The WINGFOOT CLAN

A Subsidiary of

Goodyear Atomic Corporation — The Goodyear Tire & Rubber Company

Volume 17 — Piketon, Ohio, August, 1970 — Number 7

NEW INVENTION DEVELOPED Co-inventors (l to r) Bill Wiehle (D-850), Anthony (Tony) Saraceno (D-521), Reid Walters (D-521) and Don Jones (D-730) receive certificates of recognition from Deputy General Manager C. D. Tabor. The four devised a patent pending process that will improve pollution control and cut costs by recovering valuable chromates from industrial cooling waste water systems. The process which is entitled "Improved Process for Selective Removal of Chromates from Water" could prove extremely valuable in future environmental control programs.

Employes Develop Two-Way Process

Four GAT employes put together a perfect combination when they developed a process that combines both cost savings and pollution control. A combination that could prove extremely valuable to industry as the nation's environmental program progresses.

By pooling their talents, Anthony Saraceno (D-521); Don Jones (D-730); Bill Wiehle (D-850) and Reid Walters (D-521) devised a method of removing highly valuable chromides from the plant's excess cooling water system, thus providing the dual benefit of improved pollution control methods while recovering chemicals worth thousands of dollars.

Basically, what the four employes accomplished was the development of an ion-exchange process so advanced that chromates can be reduced to concentrations lower than the State regulations for drinking water.

The process named "Improved Process for Selective Removal of Chromates from Water" is significant enough to merit patent application. The ion-exchange process utilizes a bed of strongly basic anion-exchange resin and the combination of up-flow exhaustion and down-flow generation.

The four inventors were recently honored at a recognition ceremony by Deputy General Manager C. D. Tabor, when they assigned their process patent rights to the U. S. government. The Federal government will make the technology of the patent available to private industry without charge or license fee.

Patent applications have become a regular occurrence at GAT. Nine employes are currently holding or seeking patent rights as a result of AEC work. The most recent application was submitted by S. J. Zangri (D-501) whose patent is pending on "Stage Arrangement for Gaseous Diffusion Plant." Cyrus (Cy) Whitfield (D-523) has a patent pending on "Method of Making Alloy Powders." Henry Steinhauer and Bob F. Roe, instrumentation development, are co-inventors of a patent titled "Remote Metering Device," and Deputy General Manager C. D. Tabor with co-inventor M. L. Hanson was issued a patent in 1961 titled "Automatic Mass Spectrometer." In all cases, patent rights have been assigned or given to the AEC.

This is another example of how spinoff from Goodyear Atomic and other Atomic Energy facilities is benefiting mankind.

Toll Enrichment Shipments Show 1970 Increase

Figures for the first six months of the year revealed GAT shipped enriched uranium valued in excess of $58 million. Forty-eight million was shipped to governmental and private consumers under leasing arrangements and $10 million under the toll enrichment category.

Under leased material arrangements, two prominent privately owned reactor shipments valued at $8 million were made to Dresden (Morris, Illinois) and Connecticut Yankee at Hadden Neck, Connecticut. GAT continued to supply product for the Navy Reactor Program and other governmental requirements.

Toll enrichment services are described as the arrangement in which private customers furnish the uranium feed material to be enriched and pays the AEC an enrichment charge for the service.

Toll enrichment first became a reality at GAT in January 1969; and during the year, separative work totaled slightly over $5 million. This $5 million total was matched during the first six months of 1970 with several shipments scheduled to be made soon. Significant toll enrichment reactor shipments worth $2.5 million recently went to Turkey Point No. 3 Unit in Florida and Surry No. 1 Unit in Gravel Neck, Virginia.

Shipments in the near future, totaling approximately $3 million will be made to Pilgram at Plymouth, Massachusetts (where else) and Oconee No. 2 in Seneca, South Carolina.

