

# The WINGFOOT CLAN

A Subsidiary of

Goodyear Atomic Corporation

The Goodyear Tire & Rubber Company

Volume 17

Piketon, Ohio, September, 1970

Number 8

## GAT Power Relieving East Coast Emergency

Goodyear Atomic and the other Atomic Energy Commission Gaseous Diffusion Plants at Oak Ridge and Paducah are serving the nation by helping to relieve critical shortage of electrical power. By voluntarily reducing their power demand, the three AEC plants released power to be delivered to the East Coast area.

Atomic Energy Commission Chairman, Glen T. Seaborg, reported a reduction of 650,000 kilowatts was made in response to the Presidential announcement that power would be made available to help relieve critical power shortages.

The reduction of power consumption at the three plants was accomplished in two steps. On July 1-2, approximately 450,000 kilowatts of power was reduced for transmission by interconnecting grid to various cities in the East, Midwest and South as required. On July 26-27, an additional 200,000 kilowatts of power was reduced at the uranium enriching plants for re-

assignment to the New York City area because of the failure of two large Consolidated Edison Company's generating units.

The electricity is being reassigned pursuant to steps identified by the Office of Emergency Preparedness in its effort to relieve serious shortages during the summer peak season.

The power reduction is expected to continue until the critical power shortage is ended, which is expected to be around late September.

The total reductions and the suppliers making the reassignments were:

## DeYoung Reviews 40 Goodyear Years

Forty-three years ago Russell DeYoung was an 18-year-old co-op trainee at the B. F. Goodrich Company. Later, he switched to Goodyear under a student co-op program.

The reason for the switch and what has happened to him since are discussed in a 40th anniversary interview on pages 2 and 3.

**OAK RIDGE** — 100,000 kilowatts being reassigned by the Tennessee Valley Authority.

**PADUCAH** — 235,000 kilowatts reassigned by Electric Energy, Incorporated, and 165,000 kilowatts by the Tennessee Valley Authority.

**PORTSMOUTH** — 150,000 kilowatts reassigned by the Ohio Valley Electric Corporation.

The power curtailment at the plants means a temporary reduction in the production of enriched uranium. In its announcement, the Commission emphasized that reductions will not prevent the AEC from meeting its commitments for enriching services, since adjustment in its production plants can be made later to compensate for any short term reductions in power as contemplated for the summer months.

## AEC Reviews Private Ownership Status

**EDITOR'S NOTE:** Conflicting statements and press releases concerning private operation of the gaseous diffusion plants have created some confusion as to its current status. The following statement was released July 21 by the Atomic Energy Commission in response to inquiries from the press.

The plans to set up a separate uranium enrichment directorate have been dropped. The uranium enrichment directorate described in the AEC announcement of November 10, 1969, would have been a separate organizational entity within the AEC for the purpose of conducting the uranium enrichment activities at this time.

No other policies with respect to uranium enrichment activities have been changed.

The Atomic Energy Commission recommended to the President in September 1969 that it should be the objective of the Government to ultimately establish the uranium enrichment step of the fuel cycle for civilian nuclear power plants as a part of the private sector of the economy. The White House announced on November 10, 1969, that the uranium enrichment facilities should be transferred to the private sector, by sale, at such time as various national interests will best be

served, including a reasonable return to the Treasury. There have not been, and there are not now any actual plans for the sale of these facilities.

The gaseous diffusion plants for uranium enrichment are currently operating at a relatively small fraction of their capacity and it is doubtful that private industry would find their purchase and operation an economical venture at this time.

On June 10, 1970, the Atomic Energy Commission submitted to the Joint Committee on Atomic Energy, pursuant to Section 161v of the Atomic Energy Act, new criteria for establishing the charge for uranium enrichment based on comparability to a commercial operation. The General Counsel of the AEC, in an opinion dated July 2, 1970, has stated that these revised criteria are in conformance with the Atomic Energy Act and other legislation. The General Accounting Office has issued a legal opinion expressing doubt that the AEC is authorized to adopt the revised criteria which contemplate the recovery of more than full costs over a period of time. The AEC is asking the Department of Justice for its views.

involving accident analysis and data processing to locate potential safety problems.

