The 'Dead Do' Come Back!

CAR GRAVEYARD — This is a panoramic view of a car graveyard on the edge of the city where 1,500 'dead' cars, most victims of wrecks, are parked. More fortunate than their human counterparts, they live on as parts of other metal items, including new cars, which find themselves in markets at home and abroad. (Photo by I. Henry Phillips)

By GEORGE W. COLLINS

The 'dead do' come back — dead cars, that is!

This, in essence, is the result of a search for an answer to:

"What happens to old cars?"

To a point, what happens to cars that have outlived their usefulness is quite similar to the fate of we mortals, who take our place in the "silent chamber."

They go to the graveyard!

Beyond that point, however, the similarity ends abruptly.

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UNLIKE HUMANS, cars once consigned to the graveyard 'live' again, according to scrap iron dealers, steel mill officials and the Institute of Scrap Iron and Steel.

This is not to say that man's genius has advanced to the point where an ancient model can be reclaimed from the junk heap and converted into a sleek, gadget - laden '63 luxury job.

Nor do old cars 'come back' in their original form.

Louis Klein, East Baltimore scrap dealer, said he sells the old cars to steel mills, foundries and smelting firms, both foreign and domestic.

There, along with other scrap iron, old cars are reduced to molten metal and are reproduced in the form of rolled steel.

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THIS STEEL eventually finds its way to factories manufacturing anything containing metal, including automobiles, a Bethlehem Steel official reported.

The Institute of Scrap Iron and Steel of Washington, which traces the life of a car from the assembly line back to the foundry, said parts of old autos find new life in many objects made of metal.

According to Joseph Eichelman, operator of one of the largest car graveyards in this area, the same thing that sends automobiles there, also sends an impressive number of people to their final resting place — wrecks!

They come at all ages, too.

"We get very few that have just worn out," he said.

"The wrecks take up most of our space."

When he and brothers, George and Edward started the graveyard 25 years ago, Mr. Eichelman said, "the only cars we had were the three wrecks we were driving."

Today, the 15 - acre graveyard is loaded with wrecks.

There are 100 per acre, ranging in age from 1936 to '62, with the bulk falling within a 10 - year span, '52 to '62.

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IN A sense many of the cars, in part at least, continue 'life' after they reach the graveyard, Mr. Eichelman indicated.

Chief source of profit from the operation is supplying garages, used car lots, mechanics, and private owners with parts.

Dealers in the Virginias, Washington, Maryland and Delaware also find the graveyard a reliable source of supply, it appears.

To speed service, the graveyard is linked by teletype to dealers in various parts of the states, the operators said.

After the 'dead cars' are stripped of all usable parts, they are sold as scrap iron, Mr. Eichelman said.

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ONE OF the disadvantages of running a car graveyard, Mr. Eichelman declared, is the one - sided formula of supply and demand.

"More than 75 per cent of the parts we salvage are never called for and have to be sold as scrap iron."

Fenders, wheels, tires and radiators are items most often called for, he said, but these are aso the ones "taking the worse beating during accidents."

The graveyard owner said they rarely, if ever, make individual buys. One of his brothers devotes full time to bidding on wrecks owned by insurance firms, finance companies and the like.

"We bid against other dealers and the highest man wins," Mr. Eichelman stated.

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THIS SYSTEM also has its pitfalls, the veteran wreck expert points out.

"When you are bidding on wrecks costing from $25 to $1,000 you can get in trouble if you don't know what you are doing," he reflected.

"Since we bid on cars that can't be repaired, there is always the danger that parts most likely to be sold are damaged. If you bid too high you are stuck."

The graveyard is essentially a family affair, the vice president and treasurer said. Of the 10 men employed there, nine are members of the family.

The lone "outsider" is Ravin Reese, who has become an "adopted member of the family" in his four years at the graveyard doing "whatever there is to be done," Mr. Eichelman said.