Appeal For Blood Answered

Blood donors responded to the appeal from Tri-State Bloodmobile and contributed 197 pints at the Semi-Annual Plantsite Bloodmobile visit July 13 and 14. Although the 197 pints was slightly lower than the two previous summer visits, it did the job of filling the temporary Red Cross area shortage and should easily cover employe replacement demand for the next six months.

A reduction in the number of regular "O" shift blood donors was apparent. However, the slack was taken up when 31 shift workers and 15 first time donors answered the appeal. Shift workers have always responded generously to the bloodmobile visits. OVEC personnel contributed their fair share by turning out 6 donors.

WHO IS ELIGIBLE FOR BLOOD???

When questioned about the Blood Program, a large percentage of the employes did not realize who is eligible for replacement blood under the GAT Blood Program. Perhaps the following will help clear up any misunderstanding.

ALL GAT EMPLOYES ARE COVERED UNDER THE BLOOD PROGRAM. (Even if you did not or could not donate). Those eligible to receive replacement blood are:

YOU (THE EMPLOYE); YOUR SPOUSE; ALL MEMBERS OF YOUR IMMEDIATE FAMILY; ALL PERMANENT RESIDENTS OF YOUR HOUSEHOLD; YOUR PARENTS; YOUR SPOUSE'S PARENTS AND ALL RETIREES AND THEIR SPOUSES.

Community Relations (Ext. 2158) will be happy to answer any questions.

Blood Donors Honor Roll

FIVE GALLON DONORS
Charles Knauff, 532

FOUR GALLON DONORS
Harold McFarland, 761
Henry McClelland, 224
Eugene Newman, 852
Charles Flaig, 732

THREE GALLON DONORS
H. E. Kelley, 850
Carl Wheelersburg, (OVEC)

TWO GALLON DONORS
Leonard Ramey, 512
Carl Bush, 712
James Harshman, 301
James Oates, 712
Elbert Davis, 732
Robert Hill, 711
Raymond Meenach, 732
Hubert Moore, (OVEC)

ONE GALLON DONORS
Dennis Callahan, 712
Cyrus Whitfield, 523
Dorothy Kalfs, 411
George Jarrell, 422
Jacob Bell, 858
Oliver Pekkala, 858
David Maple, 712
Raymond Mangus, 711
Douglas Arnett, 711

FIRST TIME DONORS
James Hull, 732
Michael Maddox, 222
Carolyn Bragdon, 224
Edward Huels, 711
Gregory Smith, 311
Jim Kochentiet, 541
Charles Sainopulos, 554
Roger Foster, 222
Robert Slough, 511
Kenneth Zeigler, 220
John Milam, 858
Shirley Schachlete, 311
John Harding, 222
Robert Harper, 711
David Donovan, 331

Pension Plan Changes Underway

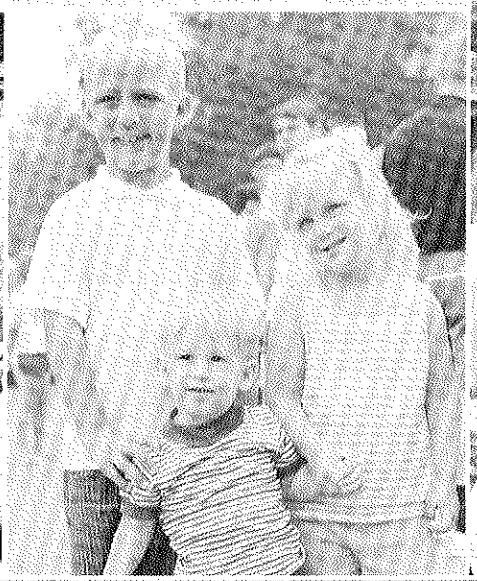
GAT is in the process of revising the hourly pension plan to conform with changes resulting from The Goodyear Tire & Rubber Company — United Rubber Workers of America contract settlement. These changes will be effective starting July 1, 1970. However, as in the past, no payments can actually be made under these revisions until the necessary amendments to the pension plan are fully approved by the Atomic Energy Commission and the Internal Revenue Service. At that time, full retroactivity of the benefit changes will be made to each eligible employe and retiree. Also, a new pension booklet will be printed and distributed as soon as possible after the date of final approval.

