently at the Military Museum in Eastpointe.

tank," added author Hyde.

That sequence of business was the kickoff for what would become the booming tank arsenal plant on Van Dyke, south of 12 Mile, back when Warren was more rural than urban or suburban. That was the root of Warren's claim to the Arsenal of Democracy leadership at the former Chrysler tank plant.

U.S. Army Raises Standards for New Recruits as Wars-End Slows Demand

By LOLITA C. BALDOR
Associated Press

WASHINGTON (AP) - Uncle Sam may still want you. But you? Maybe not.

In sharp contrast to the peak years of the Iraq and Afghanistan wars, the Army last year took in no recruits with misconduct convictions or drug or alcohol issues, according to internal documents obtained by The Associated Press. And soldiers already serving on active duty now must meet tougher standards to stay on for further tours in uniform.

The Army is also spending hundreds of thousands of dollars less in bonuses to attract recruits or entice soldiers to remain.

It's all part of an effort to slash the size of the active duty Army from about 570,000 at the height of the Iraq war to 490,000 by 2017. The cutbacks began last year, and, as of the end of March, the Army was down to less than 558,000 troops.

For a time during the wars in Iraq and Afghanistan, the Army lowered its recruiting standards, raising the number of recruits who entered the Army with moral, medical and criminal - including felony - waivers.

Recruits with misdemeanors, which could range from petty theft and writing bad checks to assault, were allowed into the Army, as well as those with some medical problems or low

aptitude scores that might otherwise have disqualified them.

A very small fraction of recruits had waivers for felonies, which included convictions for manslaughter, vehicular homicide, robbery and a handful of sex crimes. The sex crimes often involved consensual sex when one of the individuals was under 18.

In 2006, about 20 percent of new Army recruits came in under some type of waiver, and by the next year it had grown to nearly 3 in 10. After the Defense Department issued new guidelines, the percentage needing waivers started to come down in 2009.

Now, as the Army moves to reduce its force, some soldiers will have to leave.

Officials say they hope to make cuts largely through voluntary attrition. But Gen. Ray Odierno, the Army chief of staff, has warned that as much as 35 percent of the cuts will be "involuntary" ones that force soldiers to abandon what they had hoped would be long military careers.

"This is going to be hard," said Gen. David Rodriguez, head of U.S. Army Forces Command. "This is tough business. As we increase things like re-enlistment standards, some of the people who were able to re-enlist three years ago won't be able to re-enlist again."

The Army, in an internal slide presentation, is blunt: "Re-enlistment is a privilege, not a right; some 'fully qualified' soldiers will be denied re-enlist-

ment due to force realignment requirements and reductions in end strength."

In a memo earlier this year, Army Secretary John McHugh laid out more stringent criteria for denying re-enlistment, including rules that would turn away soldiers who have gotten a letter of reprimand for a recent incident involving the use of drugs or alcohol, or some soldiers who were unable to qualify for a promotion list.

"It's all focused on allowing us . . . to retain only those soldiers who have the right skills, the right attributes and who help us meet the requirements and are those soldiers which truly have the greatest potential," said Army Brig. Gen. Richard P. Mustion, the Army's director of military personnel management.

Last year, as the budget and personnel cuts began to take hold, just a bit more than 10 percent of Army recruits needed waivers to join.

The bulk of those - about 7 percent - were medical waivers, which can include poor eyesight that can be corrected. About 3 percent were for misconduct that did not involve convictions.

The decline in recent years was almost entirely on conduct waivers, not medical. As an example, there were 189 recruits with "major misconduct" waivers last year, and none with criminal convictions, compared with 546 misconduct waivers in 2009 and 220 with convictions.