

WHAT'S "IN STORE" FOR GAT??

In a speech to the Pike County Chamber of Commerce, General Manager C. D. Tabor discussed the current and future status of GAT and the nuclear industry. Clan readers will find Mr. Tabor's speech an excellent "state of the union" message.

It is a real privilege for me to appear before you today as a representative of one of the large industries in this area. Goodyear Atomic Corporation is proud to be a part of this community. It is pleased with the opportunity of operating a facility which is going to have an increasingly important role in meeting the energy needs of the nation.

One of the major concerns in the nation today is the increasing demand for energy. An adequate supply of energy is absolutely essential for the welfare of the United States. Because all human life, and our way

of life, depends upon energy, the nation could not possibly do without it. And without an adequate supply of energy any developed nation, including our own, would progressively revert to the primitive state.

Increasing demands for energy are due to two things: one is the increasing number of people in the United States; the second is the increasing per capita usage of energy. These combine to make a total increase in energy consumption in the United States of about 70 percent during the fifteen years from 1970 to 1985.

We at Goodyear Atomic Corporation, as operating contractor for the Portsmouth gaseous diffusion plant for the Atomic Energy Commission, have an important role to play in meeting these increasing demands for energy. It is my purpose here today to attempt to define to some degree that role.

Let us first look at the energy market in the years 1970 and 1985 and for convenience we will express the market in the equivalent of barrels of oil. In 1970 the total energy market was 8 million barrels of oil daily and in 1985 is expected to be 13.5 million barrels daily, an increase of 71 percent. That is the equivalent of 60 barrels in 1970 and 95 barrels in 1985 for every living person in the United States.

Transportation accounts for 24 per-

cent in 1970 and 21 percent in 1985 of the total energy market. The industrial market accounts for 32 percent and 26 percent in 1970 and 1985, respectively. The commercial market accounts for 5 percent in 1970 and in 1985; the residential market 14 percent and 11 percent, respectively. The electric utilities market accounts for the balance of 25 percent and 37 percent of the total energy market in 1970 and 1985. It is in this latter portion of the total energy market that atomic or nuclear power is assuming an increasingly important role.

Now let us look at the primary source of energy. Currently, that is in 1970, almost half of the electric utility energy market requirements is satisfied with coal and nearly a quarter with natural gas. The balance is supplied with water power, oil, and a small amount, about one percent, by nuclear power. By 1985 nuclear power is expected to emerge as the single largest source of primary energy used to generate electricity. And, of the increase in the overall requirements of the electric utility market between 1970 and 1985, nuclear power will accommodate more than half and will account for 35 percent of total electric generation.

This is a rather remarkable growth curve for nuclear power rising from about 5 million kilowatts in 1970 to 50 million in 1975, 150 million in 1980, and 300 million in 1985. Nuclear power electric generation in 1985 will be approximately equal to the total electric power generated in 1970.

Obviously, the figures quoted for years other than 1970 are forecasts.

But they are projections based upon facts and very detailed market analysis. Today there are 26 operating nuclear power reactors, 51 are being built and 66 more have been ordered by electric utilities in the United States. Total generation of these 143 reactors will be 122 million kilowatts, reflecting a high probability of equaling or exceeding the 1980 forecast of 150 million kilowatts.

So nuclear power is the coming thing. What is the role of the Portsmouth Atomic Plant in this growing industry? Let me simply say that the atomic plant is a nuclear fuel enrichment facility and that all the nuclear reactors I have talked about use a product such as that produced in the Portsmouth plant. I might add that there are two other similar plants in the United States — one at Oak Ridge, Tennessee, and one at Paducah, Kentucky. We operate the plants as a complex, with the Paducah plant feeding natural uranium and supplying their product for use as feed to the Oak Ridge and Portsmouth plants. Together we will supply the requirements of enriched uranium up to the limits of our capacity.

During the past 25 months we have witnessed a change in the direction of our production curve; this can most readily be recognized as expressed in terms of the power consumed. During the summer of 1970 we reached a low in power consumed at the plant when our power in-put dropped to 350 megawatts. This is compared to the maximum power in-put to the plant during the mid-'50s of about 2100 megawatts. In the fall of 1970, power

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The WINGFOOT CLAN

A Subsidiary of
Goodyear Atomic Corporation The Goodyear Tire & Rubber Company

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Number 8

GT&R Sales Set All-Time Record

All-time highs in sales and earnings were recorded by GT&R for the second quarter and first half ended June 30.

Russell DeYoung, chairman and chief executive officer, and Victor Holt, Jr., president, said second quarter sales of \$1,061,819,000 surpassed the \$954,213,000 record set in the year-ago period by 11.3 per cent or \$107,606,000.