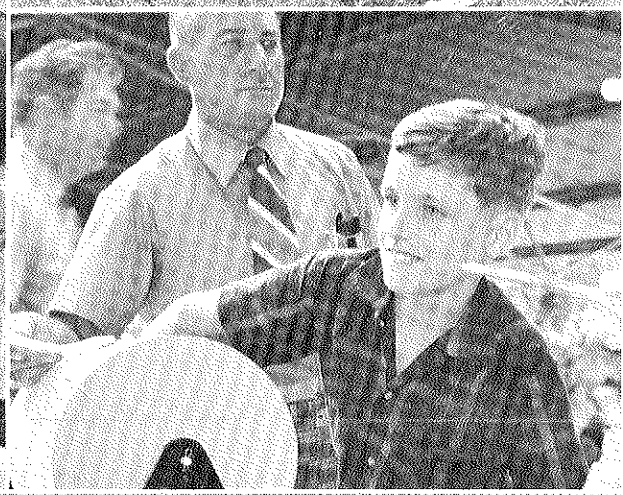
Proposed changes in the hourly pension plan:

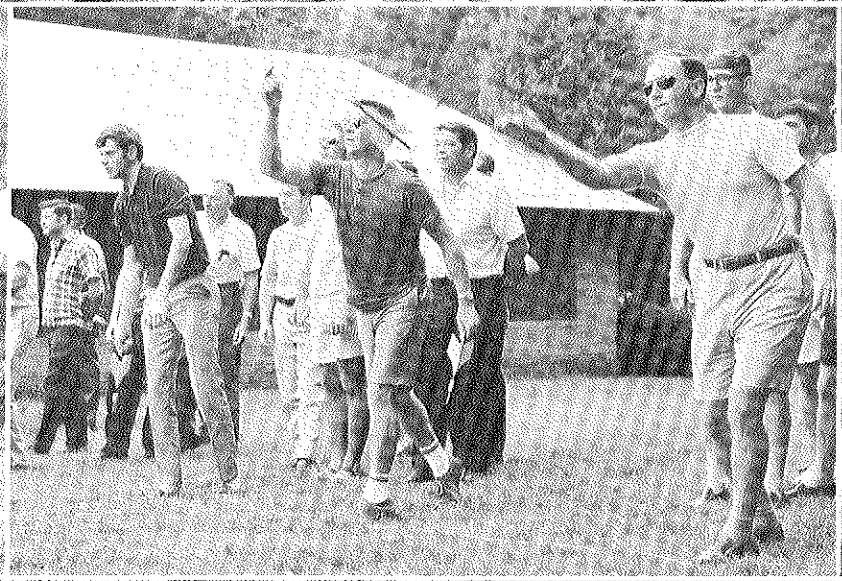
1. Increase the monthly pension amount from $5.50 a month per year of service to $7.75 a month per year of service.
2. Reduce the minimum eligibility requirement for early retirement to age 55 and 10 years of service.
3. Increase the factor used in calculating future monthly disability pension benefits from $11.00 to $15.50 where applicable.
4. Increase the pension payment for individuals already retired (normal, early, and disability) by $1.25 per month per year of service.
5. Provide for the changing between July 1, 1970, and October 1, 1970, of all options previously selected by employes and retirees without the usual evidence of good health and consent of the Pension Board.