Whenever an accident occurs, an accident report — especially designed by Miller for use in the computer — is filled out. At the end of each month, an Accident/Injury Report (AIR) Analysis is printed for each plant and distributed to each plant manager, safety manager and personnel manager.

The AIR analysis is a detailed breakdown of each accident and injury incurred by that particular plant. It lists the name of the man who had the accident, his department, the projected workmen's compensation and medical costs, whether or not the accident report was filed promptly and whether corrective action had been taken to prevent a recurrence.

Succeeding pages of the analysis outline accidents per department, percentage of accidents for each shift, projected costs of the accident and which departments are contributing the most to accident costs.

(Continued on page 4)

## Review of Labor Relations

The following arbitration award was received from Robert G. McIntosh who acted as arbitrator and heard a case involving the UPGWA on June 4. Originally two cases were scheduled to be heard; however, one case was withdrawn prior to the hearing.

### GRIEVANCE C-3598

**Grievance:** The Union protested the fact that the Company established a form numbered 1730 by which the custodial check was recorded daily on a log by the custodian and an assistant, both non-bargaining unit employees, initialing the report that the repository was secured at the end of the day.

As a result of the security check changes the Union filed the subject grievance.

The parties stipulated that (1) custodial checks were always performed by non-bargaining unit personnel; (2) the collective bargaining contract is subject to AEC regulations; and (3) the Union was certified sometime in 1955.

**Issue:** While the parties did not agree on the wording of an issue from their positions and suggested forms of issue, the point to be decided is: Did the Company violate the Contract, Article XIV, Sections 3 and 10, in establishing form 1730 to be used by non-bargaining unit personnel in reporting repository security?

**Discussion:** The Union's position was that the Company reduced the patrol checks to 25 percent and installed the daily check-out register

for the purpose of reducing guard personnel. This certainly is a fair assumption on its part, but before the Company can be faulted, its conduct must be tested in the light of the Contract.

Neither party disagreed that AEC has required only a 25 percent patrol security check. If the Company at one time exceeded this does not mean that it should always do so. Hence, the reduction of a patrol check was properly within the restraints under which both the Company and its guard personnel labor.

Further, the daily register by custodial personnel of check-out security is a definite requirement under regulations of AEC. In establishing this, therefore, the Company was again operating within the confines of its mandate. So that it cannot be said under the circumstances and contractual agreement to have been derelict to its obligations to the Union.

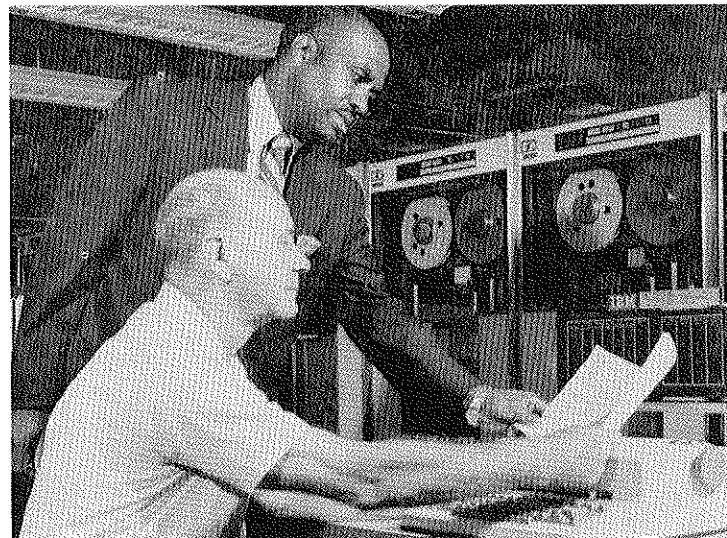
**Award:** The award is that the Company did not violate the Contract, Article XIV, Sections 3 and 10, in establishing form 1730 to be used by non-bargaining unit personnel in reporting repository security, and the grievance is rejected.

