

The WINGFOOT CLAN

A Subsidiary of

Goodyear Atomic Corporation

The Goodyear Tire & Rubber Company

Volume 17

Piketon, Ohio, October, 1970

Number 9

Labor - Company Forces Unite For Annual All-In-One Appeal

Monday, October 5, will once again mark GAT's only annual plant-wide solicitation of funds — Our All-In-One drive. — Our annual opportunity to contribute to helping our fellowman — Our annual responsibility to those requiring help and assistance.

The All-In-One is so important that labor and management are in complete agreement as to its purpose. To emphasize their support, Local OCAW 3-689 each year furnishes a co-chairman to assist in the campaign. Labor's volunteer representative as co-chairman for 1970 is Harold R. Sanson, financial secretary of OCAW. This is Harold's second year as co-chairman. He is a staunch supporter of the All-In-One and will lend strong support in the Union's behalf.

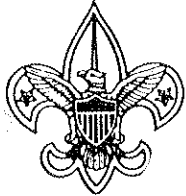
Some \$483,000 is needed for the 50 United Fund agencies in our four county area. To achieve this goal, they need not only the support of Goodyear Atomic and its employees but that of every local citizen.

Goodyear employees have a reputation to uphold. Each year we are among the leaders of local industries in contributions. Each year we proudly contribute our share to the sick, the hungry, the aged, the handicapped and our youth.

Volunteer employees will meet October 2 for the All-In-One "kick-off" meeting when the mechanics and importance of the campaign will be outlined. One of these volunteers will call on you between October 5-12 to ask for your pledge.

Their job is not an easy one — treat them courteously and give generously.

PLEASE GIVE YOUR FAIR SHARE



Boy Scouts of America



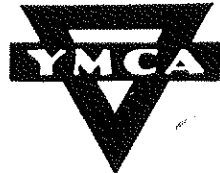
Salvation Army



Red Cross



United Service Organizations



Young Men's Christian Association



Girl Scouts of America

Merit Scholarship Tests Due Soon

Parents of high school juniors are reminded that now is the time to check with their high school advisors or principals about taking the qualifying examination for the Goodyear Merit Scholarships.

Goodyear scholarships are offered through the National Merit Scholarship Qualifying Test which is administered in February or March.

Any child of a full-time employee of Goodyear or a subsidiary company with two or more years of continuous service may compete for the scholarships. Children of retired or deceased employees who had two or more years of service are also eligible.

Students who will leave high school and enter college in 1971 are to take the qualifying test in February. At the time they take the test, most will be second semester juniors or first semester seniors.

Those children of employees who

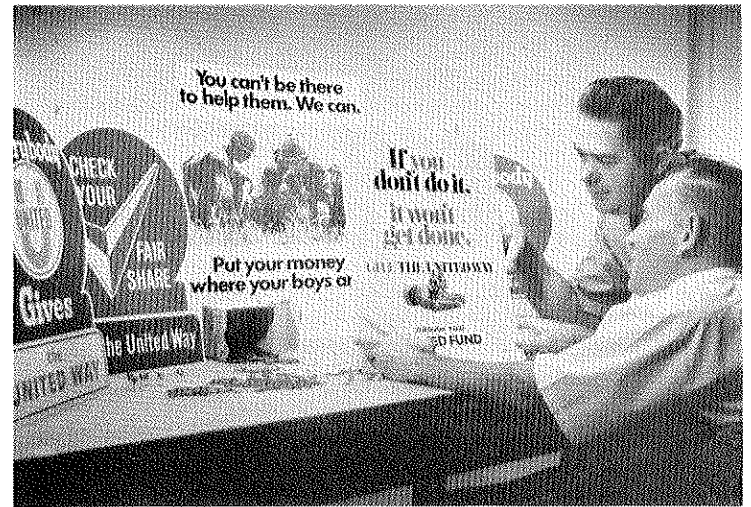
score high on the qualifying test will become semi-finalists. The semi-finalists will be required by the National Merit Scholarship Corporation to take the scholarship aptitude test of the College Entrance Examination Board. On the basis of this test the winners of the scholarship will be announced. Under the current program there are a number of scholarships being awarded this year.

Listed below is a Calendar of Goodyear Merit Scholarship events:

- September — January Eleventh graders (juniors) make arrangements with high school principals to take National Merit Scholarship Corporation (NMSC) test.
- February — March Students take NMSC Qualifying Test.
- September — October NMSC makes public announcement of list of semi-finalists.
- December Semi-finalists take scholastic aptitude test of the College Entrance Examination Board.
- February — March NMSC notifies students who are designated as finalists.
- April — May Winners publicly announced by Goodyear and awarded Goodyear Merit Scholarship Certificates.

