

The WINGFOOT CLAN

A Subsidiary of

Goodyear Atomic Corporation

The Goodyear Tire & Rubber Company

Volume 21

Piketon, Ohio, April, 1974

Number 4

Other Changes Announced

Rutherford To Retire July 1, Mentges Is Named Successor

The month of March saw major personnel changes occur in three divisions within the plant. The announced retirement of R. M. (Bob) Rutherford, effective July 1, sparked

a series of personnel moves in the Production Division. Rutherford's last day of active service will be May 23. Named as Rutherford's successor was Charles Mentges.

George Cooke was appointed Superintendent, Cascade Operations, replacing Mentges. With the expansion of plant activities, a new subdivision, Uranium Operations, was created. Jack Crawford heads this activity as Superintendent. Harold Kelley continues as Superintendent of Power and Utilities Operations in the reorganization. Eugene Newman was appointed Supervisor, Utilities Operations, replacing George Cooke. Al Stone assumed responsibilities as Production Engineer, Utilities Operations.

Jim Harshman was named Superintendent of Materials and Service, Purchasing and Materials Division. Dick Settle was promoted to Assistant Manager of the Finance Division, replacing Harshman. Dwain Clark moved up to the position of Supervisor, Accounting, taking Settle's place.

Rutherford completes a long career with Goodyear, with over 38 years service, at the time of his retirement. Bob entered Goodyear service in December, 1935, as a member of GT&R's Engineering

Training Squadron and was assigned to the Power Division upon completion of his training. He entered the Engineering Department of Goodyear Aircraft in 1941 and was later assigned the responsibility of their Power and Utility Operations. In 1946, Bob transferred to Goodyear's Jackson, Michigan plant in charge of Power Operations. He remained there until December, 1952, when he came to GAT as Superintendent of Power and Utilities. Rutherford was promoted to Production Division Manager in September, 1960. He and his wife, Dorothy, reside in Chillicothe where they have both been active in community affairs for over 20 years. The Rutherford's plan to move to Hartwell, near Anderson, S.C., where their retirement home is under construction.

Mentges, a 28-year Goodyear veteran, is a graduate of Case Institute of Technology where he received a BS degree in Chemical Engineering. He also holds a masters degree from the University of Akron. Mentges began his career with

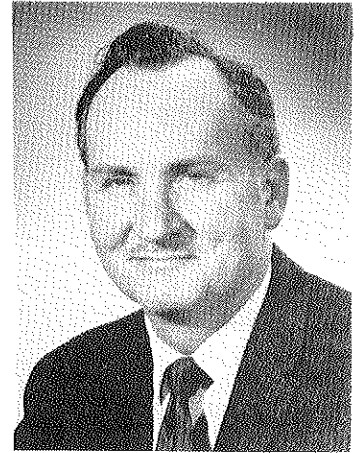
Goodyear in 1946 on the Akron Sales Office Squadron. After a year at the Goodyear-Lincoln plant, he returned to Akron in the Chemical Products Division. Mentges joined GAT in 1953 as a Chemical Engineer and was promoted to General Foreman, Process Area in July of that year. He became Supervisor, Process Area in 1954 and was promoted to Superintendent, Cascade Operations in 1958. Chuck resides at Lake White with his wife, Jean.

Cooke's Goodyear service dates back to 1942 following his graduation from Waynesburg College where he received a BS degree in Natural Science. His first assignment was in GT&R's balloon room. After spending three years in the U.S. Navy, he returned to Goodyear as a member of the Production Squadron. Following his graduation he became a supervisor in pliofilm manufacturing. In February, 1953, Cooke transferred to GAT as a member of the Production Division. His variety of assignments in Production included Assistant General Foreman, Area Supervisor, and Cascade Coordinator. In January, 1966, he was named Shift Superintendent and later that year became Special Assistant to the General Manager.

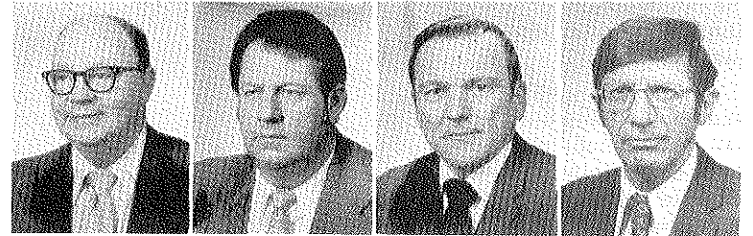
(Continued on Page 4)



Rutherford



Mentges

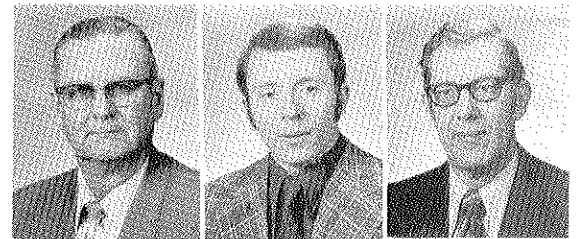


Cooke

Crawford

Harshman

Settle



Newman

Stone

Clark

Tour Conducted At Oak Ridge



GAT General Manager C. D. Tabor greets Dxy Lee Ray, Chairman of U. S. Atomic Energy Commission, at the time of her recent visit to the Oak Ridge area. To the right is Robert J. Hart, Manager of Oak Ridge Operations—AEC. The visit was in connection with a tour of the Oak Ridge Gaseous Diffusion Plant by media representatives from newspapers, radio, television, and technical journals from across the country.

Graduate Pictures

The June issue of the Wingfoot Clan will again feature graduating sons and daughters of GAT employes.