## Computer Used To Locate Hazardous Work Areas

Former GAT employe W. R. (Bill) Miller has developed a new system that may prevent an accident in one of the many Goodyear Plants around the world.

Miller, now manager of corporate safety for GT&R recently introduced the technique of computerized pin-

pointing of potential safety problems. The modernistic system uses sophisticated management techniques



**COMPUTER SAFETY** W. R. (Bill) Miller, Manager of Corporate Safety for GT&R and Clyde French, Supervisor, Safety look over the computerizing techniques used in GAT's Safety Program. Miller, formerly employed in uranium control subdivision, took advantage of his recent plantsite visit to renew many of his old acquaintances.

# A Talk With Russell DeYoung

By ROGER DAVIS  
Editor, Akron Wingfoot Clan

Could there be a stranger contrast than the one Russell DeYoung remembers when he looks back 40 years?

Today he is chairman of the board of Goodyear, the world's largest rubber company. Forty-three years ago he was an 18-year-old trainee at the B.F. Goodrich Company — where he worked in the factory.

DeYoung stayed with Goodrich for a full year in the co-op program, just long enough to get the first year of a five-year course in industrial engineering completed at Akron U., then he switched to Goodyear.

The reason for the switch and many other highlights of his Goodyear career were heard in an interview on the anniversary date of his 40th year with the company — Aug. 6.

Listen in:

Clan: Mr. DeYoung, are there any particular events that you remember best?

DeYoung: Actually, my anniversary date is July, 1928. I worked as a co-op student part time four years prior to my graduation and they gave me credit for half of it. The Aug. 6, 1930 date was arbitrarily picked by W. E. Thomas, who was the squadron personnel man at the time.

There are three events that I perhaps remember best: when I was made an officer of the company (February, 1947 when I moved back to the parent company from Goodyear Aircraft); when I was made president, and when I became chairman of the board.

Clan: What are some of the more humorous events that you recall?

DeYoung: There are many, but my favorite is the time I was mowing my lawn, and a guy mowing the lawn for the people across the street had a flat tire on his car.

Well, here he was with a flat and without the proper tools to change it. We got to talking while I changed the tire for him. I said it looks like you could use some new tires and, of course, I suggested that Goodyear would be a good place to get them.

Well, he looks at me (I'm in my old dirty work clothes) and he says, "see that yard where you're working? I work at Plant 2 and that yard belongs to my big boss at Goodyear!"

Then of course there's the time during the Korean war when I went to the Los Angeles plant late at night. It was about 2 o'clock in the morning and with the time difference it was about 6 o'clock in Akron. I couldn't sleep, so I got up early and went out to the plant to see what they were doing on the night shift.

Here I was looking around and this young supervisor didn't know who I was, so he started putting me out of the department. I didn't have a pass, and it was a special pass department. He was right in doing it because I was an unauthorized visitor without a pass.

Clan: Exactly what was your job when you started at Goodyear?

DeYoung: I was co-op squadron trainee and my first job was cutting stuck rubber out of a truck and stacking rubber, and it seems like I spent a lot of time earlier sweeping floors.

Later I learned to do the main production jobs, such as building tires, curing tires, running the mills, and working the compound rooms and the lampblack rooms.

Clan: Wasn't it rough learning the rubber business at the ground level while attending college?

DeYoung: I don't know whether it's a rough way to learn or not, but it's the best way to learn because I think when the rougher it is the more you learn and the more adaptable you become.

I think that some of our efforts in learning are too easy for us. I think learning is like the muscles of the body. If they're not used enough they become soft. The more you use them, and the rougher it is, the stronger you become. That's the way I regard the learning business and the roughness of it.

Clan: Why did you switch from Goodrich to Goodyear?