Joyce Bradford, daughter of Fred Bradford, production, won a Goodyear scholarship worth \$6,000 in 1967. Joyce is currently going to school under her Goodyear scholarship and expects to graduate from Otterbein College in 1971.

A booklet describing the Goodyear Merit Scholarship program may be obtained by contacting Community Relations.



ALL-IN-ONE co-chairmen, Harold Sanson, Financial Secretary - Treasurer for OCAW 3-689 and Gordon Johnson, Community Relations check out publicity material for the October 5-12 campaign. Labor and management join forces in urging each employee to give generously the UNITED WAY, the painless way, by payroll deductions.

Eight GAT Personnel Changes Announced In September

Organizational changes in Plant Engineering & Maintenance and in the Production Divisions resulted in a series of personnel changes during the month of September.

The promotion of I. G. (Irv) Smith to plant shift superintendent was effective September 30. In his new duties, Smith will be responsible for the management of overall plant operations on "B" shift, reporting to the General Manager.

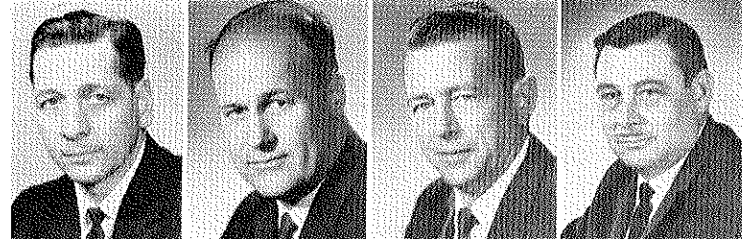
Effective September 1, Henry E. McComb became a member of management of the Capacity Expansion Management Team at Oak Ridge, representing GAT. The function of the team is to coordinate upgrading procedures between the three Gase-

ous Diffusion Plants at Oak Ridge, Tennessee; Paducah, Kentucky; and Portsmouth, Ohio.

John A. Brackey was named acting Superintendent of Plant Engineering replacing McComb. Glenn Russell was assigned as acting Supervisor, Electrical & Instrument Engineering and Dick Born as acting Section Head in Electrical Engineering.

(Continued on page 4)

People On The Move



Smith

McComb

Brackey

Duncan



Russell

Born

Horner

Brown

The WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION
A Subsidiary of THE GOODYEAR TIRE & RUBBER COMPANY
ACTING UNDER U. S. ATOMIC ENERGY COMMISSION CONTRACT AT-(33-2)-1

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

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

Editor .. Gordon Johnson Telephone .. 289-2331

Member — International Association of Business Communicators

EDITORIAL COMMENT

Within the next month, approximately 2500 campaigns will be conducted in a nationwide drive for United Funds. At Goodyear Atomic our All-In-One campaign will be conducted October 5-12.

Why all this work and effort — just what is this nationwide appeal all about? Well, asking "why" is universal to all men and is, of course, a reasonable question. Each of us deserves to know why, before committing ourselves.

Some people give unquestioningly to the United Fund, but most people want some facts first.

SO, WHY SHOULD YOU GIVE?

The one over-riding reason is that this is the simplest and most economical way of meeting your responsibility to your fellow man. However, this community-wide welfare program does not relieve you of further obligation toward your less fortunate neighbors; it is only a small part of your total responsibility. We have our special charities and associations we particularly want to support, but many very worthwhile groups — perhaps one of your favorites — do not get enough from such "special friends" to continue to operate. Without the UF, each agency would have to conduct fund drives at its own expense, with its own paid staff working as much as 50% of their time on the drive instead of helping people. And, instead of being asked once by a United Fund volunteer, you could get "hit" by each of them, and there are 50 agencies in our four-county area. That's almost once a week.

The United Fund way is more economical in both time and money because its overhead is only a fraction of what the combined 50 overheads would be.

Most independent agencies' campaign costs run from 15 to 30 cents out of every dollar. UF's combined fund appeal costs only five cents per dollar; therefore, your contribution gets a lot more done per dollar.

