

# The WINGFOOT CLAN

A Subsidiary of

Goodyear Atomic Corporation

The Goodyear Tire & Rubber Company

Volume 18

Piketon, Ohio, September, 1971

Number 8

## GT&R Second-Quarter Sales And Income Highest In History

Second-quarter 1971 sales and earnings were the highest in history for Goodyear, Russell DeYoung, chairman and chief executive officer, and Victor Holt, Jr., president, have announced.

First-half sales also hit an all-time high and earnings for the first six months this year were the highest for any initial six-month period in company history, and were exceeded only by those for the second half of 1969.

Second-quarter sales soared 16.3 percent to \$954,213,000 compared with the second quarter of 1970. Quarterly earnings were \$48,154,000 or 67c per share, versus \$24,352,000 or 33c per share in 1970, an increase of 98 percent.

Sales for the half were \$1,763,488,000, up 11.1 percent

from the first half of 1970. Six-month earnings were \$80,367,000 or \$1.11 per share, versus \$56,621,000 or 78c per share in the first half of 1970, up 41.9 percent.

The first-half results represent a resumption of the program interrupted in 1970 by a strike at Goodyear and by strikes in the automotive and trucking industries. Goodyear expects continued improvement for the rest of 1971, the executives' statement said.

Gains from foreign operations increased to \$26,554,000 from \$23,722,000 in 1970; a gain of \$2,832,000.

## Harsha To Speak To Goodyear Champs

Banquet-goers are in for a special treat when they assemble October 2 for GAT's Sports Recognition Banquet. Set for the Portsmouth Eiks Country Club, the champions will be treated to dinner, receive trophies, and hear Ohio's 6th District Congressman, William (Bill) Harsha, speak.

There are many signs of championship form; Harsha has shown his in political circles, having been elected to the 87th Congress in November 1960 and reelected to the 88th, 89th, 90th, and 91st Congresses.

A native of Portsmouth, Harsha serves on two standing House committees, Public Works and District of Columbia. He also serves on six sub-committees, including Rivers and Harbors, Flood Control, Roads, and the Special Subcommittee on the Federal-Aid Highway Program. He's ranking Republican on the House Public Works Committee.

Harsha is a graduate of Portsmouth High School, Kenyon College with an A. B. degree, and holder of a Law degree from Western Reserve University.



W. H. Harsha

He is a Marine veteran of World War II, a member of the Presbyterian Church, and belongs to numerous clubs and associations in Washington and the Portsmouth Area.

Those attending this year's banquet will include champions of the recreational activities and members of various committees which helped organize and run the recreational activities at GAT.

### Dividend Declared

Goodyear Tire & Rubber directors have declared a regular quarterly dividend of 21¼ cents a share on the common stock, payable Sept. 15, 1971 to shareholders of record Aug. 18.

## Hill Named To AEC Post

James H. Hill, who has held management positions in the nation's nuclear energy program with both the Atomic Energy Commission and private industry, has been named Assistant Manager for Operations with the AEC's Oak Ridge Operations.

In announcing the key appointment, S. R. Sapirie, Manager of Oak Ridge Operations, said that in his new position Hill will be responsible for planning and directing production, research, development and safety programs of Oak Ridge Operations, including coordinating operations of the various area offices under Oak Ridge Operations. Hill replaces Ray C. Armstrong who was recently promoted to Deputy Manager. Hill will assume his new duties August 30.

## Broken Foot Snaps Plant Safety Record

GAT's recent safety record was severed August 3 when a foot fracture resulted in a lost time accident. The broken foot occurred when an employee slipped as he dismounted from a gradall. The mishap broke GAT's latest injury-free hours worked at 1,826,000 man hours. Our last previous injury occurred November 12, 1970.

Although disabling injuries are serious, at GAT they only serve to remind us of the outstanding safety record we have achieved. Since start-up in 1953, GAT employees have worked 61,208,024 man hours. During this period, only 67 disabling injuries have occurred. Our cumulative frequency of 1.10 injuries per million man hours worked is outstanding when compared to the 8.00 national average for all industries.

GAT employees have passed the million and one-half injury-free man hours plateau eleven times; the

## Good Response Shown In Savings Bond Drive

Goodyear Atomic employees proved their belief in the U.S. Savings Bond Program when they responded overwhelmingly to the Buy-A-Bond campaign, August 8-21.