The car graveyard owner mildly disagrees with claims that accidents are on the increase, despite the fact that more persons died in crashes in 1962 than any year since 1941.

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THE MARYLAND Safety Council reports 587 persons died and 30,500 were injured last year in accidents while $109,150,000 was lost in property damage.

"It only seems that accidents are on the increase because we hear more about them," he said.

"When you consider the number of cars on the streets the ratio is small," said the man who has been buying wrecks for a quarter of a century.

The Department of Motor Vehicles said for the year ending March 31, 1962 there were 1,026,859 passengers cars registered.

With 153,279 trucks, 41,918 tractor trailers, and 4,371 motor cycles and motor bikes added; this brings the number of "moving vehicles" in the state to 1,226,427, DMU stated

Against this background there is little reason to expect graveyards — for cars and humans — to outlive their usefulness.

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Md. Law Mill

By MAX JOHNSON

This, according to historians, is the 328th year of Maryland's General Assembly — often called the State Legislature.

The General Assembly has held legislative powers of Maryland continuously since first meeting in early 1635.

Historians say this first meeting was less than a year following settlement of the Province of Maryland on March 25, 1634.

The General Assembly now meets annually, in alternate 90-day and 30-day sessions, at the state Capitol in Annapolis.

The 90 - day sessions occur every "odd numbered" year, beginning on the first Wednesday in January, and they are open to all legislation without restriction.

Such is the Assembly session currently in progress, which convened this past Jan. 2.

The 30 - day sessions come every "even" year, beginning on the first Wednesday in February, such as that held in 1962.

These 30 - day sessions, first started in 1950, are restricted to consideration of the state's annual budget, and emergency state wide measures.

There are two branches of the assembly — the House of Delegates and the Senate.

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THE GENERAL ASSEMBLY now in session at Annapolis is a newly elected one, as a result of Maryland's statewide elections last year — and the largest in history.

There are now 171 members, an increase of 19 over the 152 previously authorized.

The 19 new seats were added in the House of Delegates by stop-gap reapportionment legislation last year, to give some form of more equitable representation to the more populous political sub-divisions.

Baltimore County was given seven additional seats; Montgomery and Prince Georges Counties got four more each; Anne Arundel one additional; Baltimore's Third District received two more, and Baltimore's Fifth District got one more.

Each of the counties and city districts had six seats originally.

House representation for the other counties and city districts range from two seats for the small counties up to six seats for the large subdivisions.

The Senate, the upper chamber, remains with 29 seats — one for each of the state's 23 counties and six Baltimore City districts.

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PROPOSED LEGISLATION may originate in either the House or the Senate — or be introduced in both chambers.

Bills are first cleared through the Department of Legislative Reference and then placed from there to the designated chamber.

Citizen groups or agencies may have a bill or resolution introduced through their lawmakers.

Once a bill is placed before either chamber, it is directed to an appropriate committee covering its subject matter.

If it is a controversial proposal of particular public interest or if such is requested, then public hearings are held and the public permitted to be heard.

The public, however, may sit in on committee hearings for all proposed legislation, other than during executive sessions.

A committee either approves a bill, more often with amendments — or rejects it by either letting it remain in committee or bringing it to the floor with an unfavorable report.

If approved, the bill goes to the floor of the chamber in which it originates for approval there on a second reading.

Should it pass this, it is later brought up again for a third reading and passage.

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THE SUCCESSFUL bill, for example, originating in the House, then goes to the Senate for action there.

In that chamber, the bill is sent to an appropriate committee, which may either approve or reject it — or approve it with amendments.

If approved, it must go through the same procedures of passing the Senate as it was carried through in the House.

Success in the Senate carries the bill back to the House, in this instance its originating chamber, for final enactment.

The bill originating in the Senate follows the same procedure in reverse of passing that body first, then going through the House of Delegates — and back for final Senate enactment.

Should a bill be amended in the second chamber after passing its originating body, then the amendments must be agreed on in the chamber where it was introduced before final enactment — or a compromse made agreeable to both chambers.