But what about these rumors that this or that UF agency accomplishes no good and deserves no support? The pure and simple answer to that one is just that the rumors are untrue! In fact, the opposite is true. Agencies accepted by the UF are thoroughly checked and must meet rigid standards, thereby protecting you from directing your charity to unworthy recipients — a guarantee you may not have when you contribute to non-UF agencies!

There are some who ask, "why me? There are plenty of others; I have bills to pay." Look at it this way. The welfare needs of our population must be met one way or another. People who need care must have it. Only a small percentage of the people foot the bill when actually it is the responsibility of all of us to share the cost. Those who don't contribute to UF are taking a free ride on those who do.

Of course, participation is on an entirely voluntary basis. The United Fund Agencies need any amount you can give and will put it to good use. Your fair share is what your conscience will allow.

YOU WILL BE CONTACTED BY A FELLOW EMPLOYEE DURING THE CAMPAIGN AND ASKED TO GIVE — ON BEHALF OF THE OCAW, UPGWA, AND GOODYEAR MANAGEMENT WE APPEAL TO EACH OF YOU TO DO YOUR PART BY CONTRIBUTING GENEROUSLY.

GAT Ranks Seventh In GT&R Standings — Record Still Intact

Goodyear Atomic ranked 7th in the July standings of GT&R's worldwide top ten continuous safety records. First place was occupied by Goodyear Aerospace - Arizona with a total of 4,253,433 manhours worked since their last disabling injury in September 1969. Immediately following Aerospace are Peru, Argentina, Gadsden, Columbia, Luxemborg, and Goodyear Atomic. Our last disabling injury occurred August, 1969 and at press time on September 23, 1970 we had accumulated approximately 2,695,000 manhours worked since then. Keep up the "GOOD" work and let's bring home our third Worldwide trophy.

Brown Returns To AEC Post

Darwin W. Brown, a veteran of 31 years of Federal service, has returned to the Atomic Energy Commission's Portsmouth Area Office as a general engineer after an absence of more than 15 years.

Brown, who joined the AEC at Portsmouth in May of 1953, transferred to the Commission's St. Louis Area Office in 1954 to become Assistant Chief of the Engineering Branch. In 1959 he transferred to the Chicago Operations Office as a project engineer, the position he held until returning to Portsmouth.

His Federal career began in August 1939, when he went to work for the War Department as a civilian employe at the Engineers District Office in Cincinnati, Ohio.

During World War II Brown served in the U. S. Navy, reaching the rank of lieutenant, j. g. He was recalled to active duty as a construction officer during the Korean War, after which he remained in the Naval Reserve until retiring in 1969 at the rank of lieutenant commander.

Brown is a native of Ohio. He was born in Dexter City, graduated from high school in Caldwell, and earned a bachelors degree in civil engineering from Ohio State University.

Darwin and his wife, Margaret, plan to make their home at 30 Limestone Boulevard, Chillicothe, Ohio. They have three children, Suzanne, 17; David, 15; and Stuart, 13.



Darwin W. Brown



AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

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LANE KIRKLAND SECRETARY-TREASURER

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815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006
(202) 293-5000

August 25, 1970

Mr. James Kerr, National Chairman
United Community Campaigns of America
345 East 46th Street
New York, New York 10017

Dear Mr. Kerr:

One of the finest examples of democratic citizen participation for the betterment of the total community is demonstrated by the working relationship between the United Way of America and the AFL-CIO through its community service activities.

AFL-CIO members are directly involved as volunteers on the policy-making boards and committees of United Funds, Health and Welfare Councils and their member agencies.

In addition, AFL-CIO members, as a group, constitute the largest single contributor to United Fund campaigns in the country.

Today our nation is facing many difficult social and economic problems which can be solved through the democratic process only if all Americans, labor and management, black and white, young and old, pull together. While governmental responsibility is essential here, voluntary action is of equal importance. The United Way provides all citizens with the opportunity of reaffirming, by voluntary action, their faith in the democratic society while at the same time providing financial support to help sustain the many social services established to serve people in need.

I urge all AFL-CIO members, therefore, to again respond this year to the United Way appeal for funds in their communities. I know they will give as generously as ever to their local United Funds and Community Chests.

Sincerely,

President

INTERNATIONAL APPEAL. Labor's support of the All-In-One is spelled out in the above letter from AFL-CIO president George Meany to James Kerr, National Chairman of United Community Campaigns. Both Meany and officers of Local 3-689 officially and personally endorse the United Campaign. The ALL-IN-ONE needs the support of both labor and management. You will be solicited by a co-worker during the October 5-12 campaign. Greet him with a generous contribution.