Campaign Chairman Harry Baumgardner (Finance) reported at the completion of the campaign a total of 65 additional employees had signed up for bond deductions — an increase of 17 percent.

Baumgardner noted "Response was so great that 10 percent of those already in the program increased their deductions. At the completion of the campaign 32 percent or 447 employees were enrolled in the Company U.S. Savings Bond Plan."

The completion of the campaign does not end your opportunity to buy bonds by payroll deduction.

If you failed to sign up during the campaign, and you are really interested in saving for the future, try the bond-a-month plan through payroll deductions. Simply fill out a Payroll Deduction Authorization for U.S. Savings Bonds (A-76) form and deliver it to Payroll, X-100 building. You will be glad you did.

## Four GAT Employees Wind Up Careers



D. Pray

E. Luhn

W. Lynch

P. Harris

"A little golf, a little travel or just take it easy" were the comments made by four GAT employees claiming recent retirement. The four: Dick Pray, Elmer Luhn, Willis Lynch and Paul Harris are all looking forward to the leisure life.

Pray retired August 31 after 18 years in engineering maintenance service. Dick came to GAT after a varied career in government service. Prior to joining GAT, he worked for U.S. Corps of Engineers, U.S. Coast Guard and was administrative assistant at Lockbourne AFB.

Pray joined GAT in 1953 as a material engineer and was named supervisor in August of that year. He became supervisor of Engineering Services in 1959.

Dick and his wife, Hilda, are residents of Chillicothe where they plan to remain until their daughter, Barbara, completes her education at Ohio University.

Luhn joined GAT in 1954 as a machinist; in 1955 he was transferred to the Laboratory Shop as a technical mechanic and was promoted to Foreman of Laboratory Services Engineering Shops in 1956. Elmer and his wife, Marcella, live at Lake White, Waverly.

ALL OF US ARE GOING TO DO BETTER TOMORROW AND WE WOULD, TOO, IF WE STARTED TODAY.

(Continued on Page 2)



Clan Chowder, a new feature in the Clan, welcomes letters to the editor and items of interest. Please limit your letters to 150 words.

\* \* \* \* \*

September's guest editor is R. V. Anderson, Portsmouth AEC Area Manager. Anderson has been associated with the Atomic Energy program for over 22 years. He served with the original Manhattan district project in 1943 and spent some 10 years at Fernald before assuming the Portsmouth Area Manager duties in 1962. Andy's subject is AEC-GOODYEAR RELATIONSHIP.

About 30 years ago when the Corps of Engineers began its work on the atomic bomb, a simple but very important and far-reaching decision was made on how to most efficiently produce the nuclear materials. It was decided that those people most capable of quickly establishing an organization, building a plant, and getting it on-stream were the ones in industry who were already doing this every day. Thus, later the Manhattan Engineer District of the Corps of Engineers (which was later to become the AEC) pioneered in the field of contractor operation of Government-owned facilities. Other Federal agencies have since followed suit because of the successes demonstrated by the atomic energy field.

This month will mark the 19th anniversary of the signing of the contract between the AEC and Goodyear for operation of the Portsmouth plant. The selection of The Goodyear Tire & Rubber Company, which was announced publicly on September 18, 1952, was the combination of many months of hard work by the AEC staff. A large number of the nation's major industrial concerns with experience in running plants requiring continuous operation was canvassed to determine first of all their interest, but more important their capability to operate the Portsmouth facility. The wisdom of that selection is a proven record of accomplishments by the Goodyear staff in accepting challenging assignments to permit the plant to fulfill its commitment to the nuclear power industry, as well as to our national defense.

The AEC's contract with Goodyear has been extended several times over the years, the last of which was in September of 1969. With each contract extension, the AEC is demonstrating its satisfaction of a job well done and the confidence that an equally high level of performance will continue.

To a great extent the success of contractor operation is due to the selection of industrial firms highly qualified in the fields of management, production, accounting, technical and engineering — basically an organization which can organize, a management which can manage.

Because of our contract mode of operation the accomplishments of the AEC are rooted in American management methods. For operation of our plants and laboratories, the AEC sought and obtained the best of American business. The people of GAT can be justly proud of their heritage because The Goodyear Tire & Rubber Company is such a company.

R. V. ANDERSON

\* \* \* \* \*

Scout Leaders Pat Mullins (D-112), Don Gilmore (D-810), and Dave Maple (D-712) just returned from a three-week western trip. The three leaders took 14 boys to Philmont Scout ranch at Amarron, New Mexico. The trip consisted of 12 days packing and hiking in the Rocky Mountains, and visits to such notable sites as Pikes Peak, Truman's Library, Air Force Academy, Dodge City, and Eisenhower Memorial.