It was the first time, they noted, that sales topped the billion-dollar mark in any quarter for the world's largest rubber company. They were also optimistic that the company would set record sales and earnings in both the second half and for the year as a whole.

Goodyear achieved second quarter net income of \$54,471,000, up 13.1 per cent from the \$48,154,000 earned in the same 1971 period. The previous high for any quarter was the \$48,784,000 earned in the final three months of last year.

This year's second quarter earnings were equivalent to 75 cents a share, DeYoung and Holt said, compared to 67 cents in the like 1971 period. There was an average of 72,967,768 common shares outstanding this year vs. 72,680,118 a year ago.

For the first half, Goodyear sales climbed to \$1,980,884,000, the best in history

and a 12.3 per cent gain over the \$1,763,488,000 in sales reported in the first six months of 1971.

First half profits totaled a record \$93,190,000, DeYoung and Holt reported, a 16 per cent increase over Goodyear's net income a year earlier of \$80,367,000. First half profits for 1972 represented 4.7 cents on each dollar of sales. In other words, for every \$10 worth of merchandise sold the company earned 47 cents.

Per share earnings equaled \$1.28 vs. \$1.11 a share in 1971.

The two executives said Goodyear's foreign operations also contributed to first half earnings, with profits of \$29,082,000 rising 9.5 per cent above last year's \$26,554,000 in net income, despite a downturn in the European economy and a strike at the company's largest facility in Great Britain.

The Goodyear officers attributed the record results this year to a continued up-

"D" Shift Wins 7th Safety Title

The fifty-five employees working on "D" shift must have some kind of special formula. They retained their title as the plant's safest shift by winning the shift safety title for the fifth consecutive year.

"D" shift has won or has been co-winner a total of seven times. This ties "D" and "C" shifts for the most annual shift safety awards.

During fiscal year 1972, each rotating shift suffered a serious injury. "D" shift retained their title by venture of the best previous safety record. "D" shift's last disabling injury occurred in October, 1964.

All "D" shift employees were recognized for their excellent work record at a luncheon in the cafeteria on August 17 and 18. General Manager C. D. Tabor expressed his gratitude for their contribution in helping GAT remain as one of industries safest facilities. Key chains were distributed to all "D" shift personnel in recognition of their excellent performance.

surge in the general economy, vigorous consumer demand for the company's products, and profitable performances by almost all divisions and subsidiaries.

Tire Program Saves Employees \$4200

GAT employees are finding the purchase of Goodyear Tires through the Employee Purchase Program, a two-fold benefit. They are realizing a substantial savings on tire purchases while boosting company sales growth.

An increasing number of employees have been taking advantage of the Employee Tire Purchase Program. Since it was started 7 months ago, 178 GAT employees have purchased 509 tires and received refunds totaling in excess of \$4,200. GT&R figures are even more impressive; nationwide 7,178 Goodyear employees have received refunds totaling \$111,502 on 21,432 tires.

Almost half of the money paid out in refunds (\$51,847) was disbursed during May and June on the Polysteel tire special discount offer to employees.

This figure is not complete since refund requests on the Polysteel tire special are still coming in.

Refund request form G-521 can be obtained by retirees or employees from the Goodyear Service Stores or from Employment Services.

The refund request forms must be prepared correctly by employees and retirees or the request is rejected. Accounts payable returns about 6 per cent of the requests because some information has been omitted. Many of the forms have been returned because:

- Social Security number was not shown.
- The required sales slip was not attached.
- The number of vehicles owned by the immediate family was not indicated.
- Section B certifying management approval was not completed.

Any questions pertaining to the Employee Tire Purchase Program should be directed to Employment Services.

Goodyear Merit Scholarship Tests Scheduled In September

Employees with high school juniors are reminded that September is the month registration begins for Goodyear Merit Scholarships.

During the month, those interested in applying for a Goodyear scholarship should register with their high school principals and arrange to take a qualifying examination. Sons and daughters of GAT employees who are high school juniors are eligible.

Scholarship candidates must register in September in order to take the Preliminary Scholarship Aptitude Test/National Merit Scholarship Qualifying Test (PSAT/NMSQT) 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.

The test is used to help determine 1974 college scholarship recipients. No special entry blanks are needed as the test serves as automatic application.

Twenty 4-year scholarships will be awarded. The scholarships range from \$1,000 to a maximum of \$3,000 per year, depending upon need, for up to four years or until bachelor's degree requirements are completed, whichever occurs first.

Finalists in the Goodyear Merit Scholarship Program will be announced by January 1974. All scholarship recipients will be chosen from that group.