Here and There in the Nuclear Field

The Atomic Energy Commission recently announced an increase in its charge for uranium enrichment services, from \$26 to \$28.70 per kilogram unit of separative work, effective February 22, 1971.

The AEC also announced the establishment of new pricing criteria effective immediately which are the basis for developing the new enrichment services charge.

The new criteria would base the enrichment charge on the estimated cost of "separative work performed in new uranium enrichment facilities, designed, constructed and operated primarily to meet commercial markets, using debt-equity, ratios, rates of return on investments, and appropriate allowances for federal corporate income taxes, state and local taxes and insurance deemed by the Commission to be appropriate for a private industrial enriching enterprise." The previous criteria had determined that prices be set on a basis to "assure the recovery of appropriate Government costs" for work done in existing Government plants.

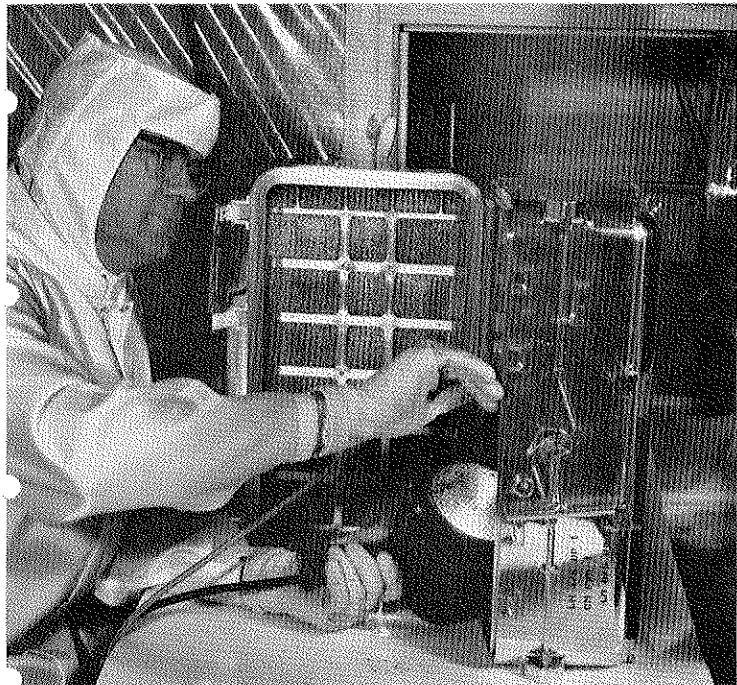
Enrichment of uranium in the fissionable isotope U-235 is the only phase in the nuclear industry still entirely performed by the Government. The technique involves separation of U-235, which makes up

only seven-tenths of one percent of natural uranium, from U-238. The work is carried out at three gaseous diffusion plants at Oak Ridge, Tennessee; Paducah, Kentucky; and Portsmouth, Ohio.

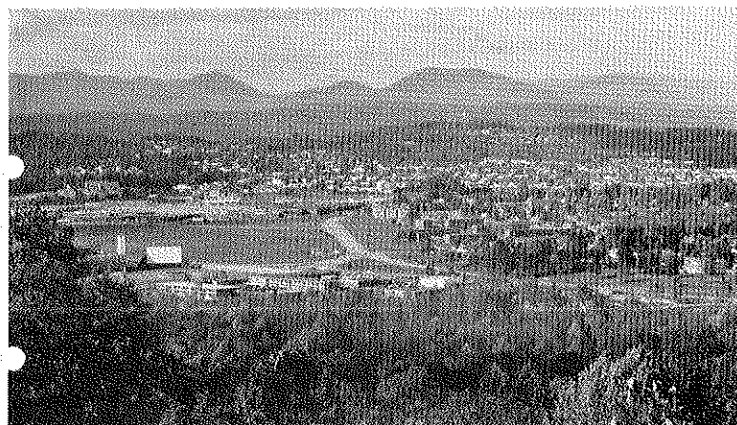
A separative work unit is not a quantity of material but is a measure of the effort expended in the plants to separate a quantity of uranium of a given assay into two components, one having a higher percentage of U-235 than that in natural uranium. The new \$28.70 price per unit is an increase of approximately 10 per cent.

The \$28.70 price is also used in a revised schedule of base charges for enriched and depleted uranium which AEC offers for lease. The new criteria make no change in the current ceiling price of \$30 per unit (as escalated for the cost of power and labor).