Roy Manning (D-532) and Roger Jackson (D-551) were leaders in another exciting scout venture. Roy and Roger led 14 scouts from Troop 71 and 73 on a two-week, 60-mile canoe and portage trip in the wilderness of Minnesota.

\* \* \* \* \*

An effort is being made to establish a camera club for employees in the Pike, Ross, Scioto and Jackson County area.

Anyone interested in any phase of photography who would like to participate in a camera club is requested to contact Stephen Kobut — plant phone 2606 or Waverly 947-4201.

\* \* \* \* \*

Never trust a man who says he's boss in his own house. He'll probably lie about other things, too. Many women are now reported to be getting men's wages. Haven't they always?

# Goodyear Merit Scholarship Qualifying Exam Set For Oct.

Competition begins anew this month for Goodyear Merit Scholarships.

During September, sons and daughters of Goodyear employees who are high school juniors and are interested in trying for a Goodyear Merit Scholarship should make arrangements with their high school principals to take a qualifying examination.

The fee for the PSAT/NMSQT is \$2.50 per student. The fee is collected by the student's high school and forwarded to Educational Testing Service (ETS), the agency which handles the development and administration of the exam.

The Goodyear Merit Scholarship program, established in 1965, makes available a minimum of 15 four-year scholarships each year for the sons and daughters of full-time Goodyear or subsidiary company employees. Goodyear scholarship winners are chosen on the basis of test scores, academic records, leadership and significant extra-curricular accom-

plishments and other standard requirements established by the NMSC.

Goodyear scholarships range from \$500 to a maximum of \$1,500 per year — depending upon need — for up to four years or until bachelor's degree requirements are completed, whichever occurs first.

Questions concerning the program should be addressed to: Scholarship Program Director, Personnel Department, The Goodyear Tire & Rubber Company, 1144 East Market Street, Akron, Ohio 44316.

Scholarship candidates are required to take the Preliminary Scholarship Aptitude Test/National Merit Scholarship Qualifying Test (PSAT/NMSQT). Candidates must sign-up in September for the exam which will be given in October. The test is given only once each year and is made available in public and independent high schools throughout the United States.

All Goodyear Merit Scholarship winners will be chosen from sons

and daughters of employees who become finalists in the annual National Merit Scholarship Program. No special entry blanks are needed as PSAT/NMSQT participation serves as automatic application.

The PSAT/NMSQT is a two-hour test of verbal and mathematical abilities important in college work. The results of the exam provide the basis on which the National Merit Scholarship Corporation (NMSC) selects candidates for scholarship consideration.

## Product Demand High In July

Goodyear Atomic performed more than ten million dollars worth of uranium separation work for the nuclear power industry during the month of July. Utilities receiving the largest share of the enriched uranium were Indiana and Michigan Electric Company with headquarters in New York City and the Public Service Electric and Gas Company of Newark, New Jersey.

More than \$3,500,000 worth of enriched uranium was prepared for Indiana and Michigan Electric Company for use as fuel in its Donald C. Cook Generating Station, Unit 1, at Bridgman, Michigan, which is scheduled to begin operation in 1973 with a production capacity of 1,054,000 kilowatts.

Over two million dollars worth of enriched uranium was processed for Public Service Electric and Gas Company which it will use in its Salem Nuclear Generating Station, Unit 1, located in Salem, New Jersey. The station is scheduled to go into operation in 1973 with a generating capacity of 1,050,000 kilowatts.

## New Uranium Enrichment Criteria Submitted By AEC

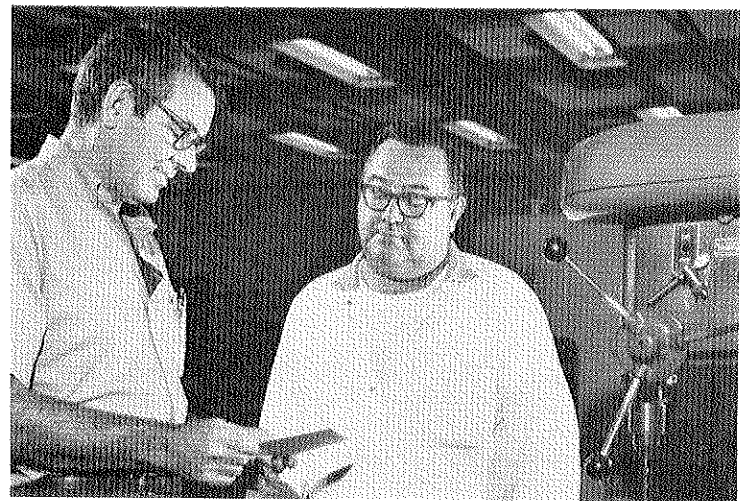
The Atomic Energy Commission has submitted to the Joint Committee on Atomic Energy proposed new Uranium Enrichment Services Criteria based on provisions of the Omnibus Bill which was signed December 19, 1970, by the President.