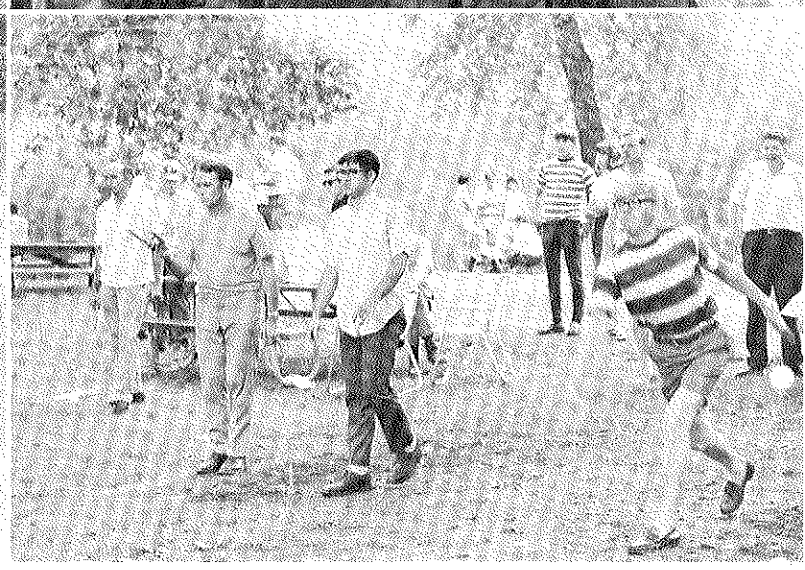
Revisions to the Salaried Pension Plan will be announced in the near future.