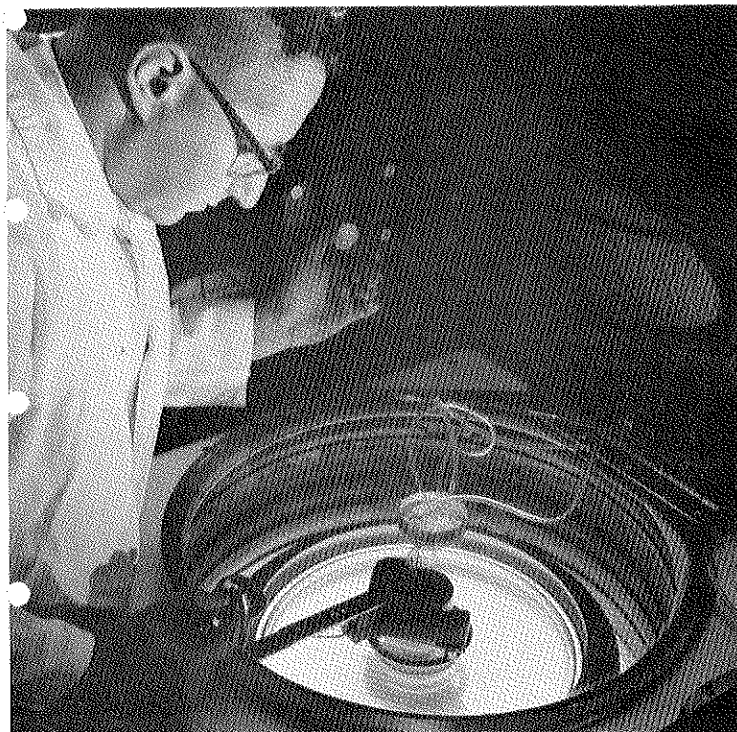
Both the new criteria and the price increase were published in the Federal Register.



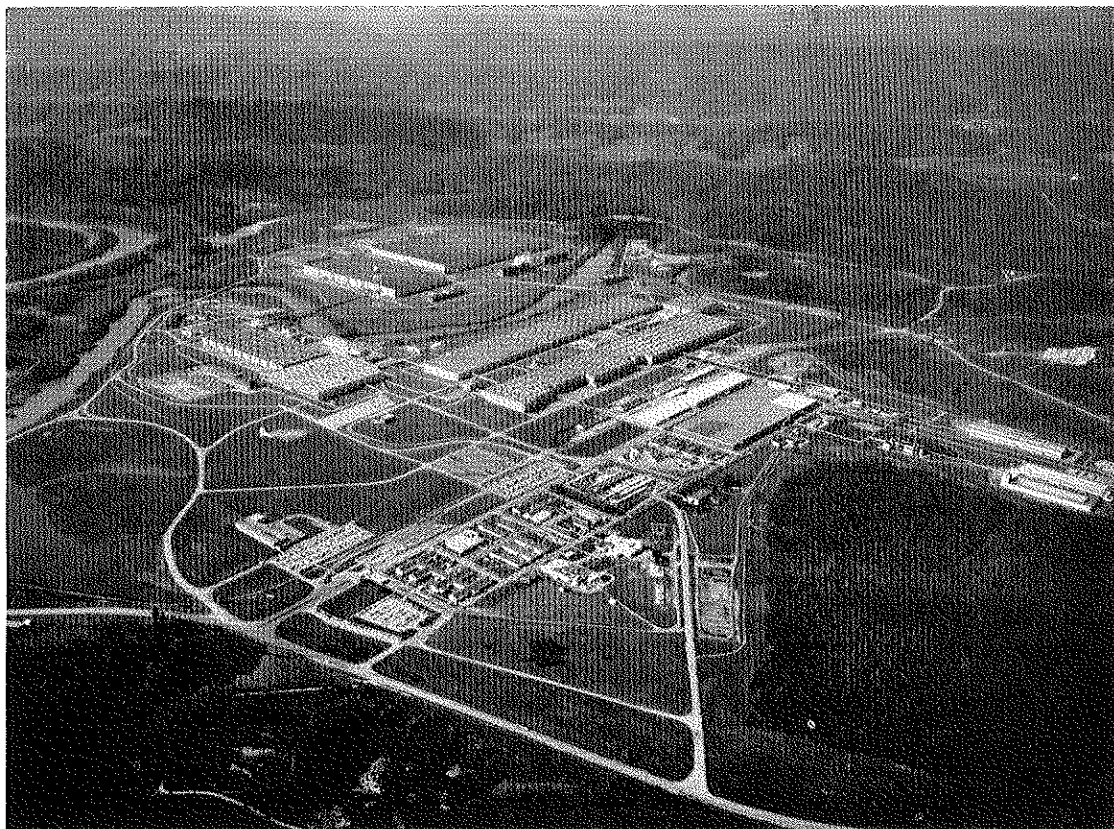
ROCK BOX. The Oak Ridge Y-12 Plant, because of its highly sophisticated equipment and skilled staff, was chosen by the National Aeronautics and Space Administration to produce several pieces of hardware for the Apollo series. Here a technician begins elaborate decontaminations of a "moon box" designed and fabricated by the Y-12 Plant. The moon boxes were used by Apollo 11 astronauts to bring back lunar samples for the detailed analyses.