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.

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 that handles the development and administration of the exam.

The Goodyear Merit Scholarship Program, established in 1965, is for the sons and daughters of full-time Goodyear or subsidiary company employees who have at least two years of service. The children of retired

and deceased company employees also are eligible.

Goodyear scholarship winners are chosen on the basis of test scores, high school grades and class rank, qualities of leadership and other significant accomplishments. In most cases, winners will be notified in March 1974.

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

Booklets explaining the program are available from Community Relations.



PROMOTE CHRISTIAN FELLOWSHIP. Goodyear Atomic Men For Christ, GAT's newest organization, was formed for the purpose of promoting Christian fellowship and for the strengthening of the believer. Officers selected to lead the group in its first year were: (l to r) Jim Bluebaum (D-732), vice-president; Bruce Gilmore (D-720), treasurer; Ottis (Speedy) Layne (D-761), president; Jim Murphy (D-542), chaplain; and Gerry Towler (D-761), secretary. The members of the Men For Christ hold monthly meetings. Interested employees are urged to contact one of the officers or recreation.

Credit Union News

If you had \$5 or more in your Credit Union share account as of May 31, and it had been there since on or before May 5, you received a proportionate share of the \$59,443.48 dividend divided among all share holders on June 1. This represented a semi-annual dividend at the annual rate of six percent.

There have been several changes in the official family of your Credit Union as a result of Jim Jones' retirement and the appointment of Lester Oyler as manager. Jay Furbay was elected treasurer in January in anticipation of these changes. Les resigned from the board of directors, and A. H. "Art" Bennett (D-731) was appointed in his place until the next annual meeting.

Approval has been received from the Ohio Student Loan Commission for your Credit Union to participate in the guaranteed student loan program. For further information, con-

tact Les Oyler in the Credit Union office.

One question that comes up quite frequently is how soon money withheld by payroll deduction by GAT will be posted. The list of these payroll deductions is not received by your Credit Union until the first of the following month. The posting requires a minimum of four to five working days after the first, and shares cannot be withdrawn from your account until after they are posted. Therefore, the current month's payroll deductions is not available for withdrawing before the fifth workday of the following month.

Tax Benefits Reaped From Savings Bonds

There are at least a thousand good reasons for the purchasing of U. S. Savings Bonds, but one you may not be familiar with is to take advantage of tax "breaks". The two common methods used are through a college fund for your children or as a supplement to your retirement income.

The discussion below describes the retirement method. Pamphlets describing both tax advantage methods are available from community relations.

Here's how the fact that you needn't pay income tax on Series E Savings Bonds interest until the Bond is cashed can help you have more money for retirement:

Method No. 1

Purchase E Bonds during your working years at a rate fitted to income. After retirement cash the Bonds as needed to supplement income, reporting the interest as income on your Federal tax return. (Your Savings Bonds interest is exempt from all state or local income tax!). In-

come is usually lower in retirement, and with the double tax exemption after age 65, taxes are greatly reduced or eliminated entirely.

Method No. 2

Purchase E Bonds during your working years at a rate fitted to income. At retirement, exchange the E Bonds for H Bonds which pay interest semi-annually by Treasury check. The accumulated interest on the E Bonds is applied to the purchase of the H Bonds with the privilege of further deferring tax liability on E Bond interest until the H Bonds are cashed or mature. Thus the tax money you still owe on the E Bond interest enables you to earn more money in H Bond interest.

For example, if you buy a \$100 Bond (for \$75) a month for 15 years, 10 months you accumulate \$22,225. At that point you exchange the E's for \$22,500 worth of H Bonds (you'll add \$275 in cash to bring the amount exchanged up to the next highest \$500 multiple). Of this total, \$7,975 represents accrued interest which is not taxable at exchange. From your \$22,500 in H Bonds you receive \$1,012.50 in interest the first year, and \$1,192.50 each year for the next four years, and \$1,350 each year for the last five years. Average monthly income for 10 years would be \$104.44, compared to the original monthly investment of \$75 (plus the lump sum payment of \$275 at the time of exchange), leaving the \$22,500 principal sum intact. Tax on the accumulated E Bond interest would be due, of course, when the H Bonds reach final maturity or are redeemed — but at your lower post-retirement rate.