3500 ENJOY FU

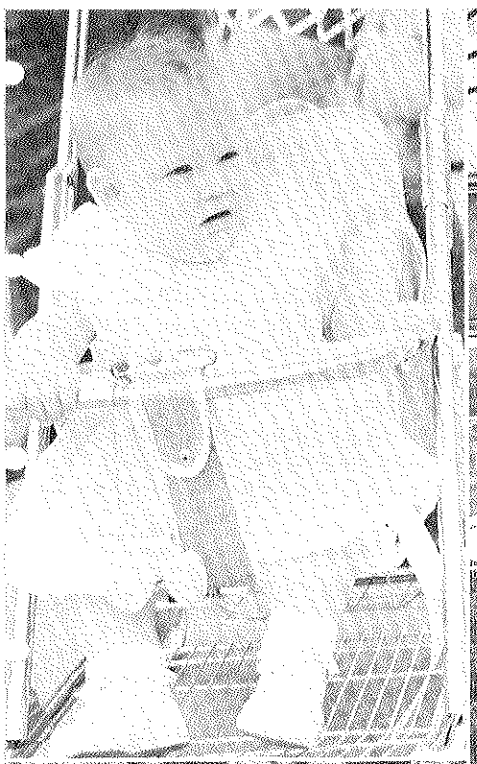


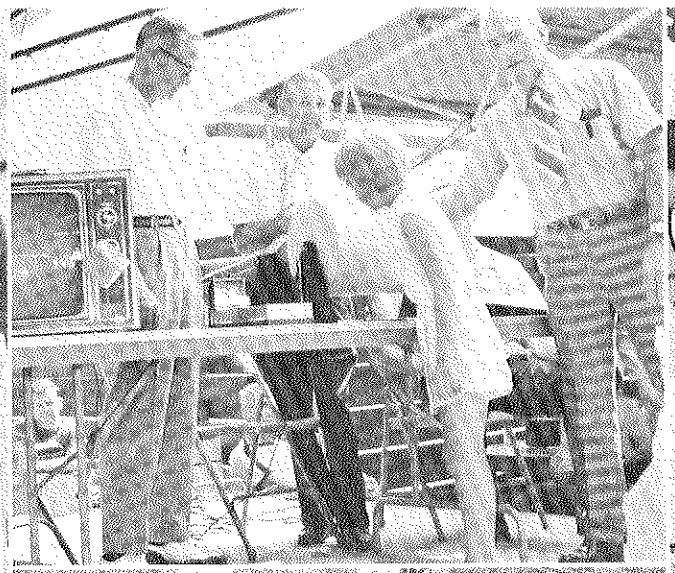


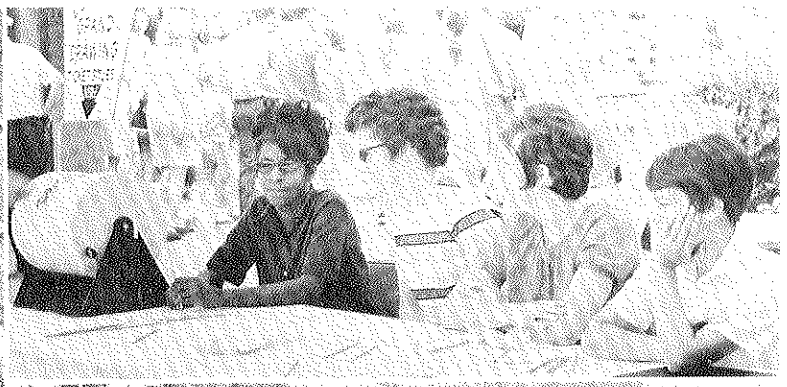


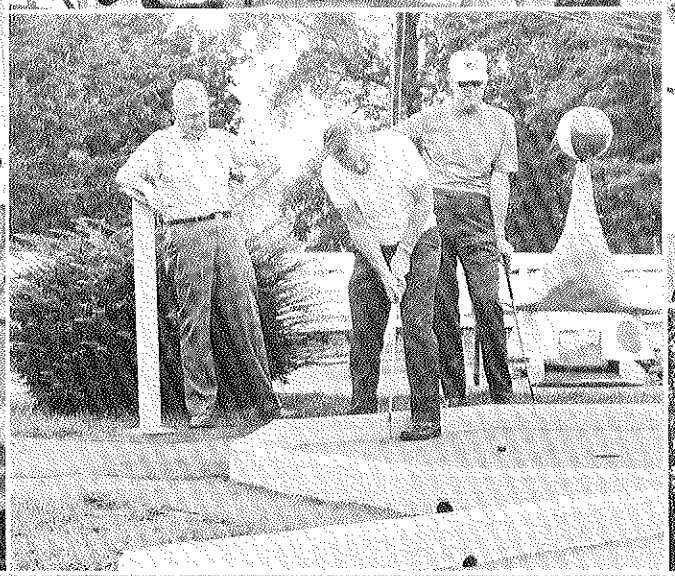


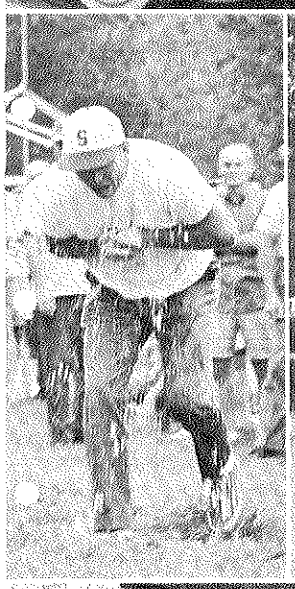
-FILLED PICNIC

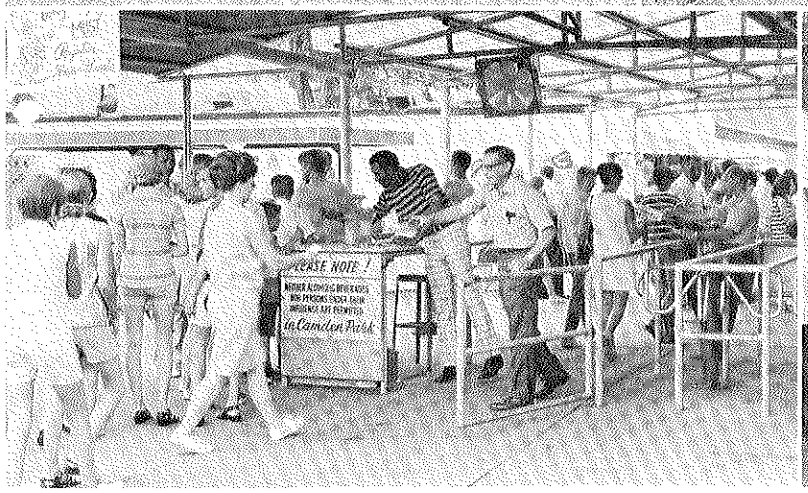


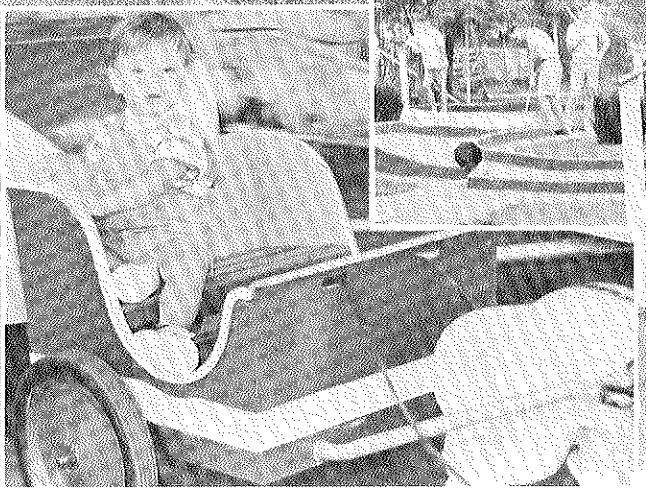


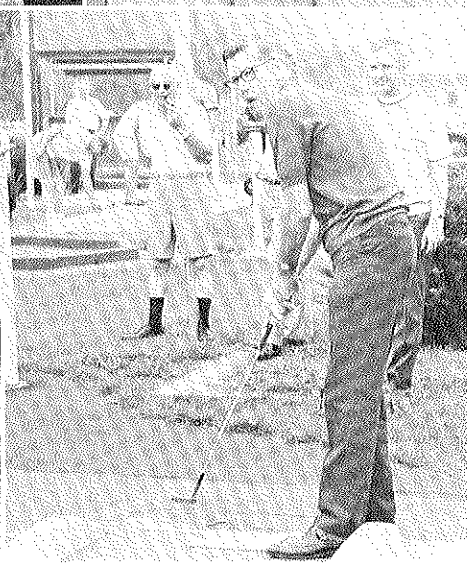












I Didn't See Him (Or It)

(EDITOR'S NOTE: Thousands die on our highways each year. Several factors contribute to these deaths, but one stands out above the rest. This is the third part of a four-part series dealing with this subject. Facts and figures were provided by the Department of Transportation and the Insurance Institute for Highway Safety.)

Part III

Evidence of alcohol's pervasive role in crashes is paralleled by experimental evidence showing its degrading effects on driver behavior.

The Department of Transportation's National Uniform Standard, issued in June, 1967, specifies that the driving performance of all individuals is degraded at a blood alcohol concentration of 0.10 per cent.

(Specifically, the DOT standard said that each state must develop a program that provides chemical test procedures for determining blood alcohol concentrations. The standard says a driver is "intoxicated" or "under the influence of alcohol" at a blood alcohol concentration level of 0.10 per cent.)

Tests made by the National Highway Safety Bureau indicate that even blood alcohol concentrations at or below 0.05 per cent affect almost three-quarters of "occassional" drinkers, as much as one-third of "moderate" drinkers and a fifth of "heavy" drinkers in one or more driving tasks. This concentration is "very easily attainable in the course of social drinking," the researchers reported.

In one experiment, the researchers found that even experienced bus drivers had their judgment adversely affected by ingesting as little as two ounces of 80-proof liquor. For the drivers attempted to steer their buses through spaces narrower than those they attempted before taking the alcohol. What is more, after taking the drink they actually required a larger space to complete the manuver successfully.

"It cannot be inferred that a driver is not a menace on the road because his reaction times are unaffected or because a test of skill revealed no impairment," researchers reported. "The decisive feature is not the driver's skill in itself, but in relation to what he believes he could do and what he would in fact undertake."

A typical comment from drivers who have been drinking heavily and then become involved in crashes is "I didn't see him (or it)" until too late. All along the line from perception through judgment to response, researchers have proven that alcohol lowers driving ability.