ATOMIC CITY. A view of the City of Oak Ridge taken recently with the Cumberland Mountains in the background. The population is estimated at 30,000 (1960 official census lists 27,000 as stated in the story).



TECHNOLOGY developed in the atomic energy programs is often applied in other fields. Scientists at ORNL are using modified high speed centrifuges, originally developed for possible separation of uranium isotopes, in the production of high-purity vaccines. Oak Ridge scientists perfected the method for production of a new high-purity influenza vaccine which causes fewer side effects. The liquid centrifuges are also being used in seeking possible cancer causes through separation of components of animal and human cells for detailed study.



OAK RIDGE GASEOUS DIFFUSION PLANT consists of five massive process buildings plus about 70 auxiliary buildings spread over approximately 600 acres. Operating contractor for the plant is Union Carbide, Tennessee. The Tennessee Valley Authority (TVA) furnished approximately six billion kilowatt hours of electrical energy to the plant in 1968.

The Story Of An "Atomic City"

An interesting story which may have a familiar ring to Goodyearites is the evolution of an eastern Tennessee near-wilderness into the modern, bustling city of Oak Ridge. Most GAT readers know something of the history that was made at Oak Ridge in the early 1940's when Allied scientists raced those of the Axis to perfect and produce the first atomic weapon and thus gain a virtually insuperable advantage in the war. It was there, working under the most severe pressures and exacting secrecy requirements, that a handful of the world's finest scientists guided thousands of nonplussed others in producing the materials that led to the events at Los Alamos, Hiroshima, and Nagasaki. But, perhaps less well known is the story of the evolution of Oak Ridge itself: the places, the people, the happenings that gave birth to the "atomic city" of today. This story draws almost a parallel to the building boom GAT personnel experienced some 18 years ago.

Oak ridge covers approximately 94 square miles (about 60,000 acres) and, in area, is one of the larger cities in Tennessee. Before World War II the area was largely woodland, the setting being typical Southern Appalachian valley and ridge topography, with scattered, generally marginal, farms throughout. There were four town centers, each in size hardly more than a hamlet. Because of the effects of the depression, overworked soil on many farms, and other factors, the area's economy was scarcely a thriving one, nor the standard of living high by any yardstick.

After President Franklin Delano Roosevelt gave the go-ahead for the atomic bomb research and development program (the S-1 Project) in late 1941, this essentially bucolic scene changed in a matter of months. The area was singled out by S-1 scientists and the Army as ideally suited to the Project's purposes, and by April, 1943, was a fenced, tightly guarded security district accessible only through a limited number of entry ports. The feverish blur of activity inside this enclave in those months can well be imagined. Large areas of woodland were cleared. Hutments were put up to shelter construction workers and ground was broken for several of the major buildings (the first of these was

the headquarters for the entire S-1 Project or Manhattan Engineer District as the Army labeled it). Trailer parks were laid out, miles of roads bulldozed, and stores, schools, and hospitals constructed. The population exploded to the 75,000 level.

Needless to say, situations often verged on the chaotic, with consequences that were often both humorous and annoying. Because of the extreme haste, priority allocations, and wartime shortages, roads and sidewalks were often left unpaved for months after initial construction. During rainy times, mud was everywhere, and it quickly became socially acceptable, if not downright mandatory, to remove one's shoes when visiting a neighbor. Since most of the services were provided on a mass basis, waiting in line became a habitual for an Oak Ridger as for any army camp G.I. Free public transportation was provided to and within the area by a fleet of some 800 buses (at its peak, this was the seventh largest transportation system in the nation).