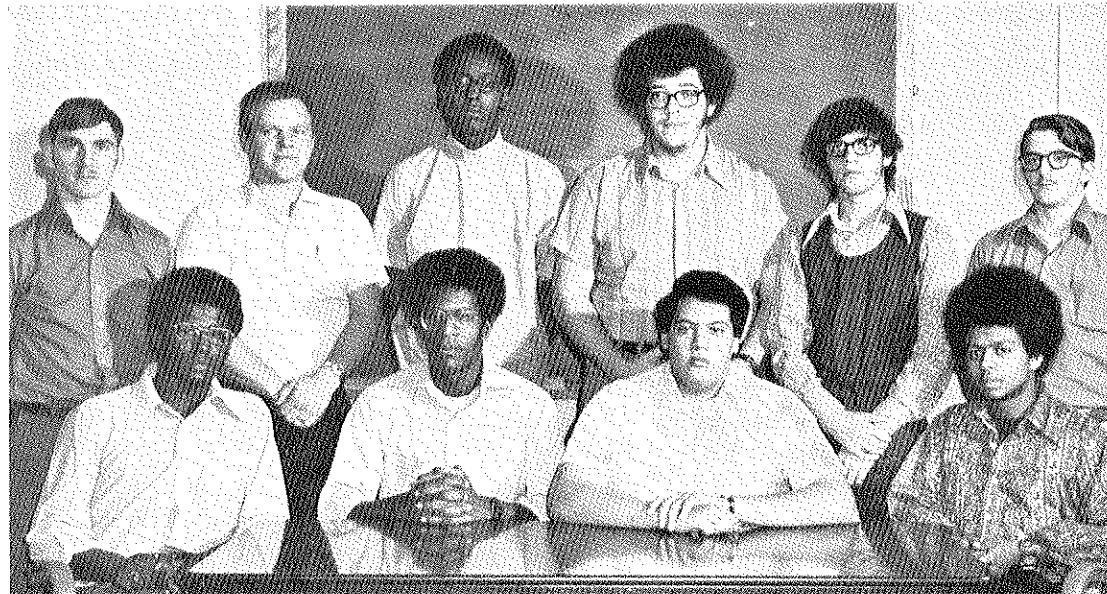
GT&R Notebook

Goodyear directors have declared a regular quarterly dividend of 22.1 cents a share of common stock, payable Sept. 15 to shareholders of record Aug. 18.

Russell DeYoung, chairman of the board and chief executive officer, announced Aug. 8 that Goodyear plans to offer \$150-million of 25-year sinking fund debentures on Sept. 12, subject to market conditions.

Ib Thomsen has been named president of Goodyear International Corporation. Russell DeYoung, chairman and chief executive officer of Goodyear, has announced.

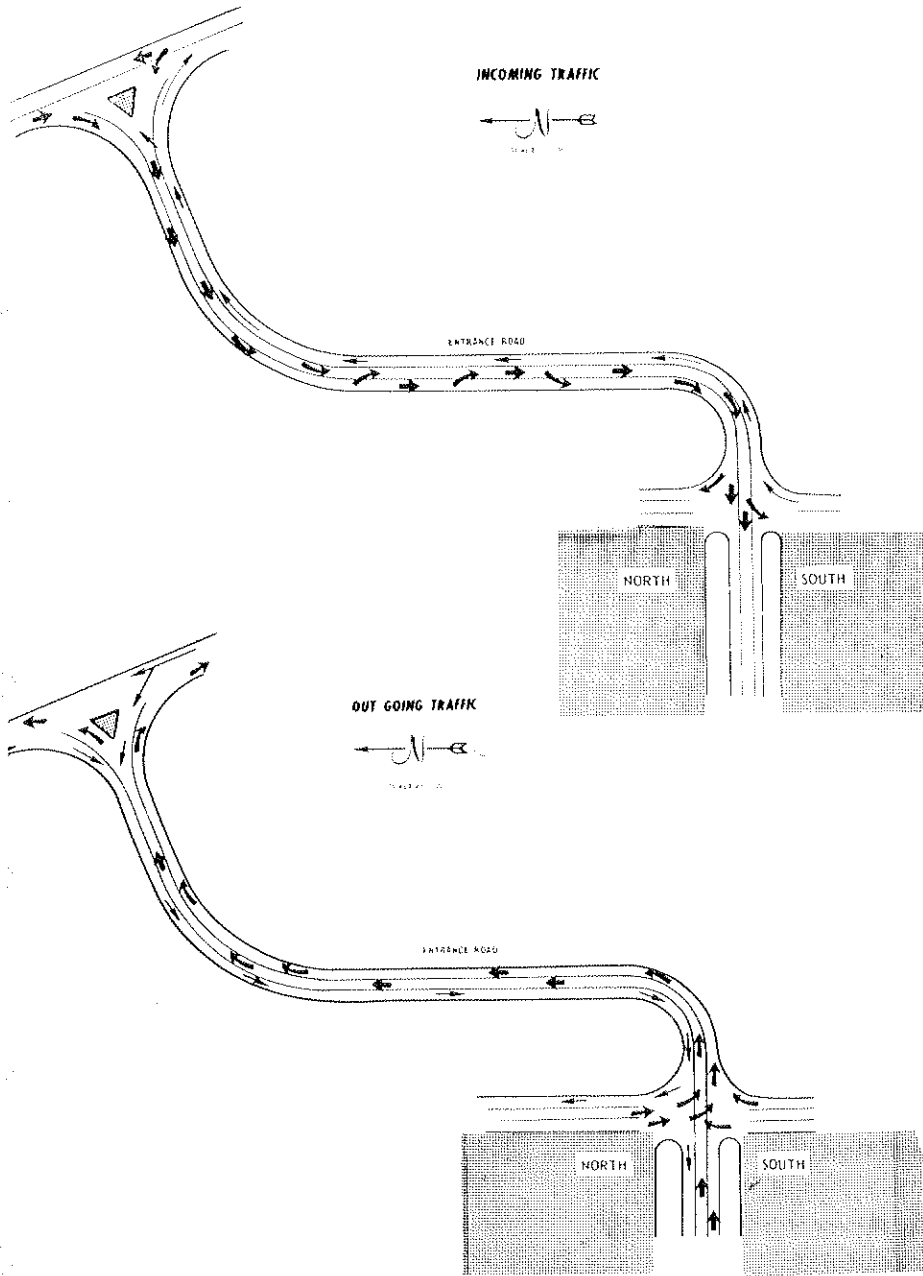
Thomsen, 46, has been a vice president and a director of Goodyear International. He succeeds Charles J. Pilliod Jr., elected president of the parent company on July 19. A native of Denmark, Thomsen was chairman of Goodyear-Great Britain before coming to Akron as a GIC vice president in 1971.