"A great drawback in coping with this problem is that research has not yet produced ways to identify the drinking driver before he generates a crash," said Dr. William Haddon, president of the Insurance Institute for Highway Safety. "It has been estimated that about 5 per cent of the population are problem drinkers. Nearly all of them probably are drivers."

The fourth and final article, next month, will discuss the drinking driver and possible solutions.

GOODYEAR SOUTHEASTERN OPEN CHAMPS — GAT Golfers come through with flying colors in Goodyear 4th Annual Southeastern Open Golf Tournament. Competing against Goodyear teams from Logan, Jackson and Point Pleasant, "Atomic" golfers averaged less than 80 strokes per man in bidding for their second championship. Team members receiving the championship trophy from Deputy General Manager, C. D. Tabor are: Vince DeVilo, (D-510); Dick Entler, (D-561); Dave Lannom, (D-222); Dave Goodman, (D-732); C. F. "Chuck" Trivisonno, (D-521); and Frank Voss, (D-550) Goodyear. Logan captured the team handicap championship. Dick Entler's 74 won low net honors for the tourney and Dave Lannom was runner-up one stroke back.

Future Nuclear Power Viewed By Seaborg

Editor's note: Atomic power and its future was recently viewed in the following article by Glenn T. Seaborg, chairman U. S. Atomic Energy Commission.

When a utility begins planning a new electricity generating station, it has many energy sources to choose from. The new plant could be powered by coal, by oil, or by natural gas. And recently utilities have been turning to another energy source, and that's the power within the nucleus of the atom.

When an atom splits apart — or "fissions" — it releases a considerable amount of heat that can be used to generate electricity. This energy source is so compact that the energy of 20,000 cubic feet of coal is packed into a one-inch cube of uranium metal.

The first large demonstration of using nuclear power to generate electricity began only 12 years ago, but utilities are already operating or planning about 100 nuclear power plants in 29 different states. We predict that by the year 2000 nuclear plants will account for about half of the electrical capacity of the nation.

Why are so many utilities selecting nuclear power for their new plants? Well, for several reasons. Ten years of experience have proved nuclear plants to be safe, efficient, and uniquely clean, and large-size nuclear power plants are considered competitive economically with conventional generating stations. Nuclear plants also have a number of aesthetic and environmental advantages that are becoming more important to electric utilities. They don't release clouds of combustion products into the atmosphere to add to our air pollution problem, and they do not require special railroad tracks and freight cars that spread dust and noise around the plant site. However, nuclear plants reject somewhat more waste heat than conventional plants.

There will be even more advantages in nuclear power plants as new types of reactors are developed. The Atomic Energy Commission is working on a new type that will be more efficient and more economical than today's reactors. And it will actually be able to produce more nuclear fuel than it consumes — which has led us to call it a "breeder" reactor.

Future developments in nuclear power plants will give our utilities a wider range of choices for their generating stations. When they select nuclear plants, conventional fuels will be released for other applications, such as raw materials for the chemical industry. Because of the limited amount of conventional fuels and the inherent advantages of nuclear power, many of us have come to think of the atom as the fuel of the future.