DeYoung: Under the Goodyear policy I had to be a sophomore before they would accept me. So I worked at Goodrich for a year, then switched to Goodyear where I felt the better training program was offered.

Clan: Did you have a

DeYoung: Yes I did, and

Clan: Were you really

DeYoung: Oh yes, I w

time in construction out in building. When you're on a Market Street garage, you're results. They widened Mar so I carried most of those da

Clan: In the early day day would become "the l company? Did you ever another job?

DeYoung: No, I never company at all. But I did went out and got another job wasn't going to leave until I civil engineering department gets you out in the open an of work.

When I was going to whether I wanted to be a c and for the first two years I could go either way.

Clan: Why didn't you

DeYoung: Well, it was a third less than I could ea

Clan: When you sta depression was going to thought perhaps you were

DeYoung: I was young sion, but there sure were ti I can remember working for 12 hours a week. It got prec

Clan: Later on in yo What was your impressio

DeYoung: Mr. Litchfie the company interests ahead dedicated to making Goodye moral integrity that truth a what was right to make the hard worker and he loved p

Clan: Mr. Litchfield Aircraft production in 194 In 1941 employment jum was 35,000. How did yo E ation of that magnitude?

DeYoung: Keep pace like the dickens to keep up a It was a constant group of p must remember we were a worked a lot harder. It was important than the mone, had a great group of people.

I can remember one of and I prepared an elaborate were having. It was a Saturd which was very well done i there and let me talk bet he looked at me with his big anybody else is interested i counts is getting results and folded my long report and go to report results from then o

Clan: What were yo your reaction when you be

DeYoung: I was work YMCA. Everyone was keyed



POSSIBLY THE MOST embarrassing event in Russell DeYoung's career was an elephant ride at the dedication of a Goodyear plant in India. "We were to ride this elephant from the front gate down to the plant entrance and they had this beautiful silver ladder for us to climb aboard the elephant," DeYoung explained. "Well, I climbed aboard and discovered that the ladder was freshly painted that morning and here I was . . . silver hands and a silver spotted suit. And darned if they didn't give me the ladder to climb down again!"

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or Dec. 7, 1941? What was  
 it Pearl Harbor?  
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 he war in Europe, but now we



## 'Life's Greatest Thrill Is Tomorrow'

were in it. War, all out war. Of course, the momentum at Aircraft  
 picked up fast. Some of the approvals that were being studied in  
 more and more detail were moved out immediately. They didn't  
 want any delays. They had to act.

Clan: You returned to the parent company in 1947 with  
 an outstanding record of achievement at Goodyear Aircraft.  
 What happened to you when you returned?

DeYoung: I was made vice president in charge of production  
 of domestic rubber plants and also was put on the board of directors.  
 Later, I had the responsibility of the production problems of our  
 overseas plants.

Clan: You were elected president on Oct. 6, 1958 and  
 chairman of the board and chief executive officer on April 6,  
 1964. Are you personally satisfied with the growth and progress  
 of the company in the years after you became chairman?

DeYoung: Of course not. The company hasn't grown as much  
 as it possibly could. It has had great growth, but it is just impossible  
 to be satisfied with all the things that are happening. We have  
 some spots in the corporation which haven't done as well as we  
 would have liked.

However, Goodyear has made great progress. I don't want to  
 discount the effort of individuals who have worked hard to put this  
 company up where it is. But I don't suppose I ever will be really  
 satisfied.

Clan: Many decisions are gambles. Was there any one  
 decision that was more of a gamble than the others? Did it  
 pay off?

DeYoung: I think there probably were two big gambles. When  
 we went to the polyester in tires, and then later the Polyglas tire.  
 And they both have paid off. In fact, very well.

Clan: Is there any one thing in your 40-year career that  
 you would do differently if you had the opportunity?

DeYoung: There sure is. I would have saved my earlier few  
 dollars and invested them in The Goodyear Tire & Rubber Com-  
 pany. That stock has just gone up and up. It's just fantastic.