IN TRAINING — The first Training and Technology (TAT) group recently completed another phase of their training program. Their first training was a 6-month program sponsored by the AEC at Oak Ridge. The TAT group then joining GAT for 20 weeks of formalized production training. Their final schedule calls for 45 weeks of on-the-job training before being permanently assigned as production or chemical operators. Members of the

group include: (seated l to r) Gregory L. Dickerson, Robert I. Dickey, Robert E. Bryant Jr., and William Lewis. (Standing l to r) Douglas E. Days, Richard L. Norman, Steve A. Ross, David E. Austin, Robert T. Smith, and Walter J. Cox. The second group of ten TAT trainees are expected to complete their Oak Ridge training in October.

--- Know Your Plantsite Traffic!! ---



One of our biggest traffic concerns is the daily gauntlet we run on our way to and from work. With all these off plantsite traffic hazards, it would certainly be tragic to have an accident on plantsite because of a misunderstood rule or lack of courtesy.

Traffic problems on plantsite are at their peak immediately before and after day shift. During that time, traffic flow is heavy on the three-lane ramp leading to the X-100 parking lot. A logical and workable traffic pattern has been worked out. By following the basic traffic pattern below and by using courtesy and common sense, our traffic problem on plantsite can be kept to a minimum.

It is important that this traffic pattern be understood by new employees and any other persons picking up or dropping off employees. It might be advisable to tell the infrequent driver to plantsite to arrive ten minutes before the time for mass exodus.

APPROACHING WORK FROM NORTH BEFORE DAY SHIFT —

Vehicles approaching from the north to the parking lots should make a continuous right turn and stay in right lane if they intend to turn north or go straight ahead at the foot of the ramp. If you intend to turn into the south lot at the foot of the ramp, change into the center lane with caution, allowing vehicles already in the center lane the right-of-way.

APPROACHING WORK FROM SOUTH BEFORE DAY SHIFT —

Vehicles approaching from the south to the parking lots should make a left turn into lane immediately south of the island. Note: **VEHICLES PROCEEDING FROM NORTH TO SOUTH ALONG PERIMETER ROAD HAVE RIGHT-OF-WAY AND VEHICLES MAKING LEFT TURNS WILL YIELD.** After passing the island on your right, you will enter center lane of ramp roadway. If you wish to turn north at the foot of the ramp, change into the right lane with caution. If you wish to turn south at foot of ramp, or go straight ahead, stay in center lane.

To leave parking lot as the majority of employees are coming in, use the lane to your right and proceed with caution. If you intend to go south you can make a continuous right turn at top of ramp, providing you yield right-of-way to vehicles proceeding south on Perimeter Road. If you wish to go north, stay in right lane until you are immediately west of island, then turn left with caution, yielding right-of-way to inbound vehicles and vehicles on Perimeter Road.