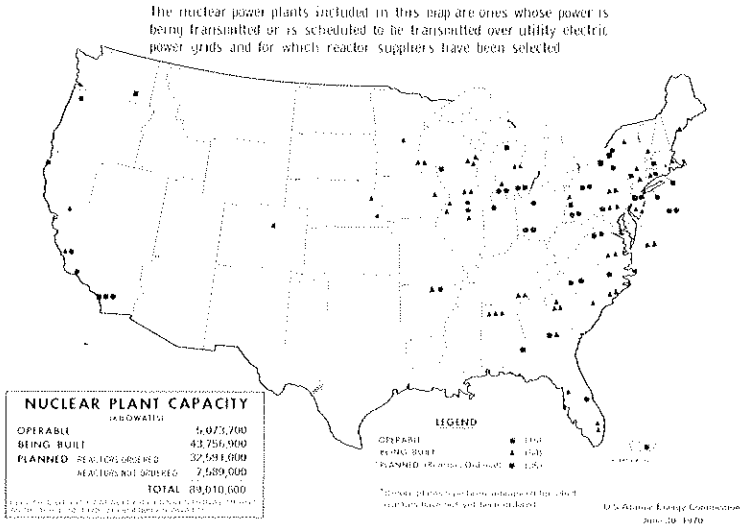
Take Home Pay Hiked In July

The amount of income tax withheld from your paycheck probably decreased beginning July 1, as provisions of the Tax Reform Act of 1969 took effect.

The decrease was a result of the elimination of the 5 percent surcharge and an increase in the amount per exemption from $600 to $650. This put more money into employe paychecks.

If the act remains in effect, you should see even further reductions on January 1, 1971, 1972 and 1973.

The exact amount of the decrease to each employe will depend in part upon his or her number of personal exemptions. The value of each exemption currently claimed for yourself and your dependents increased from $11.50 per person per week to $12.50 on July 1. This figure will go to $13.50 on January 1, 1972, and to $14.40 on January 1, 1973.



AEC NUCLEAR STATISTICS The map of the United States shows the locations of all present and proposed civilian nuclear power plants. Sixteen nuclear power plants were in operation generating 5,073,700 kilowatts, and 54 plants (43,756,900 kw) were under construction. Thirty-five power plants (32,591,000 kw) had placed orders for reactors and eight additional plants (7,589,000 kw) have been announced with reactors yet to be ordered. During the first half of the year 1970, electrical utilities made known plans for nine nuclear power plants with a total capacity of 8,438,000 kilowatts. Reactor Suppliers were selected for eight of these plants and for one announcd in 1967.

Newlyweds

Robert S. Neely (D-533) and Mary Ellen Catt were married at First Presbyterian Church in Akron on June 20.

Michael Blevins, an apprentice electrician (D-711) and Linda Sue Barch were married at 172 Victory Drive, Waverly, Ohio.

Kenneth M. Tomko (D-533) and Patricia Pappada were married on August 1 at Mt. Carmel Church, Niles, Ohio.

John R. Chew (D-761) and Marianne Sanson, daughter of H. R. Sanson (D-724), were married on July 26 at Governor's Lodge, Lake White, Ohio.

Classifieds

House For Rent. Three Bedrooms, car port — North Fork Village (Union) Unioto School District. Chillicothe 775-8527.

WANTED

Used Hydraulic Jack — approximately 8 tons. Phone Portsmouth 259-2283.

FOR SALE

1962 Austin Healy MK III, Convertable (Two tops), wire wheels, overdrive, and heater. Recently painted, good condition. Phone Piketon 289-2636.

1962 Volkswagon — motor good, needs some work. $300. Phone Waverly 947-4056.

1968 Aqua Blue Mustang, V-8 engine, 289 hp., Automatic Shift. Phone Waverly 947-5356.

Red Sparkle drumset, Bass drum, Mounted Tom Tom, Floor Tom Tom, Snare, 22 inch ridge cymbal, 18 inch ride cymbal, and 12 inch hi-hat cymbal. $175.00 Phone Waverly 947-5197.

The WINGFOOT CLAN
GOODYEAR ATOMIC CORPORATION
A Subsidiary of THE GOODYEAR TIRE & RUBBER COMPANY

Published monthly in the interest of employes of the Goodyear Atomic Corporation
An Equal Opportunity Employer

Industrial Relations Division
X-100 Bldg.,
P. O. Box 628
Piketon, Ohio 45661

Editor . . Gordon Johnson Telephone . . 289-2331

Member – International Association of Business Communicators

Return Requested

Goodyear Atomic Corporation
P. O. Box 628
Piketon, Ohio 45661

PIKETON, OHIO
BULK RATE
U. S. Postage
P A I D
Permit No. 11