At the same time the Commission stated that the charge for enriching services on the basis of the amended Criteria will be set at \$32.00 per kilogram unit of separative work. An increase in the recently established charge of \$28.70, which went into effect on February 22, 1971, is necessary because of increases in the projected costs of separative work, principally the cost of electrical power.

The Omnibus Bill provides that the charge for uranium enrichment work should be established on the basis of assuring recovery of appropriate Government costs for work done in existing Government plants.

Under the Atomic Energy Act, the proposed new Criteria are required to be submitted to the Joint Committee on Atomic Energy for

consideration during a period of 45 days while the Congress is in session before they may be established by the Commission. Following expiration of this period the Commission expects to establish the new Criteria and give formal notification of the new charge by publication in the Federal Register. The new charge would then go into effect 180 days after such publication.



JUST THAT CLOSE. Electrician, Pete Chemas, came awfully close to getting hit in the eye with flying fragments from a drill press. How close — just as close as his safety glasses would allow. That's the whole point, Pete was rewarded for his good safety practices: he received a wise owl presentation, congratulations from his foreman, Gerry Johnson, and a new pair of safety glasses. What he didn't get (or need) was a new eye!

### Calendar of events

FOREMEN'S CLUB THEATER PARTY

September 11

Kenley Players - Columbus, O.

SPORTS

RECOGNITION BANQUET

October 2

Portsmouth Elks Country Club

## An Editorial

# How Pay Increases Have Risen Faster Than Output

The President prescribed strong medicine for the ailing U.S. economy August 15, but few are arguing that it wasn't needed.

The wage, price and rent freeze are directly aimed at ending the nation's inflationary binge which also contributed to the dollar's troubles abroad.

Recent figures from the U. S. Bureau of Labor Statistics state that for 1970, output per man-hour rose nine-tenths of 1 per cent while compensation per man-hour rose 7.1 per cent. The increase in labor cost per unit of output was 6.1 per cent.

Not surprisingly, the increase in consumer prices was almost as large. The government's sampling of a typical shopping basket of goods and services rose in price more than 5.7 per cent during 1970.

The latest complete year's figures are representative of a trend that began in 1966. Increases in pay have been getting larger each year, and increases in output have been getting smaller. Unit labor costs have risen more than 23 per cent in the five-year period.

During the same five-year period, the price of the typical shopping basket has risen nearly 23 per cent.

The inflationary pinch has not been restricted to the consumer. Industry has been

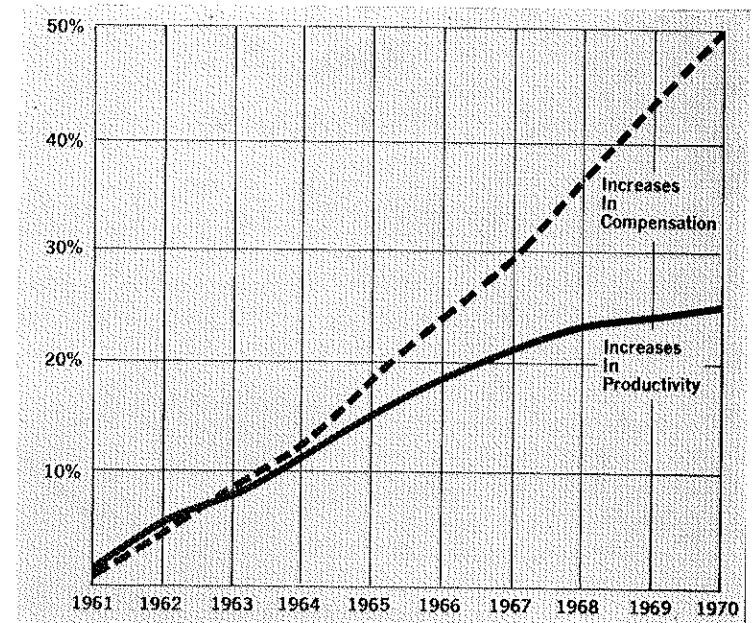
hurt, too. In 1970, profit margins of manufacturing corporations declined to 4 per cent of sales, the lowest level in 20 years, according to government figures. Goodyear's 1970 profit margin, incidentally, also was 4 per cent of sales. The downtrend in margins began in 1966, the same year that the uptrend in unit labor costs began.