Clan: What are some of the things that contributed to the  
 company's success?

DeYoung: I think the main thing is having a dedicated orga-  
 nization. People who are willing to dedicate themselves to the com-  
 pany and to put the company's interests ahead of everything else in  
 their minds. I think that's what makes the corporation.

Clan: As a private citizen and a corporation head, what  
 community problems concern you most?

DeYoung: Probably my greatest concern is the fact that Akron  
 may be getting more and more noncompetitive. It is difficult at  
 times to get the people to realize that Akron is competing in an in-  
 ternational scene and not on a local basis. Another problem we  
 have is trying to turn the city around from one that has been decay-  
 ing. I think progress is being made in that field.

And, quite naturally, we hope we are making great gains in  
 solving any racial conflicts that may be affecting this city. And I  
 get concerned about the crime in the city and the fact that I hear  
 so many people say they wouldn't walk downtown at night and  
 things of that sort. It's rather sad.

Clan: What do you see in Goodyear's future? Can the  
 company continue to grow at the rate it has in, say, the past  
 10 years?

DeYoung: Well, I see great growth in Goodyear's future and  
 I am very optimistic about it. There isn't any reason why we can't  
 continue to grow. I'm not so sure we shouldn't grow close to the  
 rate we have in the past 10 years. Maybe there'll be some ups and  
 downs, but in my mind this company will continue to grow.

Clan: What ingredients do you consider important in a  
 person, and what advice would you offer a young person just  
 starting his or her career with Goodyear?

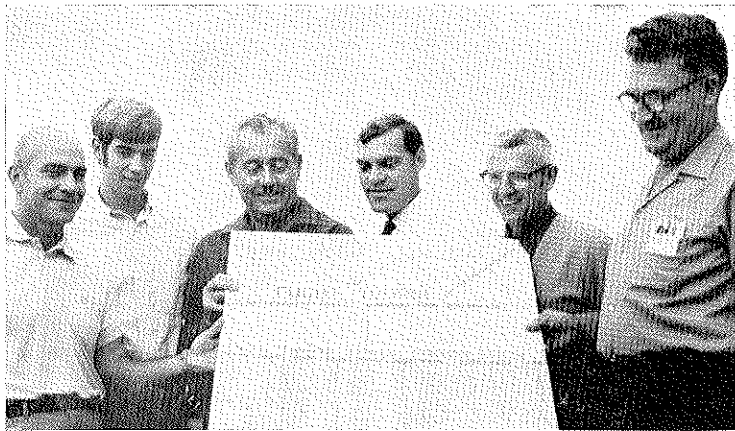
DeYoung: I think the most important ingredient is a person's  
 willingness to dedicate himself to his job. Also, to be competitive,  
 to be loyal, and to tackle any job regardless of how difficult it looks.  
 An individual must realize that there are lots of people to do the  
 easy jobs. The tough jobs are the difficult ones to fill and this takes  
 a special type of person. I am talking about the people who are  
 willing to dedicate themselves, and who are willing to put forth an  
 all-out effort. The individual who is worried more about getting  
 ahead than what the pension plan is, or what the vacation policy is.  
 If I were just starting here, I'd think about the opportunities, not  
 just the fringe benefits.

Clan: Finally, do you do a lot of looking into the future?

DeYoung: I sure do. I think that the greatest thrill in life,  
 frankly, is tomorrow. Planning where the company is going and  
 what the goals are. If you can't see past today, you've had it!



ONE OF THE HIGHLIGHTS of Russell DeYoung's career was  
 a visit to the Iron Curtain countries in 1963 where he met Soviet  
 Premier Nikita Khrushchev (left)—just one year before the hot-  
 tempered Russian leader was deposed and replaced by Aleksei N.  
 Kosygin. DeYoung, then Goodyear president, witnessed the Red's  
 Revolution Day festivities in Red Square and met Khrushchev at a  
 reception following the parade. He was with 19 other leading  
 industrialists on the tour.