LEAVING PARKING LOTS AFTER DAY SHIFT —

Negotiating the ramp when leaving should not impose too great a problem if each driver will exercise common sense, courtesy and caution. Position yourself in the proper lane to go north or south. The center lane on the ramp is for northbound traffic; the south or right lane is for use of southbound traffic. By positioning yourself in the proper lane at the approaches to the ramp, there should never be occasion to change lanes on the ramp. The left lane is intended for incoming traffic. If you are coming into the parking lots when the majority of employees are leaving, use the north lane, turn right at the traffic light, and keep to the right completely around the north area until you reach your destination.

Tabor Speaks To Chamber

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was increased to 500 megawatts; in July of last year a further increase to 700 occurred, and now we are operating at 900 megawatts. This is at a level almost three times as great as during the summer of 1970 and our production is almost three times as great.

Sometimes we have difficulty in recognizing just how much power does go into the plant. In our present level of operations, our power bill runs close to \$110 thousand per day. Our present power contract calls for increasing to 1000 on January 1, 1973, and operating at the 1000 megawatts level until 1975. At that time we expect to increase it, first to 1300 megawatts, then to 1600, and later to 1860. I should point out that for budgetary reasons and/or power shortage problems which might occur in this part of the country, we may very well be requested to operate temporarily at power levels below the contract levels.

During the past year we realized

considerable increases in the sale of our product and in the shipment of enriched uranium which is produced at our plant. A total of approximately \$60-million worth has been shipped from the Portsmouth plant during FY-1972. During the year GAT filled orders to be used at nuclear reactors throughout the world including Belgium, France, Germany, India, Japan, Sweden and Switzerland. The total sale of enriched uranium in the toll enrichment program from all of the enrichment plants was \$170-million. This is expected to grow to about \$1-billion per year by 1980; \$1½ billion by 1985. There are also requirements for enriched uranium for military purposes, such as nuclear powered ships and submarines — all of these requirements are supplied from the Portsmouth plant.

At the present time the Portsmouth plant is operating at about 50 percent of capacity and as indicated by the power schedule mentioned earlier, we will not be at full capacity until after 1975.

Sometimes I am asked a question such as this: "With all the power you are putting into the plant, how much power can you get out?" So I'll try to give you some idea of the answer to that question. The product we produce is sufficient to sustain continued operation of nuclear power reactors that will generate 28 times as much power as we use. That's with today's reactor designs. Future designs should be more efficient and the number 28 should go up. At full capacity, using 1860 megawatts (or 1,860,000 kilowatts), the power which could be produced in a year with the product from the Portsmouth plant is equal to the power that could be produced from burning 188 million tons of coal. The power we use is produced by OVEC, burning about 7 million tons per year. The capacity of the entire complex is approximately three times that of the Portsmouth plant. So the capacity in power production capability is equivalent to over 500 million tons of coal per year. The annual tonnage of coal mined in the United States in 1970 was 525 million tons. So the power production possible from the product of the three enrichment plants operating at full capacity is

equal to the power that can be produced from all the coal mined in the United States. Let I alarm some of you who may have coal mining interests, let me hasten to add that nuclear power is not going to reduce the need for coal. In fact, the forecast is for coal consumption to increase from 525 million tons in 1970 to about 900 million tons in 1985.

Large as that may sound, it is not enough. The total growth in nuclear power projected for the decades of the '70s and '80s clearly indicates that the three enrichment plants at full operation do not have the capacity for meeting all of the requirements for enriched uranium, so we are currently in a program to improve the plants through installation of more efficient equipment and by up-rating the plants so that they can utilize greater power input. These programs will be accomplished over the next seven or eight years and will involve an expenditure of about \$750-million for the three enrichment plants. To date, most of the effort that has been expended in this area has been in the design and engineering of the modifications required. It is now apparent that the support for these

programs has developed and we feel fairly confident that Congress and the administration will provide the necessary funds for at least most of these plans.

Even with this improvement in fuel enrichment capacity, however, the demands in the early '80s are expected to far exceed the total capacity of the improved plants. It will, therefore, be necessary for additional enrichment capacity to be installed. Beginning in 1981 and 1982, we will need to have additional capacity coming on stream each year for about five years, approximately equal to the total capacity of the Portsmouth plant site. No commitments have been made for this additional capacity as to whether it will be financed or owned by government or private industry, or whether it will be in the United States or elsewhere. In my opinion, at least a large share of the additional capacity required will be built in the United States.