Corporate profits must supply more than a dividend for shareholders. Profits also provide funds for business expansion. Without reinvestment, all manufacturing firms would gradually grind to a halt and the jobs they provide would cease to exist.

**Each job in the rubber industry requires an investment of \$21,599 in capital assets.**

With profit margins decreasing, company managers have been reluctant to reinvest. Another of President Nixon's actions was directly aimed at increasing investment spending. The President asked Congress to restore the investment tax credit at a 10 per cent level. The tax credit will increase after-tax income of corporations IF the corporations reinvest the profits.

The wage and price freeze will halt the increases in compensation and other costs and allow productivity to catch up a bit. The investment tax credit will provide an incen-



THIS GRAPH supplied by the U. S. Bureau of Labor Statistics shows that for the first half of the decade, increases in compensation (dotted line) and increases in productivity (black line) were approximately equal. Toward the end of the 1960s increases in productivity tapered off and pay increases accelerated.

tive for business to reinvest a larger part of its profits.

**Americans have learned that dollars are only useful in terms of what they will buy.**

If you pay \$4,000 for a car identical to one which you could have bought last year for \$3,700, are you getting a

more valuable mode of transportation? Obviously not. The only thing that has changed in value is the money with which the car was bought.

Now it is up to all of us to see that the real measure of our wealth — productivity — is going up. By producing more, we insure that our dollars will buy more.

## GT&R Crash-Resistant Fuel Tank Earns Army's Highest Award

A rubber-and-fabric aircraft fuel tank that is helping to prevent deaths by fire in helicopter crashes has earned Goodyear the Army's highest civilian award — The Outstanding Civilian Service Medal.

The medal was presented to Chairman Russell DeYoung in a special ceremony at the Pentagon by Gen. William C. Westmoreland, U. S. Army chief of staff.

"This indeed is a great honor and I am pleased personally to be presented this award," DeYoung told Gen. Westmoreland, "but no one man can take the credit for such an achievement. Therefore, I gratefully accept the honor in behalf of the many Goodyear employees who worked so hard to make the development and production of the Crash-Resistant Fuel System a success."

The tank, which also self-seals bullet holes, is the product of five years of research and development work conducted by the Aviation Products Division, the special products development department of the Research Division and Goodyear Aerospace. The Crash-Resistant Fuel System (CRFS) has been installed in 887 helicopters coming off the Bell Helicopter Company's Fort Worth, Tex., production line through June 30, 1971, Gen. Westmoreland said, and 411 units have been produced for helicopters already in service.



GEN. WILLIAM C. WESTMORELAND, Army chief of staff, congratulates Board Chairman Russell DeYoung after presenting Goodyear with The Outstanding Civilian Service Medal. The Medal was awarded to Goodyear for the development of a crash-resistant fuel tank that is helping to prevent deaths by fire in Army helicopter crashes.

"Our figures show that of the 28 major accidents suffered by aircraft equipment equipped with CRFS through June 30 there have been no injuries or fatalities as a result of fire," the Army's chief of staff pointed out. "Our crash investigators have determined that 50 per cent of the aircraft in major crashes could have or would have burned had it not been for the crash-resis-

tant tanks."

The tanks, manufactured since 1969 in a custom-designed facility at Litchfield Park, Ariz., will self-seal both 30-caliber and 50-caliber bullet holes.

The CRFS has wide application in civil as well as military aircraft, Gen. Westmoreland said, heralding the system as a major breakthrough in aviation safety.