**GOLF CHAMPIONS** Checking over the scores that won their titles are winners of the 1970 Golf Championships. Far right is 1970 and six-time Company Champion, Dick Entler (D-561). Pictured above (l to r) is Company Runner-up Ray Jamison (D-858) and flight winners Bill Schwamburger (D-532), First Flight: A. (Bim) Walder (D-732), Second Flight: John Thompson (D-761), Third Flight: Len Savage (D-552) Fourth Flight; and Guy Parks (D-731), Fifth Flight.

## GAT Golfers See Action In Championship Tourney

Boiling hot weather failed to hamper the 100 strong golfers that invaded the Portsmouth Elks and Jackson Country Clubs in quest of GAT's 1970 Golf Championships. As the temperatures soared, GAT golfers settled down to the business (and pleasure) of competing for the 1970 Company and Flight Championship Titles.

Dick Entler added to his many golf laurels by shooting a "cool" 36-hole total of 153 (74-79) to win the 1970 Company Championship by 3 strokes.

A perennial winner, Dick Entler, has held the company champion title 6 times along with his many other golfing honors.

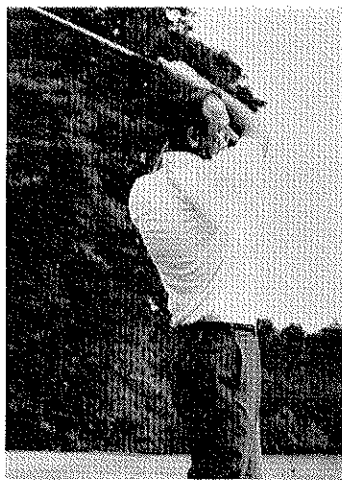
Company runners-up spot developed into a real scramble with a half dozen golfers in contention after the first 18 holes of play. Ray Jamison, broke out of the pack and grabbed runners-up honors with a fine 76 at Jackson Fairgreens Country Club. Ray scored an 80-76 for a 156 total.

Flight championship play saw several golfers rise to the challenge and capture the titles in their division.

Summer student, Bill Schwamburger, shot a steady 80 to win the first flight. A. (Bim) Walder also shot an 80 to capture the second flight title. John Thompson's 86 was good enough to pocket the third flight trophy. Len Savage and Guy Parks posted 96 and 98 respectively, to take the top spot in fourth and fifth flights.

Rounding out the top ten contenders for the Company Championship were: Dean Miller, Bart Huddle, Gordon Johnson, and Lou Bickett.

Two golf events remain on the 1970 calendar: Mixed Two Ball Championship—August 30 at Portsmouth Elks Country Club and a Team Best Ball set for September 12 at Skyline Golf Course in Waverly.



## GT&R Declares Stock Dividend

Directors of The Goodyear Tire & Rubber Company declared a regular quarterly dividend of 2 1/4 cents a share on the common stock, payable Sept. 15 to shareholders of record Aug. 18.

## Classifieds

### FOR SALE

**1968 Buick Skylark**, 2-door hardtop, automatic, power steering, brown w/saddle tan vinyl top. Will sell under retail book price. Phone Piketon 289-2069.

**1967 Rambler Rogue**, 2-door hardtop, bucket seats, radio, automatic, V8, low mileage. Phone Portsmouth 353-0081.

**Northwestern Starter Set (GOOD)** 3 5, 7, 9 irons and putter, 1 and 3 woods and golf bag (red) McGregor. Price \$35.00. Phone Portsmouth 858-5270.