Undoubtedly you are wondering how these projections for increase in atomic energy will affect the employment level at Goodyear. During

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FINAL TALLY of GAT's 20th Company and Flight Championship scores brought smiles and championship honors to a half dozen GAT golfers. Company runner-up Bill Bloss (c), D-712, is flanked by company champion Gordon Johnson (l), D-224, and first flight winner Bob Holland, D-553. Flight winners looking on are (l to r) Paul Bosworth (D-761), second flight; Eddie Evans (D-814), third flight; and Frank Geyer (D-233), fourth flight. Approximately one hundred golfers participated in the Company and Flight Championship played at Chillicothe JayCee and Jackson Fairgreens C. C.

Close Matches Highlight Championship Golf Play

Fast greens and perfect weather greeted some 85 GAT golfers vying for honors in GAT's 20th Annual Company Championship Golf Tournament. Fine golf and good sportsmanship made the championship tournament an outstanding event. When the final putt was holed out, Gordon Johnson (D-224) had carded a 36-hole total of 154 to take his third company championship title.

Bill Bloss (D-712), playing fine golf, showed championship form and won his first company championship runner-up title.

Flight Results

Flight championship results were extra close with one stroke separating most of the winners. Bob Holland (D-553) repeated his 1971 first flight honors by shooting an 80 at the JC golf course in Chillicothe. First flight runner-up went to Bob Casey (D-711).

Paul Bosworth (D-761), Eddie Evans (D-814), and Frank Geyer (D-233), shot 86, 89, and 91 to take the second, third, and fourth flight championship titles. One stroke behind were runners-up Howard Galloway (D-522), Hugh Ruel (D-531), and Bill Beaumont (D-570).

Other golfers placing high in the

36-hole company championship tourney included: Dean Miller (D-351), Bim Walder (D-732), Clark Robinson (D-761), and Bart Huddle (D-712).

Congratulations go to these fine golfers who played well and enjoyed Goodyear's 20th Annual Company and Flight Championship Golf Tournament.

Mixed Golf Outing

All golfers will be interested in the final company-sponsored golf outing of the year. The tourney, a MIXED ONE-BALL, will be held September 24 at the Skyline Golf Course in Waverly. Included in the day's activities will be the golf tourney, a covered dish dinner and play-day activities with fun and prizes.

Details for the mixed tourney are available in Recreation.

Attention Bowlers

Final organizational plans are being made for the 1972-73 bowling season. Leagues and/or teams for both men and women are forming in Portsmouth, Waverly, and Chillicothe. Plans call for a mixed league in Jackson and possibly in Waverly if there is enough interest.

Bowlers and substitutes are needed — employes and spouses interested may participate by contacting Recreation.

CALENDAR OF EVENTS

MIXED ONE-BALL GOLF PLAYDAY

Sept. 24
Skyline Golf Course

ALL-IN-ONE
Oct. 2-9

SPORTS RECOGNITION BANQUET

Nov. 18
Portsmouth American Legion

Classifieds

17' Traveler fiber glass boat with 75 HP. Johnson outboard and accessories. Phone Waverly 947-5628.

1972 Special Edition Dodge Charger. Must sell. Going back to school. Call Waverly 947-2295.

Cute, mole gray kiltan. Free to good home. Call Massieville 663-2755.

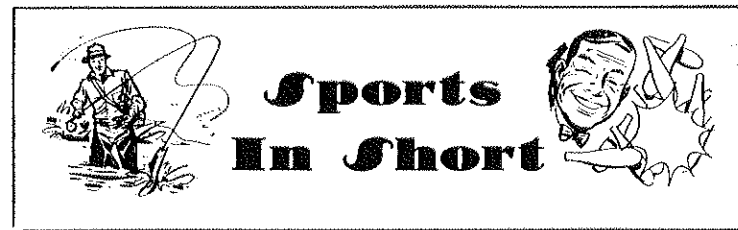
1960 Studebaker Lark. 4 door sedan, 6 cyl. with overdrive. Phone Chillicothe 772-1032.

Tabor Speaks

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the past year we have been fairly stable in employment, generally ranging slightly below 1,400. We are now slightly over 1,400. We do expect to see some increase in employment in the years ahead. Such employment increases will be primarily in the area of engineering and in the skilled trades required in making the modifications which are planned for making improvements in the plant. Such increases in employment will be quite modest and will be spread out over several years.

In summary, then, the Portsmouth Atomic Plant will play an important role in supplying the dramatic growth in energy requirements of the nation and the world in the next decade. Goodyear expects to participate in this growth through an expanded production rate coupled with extensive improvements to our plant. We will realize some small increase in employment, but most of the production increase will come through utilization of a greater power in-put to the plant.