## Blood Donors Honor Roll

### SIX GALLON DONOR

Louis R. Hacquard, D-551

### TWO GALLON DONORS

Ralph A. Harrison, D-712

Louis R. Bickett, D-811

### ONE GALLON DONORS

Jarvis E. Vanderpool, D-731

Robert W. Shaw, D-311

Eugene A. Nizio, D-541

Gary A. Bogard, D-761

Maurice E. Kerr, D-817

Elmer R. Cable, D-726

### FIRST-TIME DONORS

Joseph Stockham, D-711

Kenneth H. Willis, D-712

Albert A. Stone, D-810

John A. Steward, D-711

Ralph E. Wilcoxon, D-761

Ruthie G. Haydon, D-761

Lonnie L. Clemmons, D-711

Tim A. Hart, D-721

John W. Walls, OVEC

Tim D. Jayne, D-712

Arthur J. Denny, D-736

William F. Johnson, D-551

Robert A. Isaac, D-712

Kenneth J. Ehrenfeld, D-512

Frank Buckalew, Jr., D-110

Mary B. Frazier, D-541

George R. Reaves, D-426

GAT's Bloodmobile visit July 12 and 13 netted a total of 172 units. A total of 201 employees answered the call with 29 being deferred for a variety of reasons. First-time donors responded when 17 employees mustered up enough courage to give their initial unit.

Although the response of the employees was down slightly from our last few visits, the number of units collected was adequate to maintain our strong employee Blood Program.

Just a reminder — all questions concerning the Employee Blood Program should be directed to Community Relations — Phone 2158.

## Retirements

(Continued from page 1)

Willis Lynch retired July 31 after working for GAT since 1954 as a member of Janitor Services. Willis worked for Peter Kiewit before joining Goodyear. Willis and his wife, Dorothy, will remain at their home in Chillicothe.

Paul Harris came with GAT in June 1954. He is a graduate of the University of Cincinnati and holds a Civil Engineering Degree. Paul has been a Sr. Engineer in plant engineering responsible for most of the structural engineering on plant-site. Paul's effective date of retirement will be October 1. He plans to remain at his home in Wellston and do part-time work for an architect,



## Free To Employees

# Walt Disney's "Magic World" Open To GAT Club Members

If you and your family are planning a trip to Florida in the near future, then we suggest you take advantage of the latest benefit offered by Recreation — free membership in Walt Disney's Magic Kingdom Club.

When Walt Disney World opens in Florida this October, a whole new world of values will be available to members of Walt Disney's Magic Kingdom Club, and now GAT employees are eligible to become club members.

Previously limited to California, membership in Walt Disney's Magic Kingdom Club now has been opened to qualified industrial organizations in the United States having 500 or more personnel and arrangements have been made to establish a chapter at GAT.

With the expansion of the club on a national scale, thousands of new members will be able to take advantage of the special values offered them at Disneyland in California and Walt Disney World in Florida — values which are not available to



the general public. In addition, MKC members will be eligible for special travel and tour packages which are available to club members only.

An example of the special values that will be available to Goodyearites is the "Walt Disney World Special," a three-day, two-night package.

It includes (per person) accommodations for two nights at Walt Disney hotels, three days unlimited use of the Walt Disney World transportation system (monorail, trams and water craft), three admissions to the "Magic Kingdom" park and 21 attractions of your choice, and \$15 worth of recreation coupons that may be used in any combination of golf, boating, water skiing, bicycling, horseback riding, archery and children's activity programs. All of this is a \$74.40 value at the club price of \$52.20 for an adult, \$41.40 value for \$21 for a junior and \$34.80 value for \$19.50 for a child 3 through 11 years old.

Membership cards now are available. The only requirement is that interested employees must personally pick up their membership card at the Recreation office.



CHAMPIONSHIP FORM was displayed by winners of GAT's Annual Flight and Company Championship Golf Tournament. Repeating as company champion was Dick Entler, D-561 (top center). Gordon Johnson, D-224 (top right) was company runner-up. Flight winners were: First Flight — Bob Holland, D-553 (lower center); Second Flight — Frank Voss, D-550 (top left); Third Flight — Roscoe Wimer, D-712 (lower left); and Ralph Nolfi, D-761 (lower right) was Fourth Flight winner. All will receive trophies at the Sports Recognition Banquet set for October 2 at Portsmouth Elks Country Club.

## Holland, Voss, Wimer, Nolfi, Winners

# Entler Defends Golf Championship Title

Seventy golfers enjoyed a day of good stiff competition and almost perfect weather when GAT held its 19th Annual Flight and Company Championship Golf Tournament, August 7, at Chillicothe Jaycee Golf Course.

Golfers in the Technical Division fared well when they walked off with the Company Championship and first place in two flights.