Ignorance of the purpose of their work was a source of greatest frustration to many a wartime Oak Ridge worker, although most finally became resigned to it. Occasionally, someone would quit to "get a real war job." A favorite pastime was to indulge in guessing games to the purpose of their efforts, and some of

the opinions were pretty wild, ranging from a mountaineer's claim that it was "sympathetic rubber" to another's insistence that the end result was FDR fourth-term lapel buttons. Of course, the Oak Ridgers were as surprised as the rest of the world when the truth finally came out.

After the war, Oak Ridge's population declined — the 1960 census totaled approximately 27,000. Today the city bears little resemblance to the boom town of the war years. In 1949 the fences surrounding the community were removed, and in 1953 the roads through the uranium-processing plant areas were opened. Land was leased to private construction, and new homes, churches, and schools were built. In 1956 the first Government owned house was sold and not many months thereafter Oak Ridge had the largest percentage of privately owned homes of any city in the country. Extensive renovation and remodeling projects and new apartment and home construction have resulted in a greatly enhanced image as a model city. The city, which from the first had depended upon the Government for services customarily supplied by municipal agencies, was incorporated in 1959. With that, the stormy stepchild who had been born in G.I. raiment finally made it all the way to civilian life.

Prevents Drinkers From Driving

Future Cars May "Sniff" Alcohol

(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 final 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 IV

Many adult Americans drink. Most drive. And when they drink and drive, the potential for catastrophe is created.

Investigation by the Department of Transportation has provided strong indications that a large percentage of drivers involved in crashes and violations generated by alcohol tend to have distinct characteristics that set them apart from other drivers.

They possess substantial histories of arrests and social and medical problems related to alcohol, they have more frequent histories of alcoholic parents, they have marital problems and they are over the age of 20 and under 60.

Is it a problem without a solution?

All but three states have established blood alcohol concentration levels at which drivers are presumed to be guilty of "drunken driving" or "impaired driving."



All but three states have blood alcohol concentration chemical test laws, and all but five states have implied consent laws. But all of these laws can be used only if the individual is involved in either a crash or a moving traffic violation.

In an address at the Governor's Highway Safety Seminar in Boston, John H. Reed, chairman of the National Transportation Safety Board, said:

"The use of alcohol by drivers and pedestrians has emerged as a major contributing factor to the cause of crashes.

"... Actions which could be considered by states beyond the program standards include denial of licenses to proven alcoholics, and the institution of required treatment programs before returning revoked or suspended licenses.

"Also to be considered is the development of acceptable means, similar to those used in Sweden, England and other western countries, to deal effectively with the problem of drinking and driving through the exercise of mandatory examination of blood alcohol.

"Another procedure, which could be used, is that of random stopping of autos for inspection, license check, and condition of driver."

In England's first year of systematically using the so-called breath test to screen drivers suspected of abusive drinking, traffic deaths were reported decreased by 14 per cent.

The Department of Transportation may have the solution, according to a recent announcement by Douglas Toms, director of the National Highway Safety Bureau.

"The DOT soon will officially recommend that first offenders (driving under the influence of alcohol) be required to install in their auto a sniffer which attaches to the steering column," Toms said, "and if the sniffer senses alcohol, the car won't start."

Another mechanical unit under consideration is a push-button combination lock on the ignition, Toms said, that is complicated enough to discourage drivers under the influence.

The mental picture of a driver waiting for a gadget to sniff his breath before he can start his car, or a party-goer getting into his car trying to work the combination, is humorous. However, this is a serious problem, and a perplexing one. Its alleviation and control are difficult, but it's a problem that must be solved.



THEM BOOTS ARE MADE FOR WALKIN' but not for mailgirl Jerri Zimmermann's foot. However, Jerri and all GAT employees can get outfitted for more than 50 styles of safety shoes available through our Stores Department. Safety shoes are sold at a discount and GAT pays all or part of their cost. YOU CAN'T "AFFORD" TO GO WITHOUT THEM!!!

"Belted" Features On Double Eagle Line

The long-wearing, roadgripping features of biasbelted tires have been incorporated into a new generation of the tire that for 42 years has been Goodyear's "top of the line."

The newest offering of the oldest name in such tires from Goodyear is the Double Eagle Polyglas tire. The initial Double Eagle tire was introduced by Goodyear in 1928 and was dubbed the first "super tire."

The new Double Eagle Polyglas tire, with its triple whitewall rings and gold eagles, has been test marketed for nearly a year.