Goodyear's Olympic "Family"

To avid sports fans, the words "Olympic games" hold a magical meaning. The current Olympic games in Munich are viewed with enthusiasm. Goodyear, as a corporation, has shown the same enthusiasm for the international games. An article written by Goodyear International's Patrick Petree for Recreation Magazine points out the relationship Goodyear and its employes have had with the Olympic games. The following excerpts are from Petree's article, "Goodyear's Olympic Family."

It was no surprise when The Goodyear Tire & Rubber Company proposed that the 1972 Rubber City Industrial Tournament between the four major rubber companies be played as a benefit for the U. S. Olympic Fund. Olympic involvement is "home ground" for Goodyear.

The company counts among its employes and former employes eight Olympic Gold Medal winners. If families of employes are counted, the total goes to nine, and if other persons directly connected with Olympic competition are added, the number climbs to 11.

Goodyear's first contact with an Olympic Gold Medal winner came in 1961 when Adrian Smith, a member of the 1960 U. S. basketball team, joined the company. After a year of AAU basketball he signed a professional contract and went on to play nearly a decade with the Cincinnati Royals in the National Basketball Association.

Goodyear's second Olympic winner came to Akron in 1963. He was Hayes Jenkins, United States, North America and World Men's Figure Skating Champion in 1953, '54, '55, '56 and Olympic men's figure skating champion in Cortina, Italy in 1956. His wife, Carol Heiss Jenkins, won United States, North America and World titles in 1957, '58, '59 and '60 and was an Olympic champion at Squaw Valley in 1960.

Goodyear's biggest Olympic year was 1964, when three members of the company basketball team battled their way through Olympic trials competition to win spots on the U. S. team that competed in Tokyo, Japan.

The three were Richard Davies, a 6-1 guard from Louisiana State University; Larry Brown, a 5-11 guard from the University of North Carolina; and J. P. (Pete) McCaffrey, a 6-7 center from St. Louis University. Goodyear coach Hank Vaughn was selected as an assistant coach of the U. S. Olympic team.

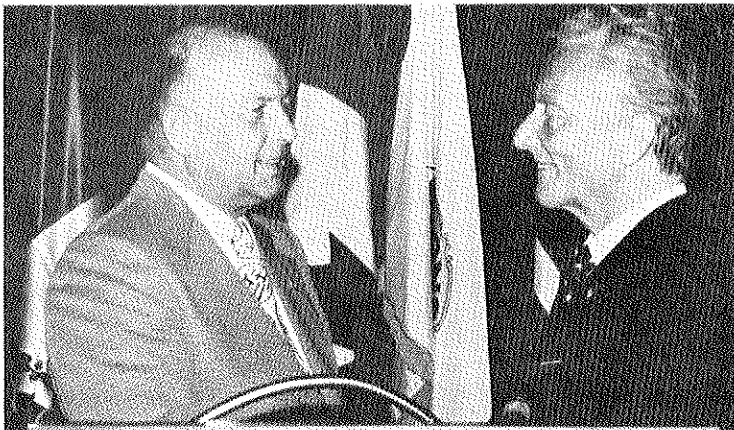
In 1968, Vaughn was again selected as an assistant coach and two more members of the Goodyear team, Calvin Fowler, a 6-1 guard from St. Francis College, and James King, a 6-7 forward and defensive specialist from Oklahoma State University, won Olympic team spots as players.

Rounding out Goodyear's Olympic "family" are Tom Black, a 6-1 center from South Dakota State University, who was named an alternate for the 1968 basketball team, and C. E. (Chuck) Bloedorn, director of recreation, who has served on the Olympic basketball player selection committee since 1964 and is chairman of the committee for the 1972 summer games in Munich.

During its years of sponsoring a company basketball team, Goodyear maintained that good athletes make good businessmen, and records established by Olympic Gold Medal winners have proven the point.

Jenkins, an attorney, is chief legal counsel for Goodyear International Corporation. Davies is production manager at Goodyear's ultra-modern tire manufacturing plant at Union City, Tenn. McCaffrey is manager of communications research in the company's business research and corporate planning department. King supervises a warehouse and distribution terminal in Detroit.

With big time industrial basketball a thing of the past, the possibility of Goodyear producing more Olympic team members has diminished, but the company continues to support amateur athletics through its recreation program and special events, and lends a hand to the Olympic program.



INTERNATIONAL DIRECTOR — Following his election as Lions international director at their 55th annual convention in Mexico City, Merle Harile, (D-710) is congratulated by Lions World President George Friedrichs of France. Merle's responsibility as one of seven elected international directors will be to make official visits to Lions Clubs, districts, and other functions throughout the United States.

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