Dick Entler defended his Company Championship title by shooting a scorching one under par 71 for the first 18 holes at Jackson Fairgreens Country Club. Dick followed this up by posting a 78 at the Chillicothe Course. Entler's fine win was his seventh in Company Championship play.

Company Runner-up honors were captured by Gordon Johnson (Community Relations). Johnson held Company Championship titles in 1968 and 1969.

Flight Championship results were extra close. Bob Holland (Library)

shot steady golf to wind up with an 81 and the First Flight Championship. Dean Miller's (Finance) 85 won the flight's second place honor. An 85 by Frank Voss (Works Laboratory) gave him a narrow one stroke victory in the closely contested Second Flight. Shooting 86's and tied for second place in the flight were Paul Bosworth (Plant Engineering) and Les Brafford (Production). Roscoe Wimer (Instrument Maintenance) outclassed his Third Flight rivals by posting a fine 85. Barr Huddle, also of Instrument Maintenance, came in second. Winner of the Fourth Flight with a 95 was Ralph Nolfi (Plant Engineering). Bob Ray (Finance) was runner-up in the flight.

Return Requested

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

PIKETON, OHIO  
BULK RATE  
U. S. Postage  
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Permit No. 11

## Learn The Lingo

Editor's Note: The fact that you work for Goodyear Atomic and not Goodyear Tire does not deter some people from thinking that if you work for Goodyear you know about tires. Most GAT employees, at one time or another have either been asked or wondered about tires and tire manufacturing. To help our employees have at least a passing acquaintance with tire terminology, the *Clan* publishes this abridged "Layman's Glossary of Tire Terms."

**TIRE** — What most of us do much too easily, and more so the older we get. But it is also something that Goodyear makes more of than anyone else. Contains rubber, chemicals, steel and fabrics; enables all of us to travel comfortably and safely anywhere a motor vehicle can go; withstands an unreasonable amount of abuse; requires only a moderate amount of care; and is one of the few things that still costs less, on the average, than it did 10 years ago.

**BEADS** — Could be what hangs around the necks of the hippies, but in a tire these are the rubber-covered hoops of bundling wire strands that hold a tire on its wheel rim.

**BELT** — It might hold up your trousers. Inside a tire, though, between the plies and the tread, it provides exceptional tread life and makes tire replacements less frequent. Not all tires have belts—yet.

**BIAS** — This has nothing to do with inequality or a specially designed bra, but means the reinforcing cords of a tire run at an acute (or bias) angle to the centerline of the tire.

**BLADE** — Not what bloodied your finger while carving the roast last Sunday. Blades in a tire tread are little molded crevices which provide thousands of gripping and wiping edges for traction.

**CARCASS** — Really an unpleasant thought, except in tire jargon. This is the main structure of a tire, reinforced with fabric which forms the tire's air chamber.

**LINER** — Not one of Willie Mays' run-producing hits into the stands, but a rubberized material applied to the inside of a tubeless tire to protect its fabric.

**MOLD** — This could be the stuff all over that four-month-old tomato you found behind the refrigerator yesterday. But at Goodyear it is the metal form in which a tire is given its desired shape and tread pattern during vulcanization, or curing, of the rubber.

**RIB** — This is something men and women have been arguing about since long before anyone ever thought of tires or automobiles, but it also refers to the raised portions of a tire's tread which contain . . . er . . . blades.

## In Sympathy

Mrs. Louella Forsythe, mother of P. E. Forsythe, D-541, passed away July 20, in Nemacolin, Pennsylvania.

## CLASSIFIEDS

### WANTED

Will buy cancelled and uncanceled U.S. postage stamps, 1950 and earlier. Phone Jackson 286-3792.

## Square Dancing For Beginners Set For Sept. 15

Goodyearites interested in learning the arts and science of square dancing will have the opportunity to do so this month. Classes for beginners will start Sept. 15th at the Piketon Activities Center.

The first night will be a cost free introductory evening for beginners and experienced dancers. There will be a small charge for the remaining lessons. Employees interested in attending should contact Roy Trickett, 2277, or Recreation.

## Letter Of Appreciation

I want to express my sincere thanks to everyone for their generous donations in the fund which I received. This was a much needed gift and was greatly appreciated by me and my family. The employees of Goodyear Atomic are to be commended for their generosity and kindness thru their visits, cards, and many phone calls during my illness.

The William Farley Family

## The WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION  
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A DIVISION OF THE GOODYEAR CORPORATION

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