"The tremendous success and acceptance of this program has prompted us to make the new Double Eagle tire available to all Goodyear stores and dealers," said A. H. Shafer, vice president for replacement tire sales.

"Through the years, as each advance in design, technique and material was proved, the best always has been incorporated in the progression of each generation of Double Eagle tires," Shafer said. "The auto tire has undergone a major evolution in recent years and these changes are combined in this new top of the line tire," he added.

Lower Profile

The new Double Eagle Polyglas

tire contains four plies of Polyester cord, a material pioneered in the tire industry by Goodyear and first used in the Double Eagle tire in 1962. It also has two fiberglass belts beneath the tread, and it has been given a lower and wider overall profile.

Technically, the profile is in the 78-series category, meaning the height of the tire from the bead — the edge of the tire that meets the rim — to the tread surface is 78 percent of the tire's width.

The new tire, which is the tenth member of Goodyear's Polyglas tire family, will be available in eight sizes, ranging from G78-14 to L78-15.

CLASSIFIEDS

FOR SALE

17 foot Kenskill Travel trailer, excellent condition. Many extras. Phone 858-5481.

Shakespeare Reel 2052—5 1/4' Rod. Extension 2159.

1968 Chevelle SS 396 Vinyl Top, 4 speed, Power Steering, Power disc brakes. Rally wheels. Phone 947-5715. Ext. 2515.

1969 Camaro Convertible — 30, cu. in. V-8—4 speed. Phone Piketon 289-2138.

1963 Cadillac — 2 door hardtop, factory air, all power assists, AM-FM Radio. \$750.00. Phone Chillicothe 774-3403.

WANTED

Used 250 foot chain link fence or Redwood fencing. Extension 2245.

Personnel Changes

(Continued from page 1)

Jim Duncan was appointed Principal Project Engineer for the Cascade Expansion Programs. In his new capacity, Duncan will be responsible for planning, scheduling, estimating and other problems relative to the plant's capacity expansion program.

Other promotions in Plant Engineering & Maintenance saw R. L. (Bob) Horner promoted to foreman of Sheet Metal Shop and I. E. Brown made foreman in Instrument Maintenance. Both Horner and Brown are 17-year employees with extensive technical background and training.

A 29-year veteran with Goodyear, Smith came to GAT from Akron in March 1953 as a process area foreman. In July 1953 he was named process area general foreman and in April 1955 was made cascade coordinator. In June 1966 he was named an area supervisor in the Production Division. Irv is a gradu-

ate of The Goodyear Tire & Rubber Company's training squadron and is president of the Goodyear Foremen's Club.

McComb's 17 years of engineering experience and background more than qualifies him for his new management responsibilities. He holds a B.S. degree in Civil Engineering from Georgia Tech. He will be located in Oak Ridge during his assignment but will continue to report administratively to N. H. Hurt, Manager, Plant Engineering & Maintenance.

Brackey came to Goodyear Atomic in 1953 after working with Peter Kiewit Sons & Company prime contractor in the plant's construction. He is a graduate of the University of Wisconsin with a B.S. in Electrical Engineering and a member of the Portsmouth Elks.

Russell joined GAT in 1953. He is an active member and trustee of the Franklin Avenue Methodist Church, a member of the Portsmouth Elks, and past chairman of the Institute of Electrical and Electronic Engineers. Glen holds a B.S.

In Memoriam

Danny R. Morthel, Lebanon, Tennessee died August 30 as a result of an automobile accident. Danny was a Technical Man in Materials Sampling & Testing. He joined Goodyear Atomic in September 1969.

In Sympathy

Mrs. Tokie Holland died on August 21 in Kenova, West Virginia. She was the mother of Bob Holland (D-533).

in Electrical Engineering from the University of Cincinnati.

Born completed his B.S. in Electrical Engineering at Dayton University. He joined GAT's Production Division in 1953 and was transferred to Plant Engineering in 1967.

Duncan, a graduate of the University of Oklahoma with a B.S. in Electrical Engineering, joined GAT in 1953. Jim received several assignments in the Production Division.

Newlyweds

James W. Doman (D-810) and Helen L. Hargas were married August 18 at the Martha Mary Chapel, Greenfield Village, Dearborn, Michigan.

Pamela Roosa, D-423 and Galen Ross were married August 28 at the Little Vine Church in Waverly, Ohio.

Return Requested

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

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BULK RATE

U. S. Postage
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