**1966 Dodge Monaco** — 20,000 miles, one owner air conditioned, excellent shape. \$1200. Phone Portsmouth 776-2079.

**1969 Cougar** — P.S. Disc brakes, factory air, new tires. Phone Waverly 947-5495.

### WANTED

**Want in car pool** for day shift (8:00-4:30). Phone Portsmouth 354-3889.

## Newlyweds

G. M. Courtwright (D-351) and Ann Vulgamore were married August 15 at the Methodist Church in Waverly.

## The WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION  
A Subsidiary of THE GOODYEAR TIRE & RUBBER COMPANY  
MEMBER OF THE AIR FORCE, ENERGY COMMISSION, CENTRAL TARIFF (A) 21

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Member - International Association of Business Communicators

# Bryan Named To Serve As Goodyear Emissary

After a year's leave of absence to serve as president of Lions International, W. R. (Dick) Bryan has returned to Goodyear in the newly created position of executive director of community services.

In his new post, Bryan will fill major speaking engagements and special assignment.

Prior to his leave, Bryan was director of management development for Goodyear.

During his term as international president of the service club, Bryan visited 86 countries of the free world and all of the 50 states. He had audiences with 52 heads of state, including Pope Paul VI, President Georges Pompidou of France, General Franco of Spain, Emperor Haile Selassie of Ethiopia, and King Rama of Thailand.

He logged 350,000 air miles in visits to every continent and to such remote places as Lambarene, the African jungle hospital founded by the late Dr. Albert Schweitzer.

A native of Wooster, Ohio, Bryan was graduated in 1938 from the College of Wooster with a bachelor of arts degree. He did graduate work at Ohio State University and attended the Advanced Management Program at Harvard University in 1959.

He joined Goodyear in 1945 and was with the wholesale operating department. In 1952, he moved to the Training Division as a conference leader.

From 1959 to 1963, as manager of training, Bryan was responsible



W. R. Bryan

for one of the largest and oldest training organizations of its kind in the country.

Active in fraternal, scouting and civic affairs, he is a charter member and past president of the Northeast Chapter of the American Society of Training Directors, and was vice-president of the national organization. He served as general chairman of the 1961 Akron Area YMCA campaign, and the 1965 Goodyear United Fund campaign.

Bryan and his wife, Celia, have two grown children, Sally and Larry. The family lives at Doylestown, O.

## Computer Safety

(Continued from page 1)

Miller says his primary responsibility is "to assist in identifying the safety problem in a given department of a given plant." Once this has been done, he said, it becomes the responsibility of the people in that plant and in that department to solve the problem.

Of particular interest and importance is the way in which the AIR analysis can ferret out accident repeaters. The AIR analysis lists potential as well as actual lost-time accidents, and it is the potential category which helps pinpoint the accident repeater.



Mr. & Mrs. Ronald E. Buckle, (apprentice in D-721), daughter, Bethany Jean.

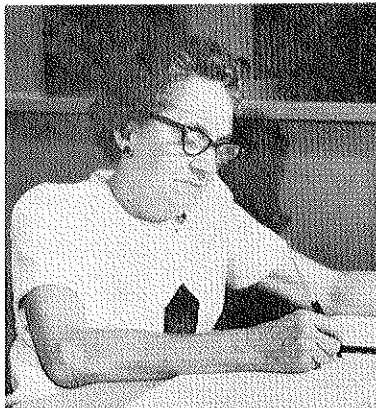
Mr. & Mrs. Richard D. Gibson, (D-712), son, David Grant.

Mr. & Mrs. Michael Orlett (D-521), son, James Michael.

Mr. & Mrs. Ronald Ramsey (D-375), son, Christopher Shane.

Mr. & Mrs. Neville L. Trimble (D-761), daughter, Bridget Lynn.

Mr. & Mrs. Robert J. Walsh (D-311), son, James Eric.



**GAT RETIREES** enlisted new members recently when three popular employes ended their Goodyear careers. The friendly faces of secretaries Clara Payne (upper left) and Lela Richey will long be missed by office service and plant engineering personnel; as will the bubbling personality of L. M. (Pat) Crow (production) pictured below with Production Division Manager, Bob Rutherford. The addition of these three brings GAT's total to 59 retirees.

### Return Requested

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

PIKETON, OHIO  
BULK RATE  
U. S. Postage  
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