The bill later becomes law, when signed by the Governor

The Governor may sign or veto the bill, however. Should he veto it, the General Assembly may concur or override his veto at its next session.

This, in broad terms, is the general procedure followed with a bill.

Many bills are introduced with specific purposes in view, and are amended to such extent there remains little if any of the original intent

The General Assembly meets at 8 p.m. on Mondays and at 2 p.m. Tuesdays through Fridays for regular sessions.

During the waning days of a session, day and night meetings are usually scheduled to insure adjournment on time.

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ALL SESSIONS other than executive are open to the public and may be viewed from galleries in both chambers — or from a seat on the floor of either chamber by invitation from a Senator or House member.

Committee hearings are generally scheduled at 10 a.m. or 11 a.m., and after the daily sessions.

Several hundred bills and resolutions are usually processed by the General Assembly one way or another during a 90-day session — due to the lack of restrictions on what may be introduced.

Ina 30 - day session, however, Rules Committees of both chambers weed out those bills not deemed pertinent under the budget and emergency covering statues applying to such sessions.

Organization of the Senate and House of Delegates is virtually the same.

The Senate is presided over by a president named by that body, a president pro tem, and there is a majority and a minority floor leader.

The House has a Speaker of the House presiding, a Speaker pro tem and also a majority and minority floor leader

The Senate has 22 Democrats and seven Republicans — the Republicans having gained four seats since the last session.

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MRS. VERDA F. WELCOME (D. 4th D., Balto.), newly elected, is one of two lady Senators. Mrs. Mary L. Nock (D. Wicomico) is the other.

Senator Welcome is the first lady of her race to sit in Maryland's Senate.

There are 11 new faces in this Senate.

Of the 142 House members, 117 are Democrats and 25 are Republicans. The Republicans held eight House seats in the last General Assembly, and have thus gained 19 new seats.

There are 72 new faces in the House, four of them women.

Among the House members are seven women. There were four at the last session

Key committees inthe Senate are the Judicial Proceedings, Finance, Executive Nominations, along with the Rules Committee.

Top committees in the House are the Rules, Judiciary and Ways and Means, the latter the counterpart of the Finance Committee in the Senate.

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IN THE SENATE, votes are recorded by a voice vote through roll call by the reading clerk.

This is a small chamber on the north end of the State Capitol's second floor, with the president's podium at one end, the clerks directly below that facing the 29 Senate chairs divided by an aisle leading to the center outside corridor.

Visitors' galleries are at the front and rear of the Senate chamber, one facing the president's podium, and the other directly over this podium facing the Senators.

A spacious Senate lounge is back of the Senate chamber, and the president's office off to the west side of the building.

Offices of the Senators and their committee rooms are across the street in Court of Appeals Building facing the main entrance to the State Capitol.

This can be reached through a tunnel between the two buildings.

In the House of Delegates, votes are recorded on twin tote boards mechanically when the delegate flips a lever on his desk.

This lights up a green light for "yea" or a red light for "nay" beside the delegate's name on both boards, located on the east and west walls near the Speaker's podium— and in plain sight throughout the chamber.

Here, due to the largeness of the chamber, delegates speak through hand amplifiers at their desks.

In other respects, the chamber is a larger counterpart of the Senate side, with galleries facing the Speaker's podium and the House members.

Maryland's General Assembly members are paid $1,800 a year, and given $20 a day for expenses during sessions.

Voters rejected a constitutional amendment during the past November election, approved by the Assembly members, to raise their salary to $3,000 and to increase from $250 to $300 the extra pay for the Senate president and Speaker of the House.

GENERAL ASSEMBLY — Here is a partial view of the east side of the State's Legislature during a recent session. Left to right, indicated by arrows, are Ernest D. Young and Clarence M. Mitchell 3rd, freshman members, and Mrs. Irma G. Dixon, second term member. Photo was taken from gallery back of speaker's podium. (Photo by Henry Phillips)