Pictures submitted should be pocket size and preferably black and white. Accompanying the photo should be the student's name, school, parent or parents working at GAT, and the department number of the parent.

The deadline for submitting pictures to the Wingfoot Clan office is May 10.

Savings To Employees

Tire Program Proves Popular

A total of 12,728 employes and retirees purchased or exchanged over 45,641 new Goodyear tires in 1973 through the Employee Tire Purchase Program.

The new purchases and tires changed-over from competitive brands amounted to \$152,641 in refunds.

According to the accounts payable department in Akron, which processes invoices for refunds, a total of 3,233 Akron-based employes bought 10,856 new tires or changed-over from competitive brands, receiving \$34,759 in refunds.

The Tire Purchase Program, started January 1, 1972, is a company-wide effort to encourage employes, retirees and members of their families to ride on Goodyear tires.

Under this program a low Goodyear employe tire price is available at Goodyear service stores and participating dealerships, along with a

special company refund. The refund amount is determined by the type of new tire purchased.

GAT employes may obtain refunds by taking the sales invoice to Employment (Personnel Records) where a G-521 form will be completed and sent to Akron. The refund is mailed directly to your home. Retirees follow the same procedure or may obtain Form G-521 by writing to Employment at Goodyear Atomic Corporation, P. O. Box 628, Piketon, Ohio 45661 or the Accounts Payable Department, The Goodyear Tire & Rubber Co., 1144 East Market Street, Akron, Ohio 44316.

To expedite payment, the sales invoice should show your name and address, date of purchase, size, description, and serial numbers of the tires purchased.

Any questions about the refund program should be directed to Employment.

New AEC General Manager



John A. Erlewine, Deputy General Manager of the Atomic Energy Commission since November 1971, has been appointed General Manager, AEC Chairman Dixy Lee Ray announced recently. The appoint-

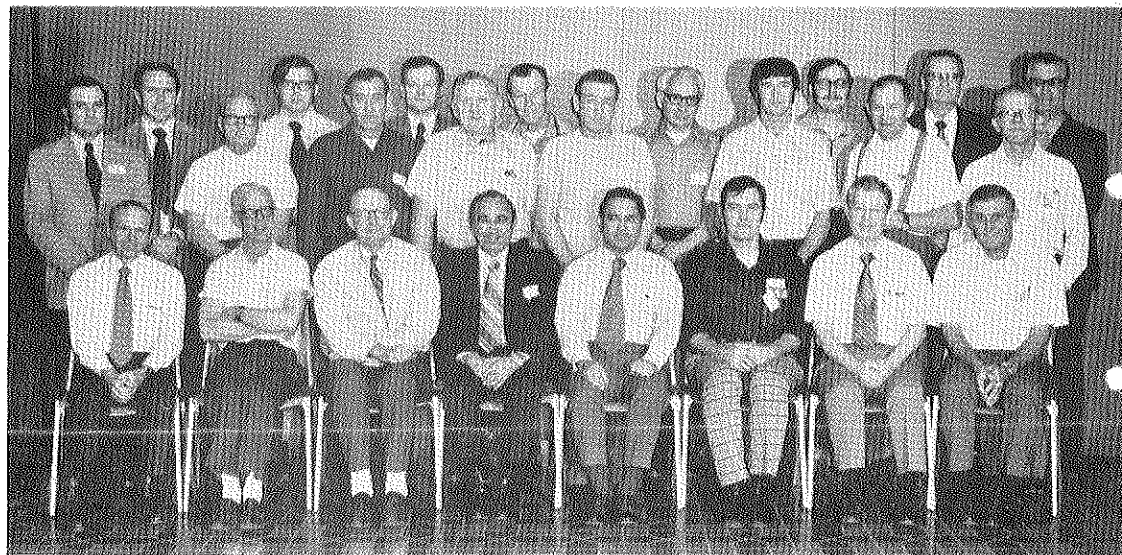
ment is effective immediately.

Mr. Erlewine has been serving as Acting General Manager since the retirement last December 31 of Robert E. Hollingsworth.

In announcing the appointment, Dr. Ray said:

"We are pleased that Mr. Erlewine has accepted this demanding job. He has served the agency with distinction for 22 years, and we have had ample demonstration of his wisdom, his integrity, and his courage."

As General Manager, Mr. Erlewine will supervise all AEC activities except the regulatory program. These activities, carried out in facilities valued at about \$10 billion, include weapons development and production, reactor development, basic and applied research in various scientific disciplines, and other associated programs.



REPEAT "T"DEATORS — Another outstanding year has been completed in GAT's Cost Reduction "T'idea Program. Employees have responded by submitting many original and unique cost saving suggestions. Shown in the above picture are employees who have had "T'ideas implemented in more than one of the years the program has been in existence. Seated (l to r) — Edgar Bibbey, Marion Sparks, Ray Simpkins, Gene Muffer, Art Car-

denas, Sid Secrest, Ben Fenton, Arlis Creech. Second row (l to r) — Marvin Kennard, Clair Traschel, Elson Boaz, Larry Greathouse, Bill Hockenheimer, Dale Wickline, Zack Phillips, Bayard Murdock. Third row (l to r) — Roger McDermott, John McGee, B. J. Clark, John Skinner, Ray Fankel, Tim Leach, Gene Newman, Guy Parks. Not present were: Herman Fannin, Robert Horner, Arbie Porter, and Warren Rogers.

European Study Scholarship

By September, the son or daughter of a Goodyear employe could be studying about Europe — in Europe — with the company paying part of the cost.

A scholarship program funded by Goodyear International pays nearly half of the \$2,810 fee for a year of study at the Miami University (Ohio) European Center in Luxembourg.

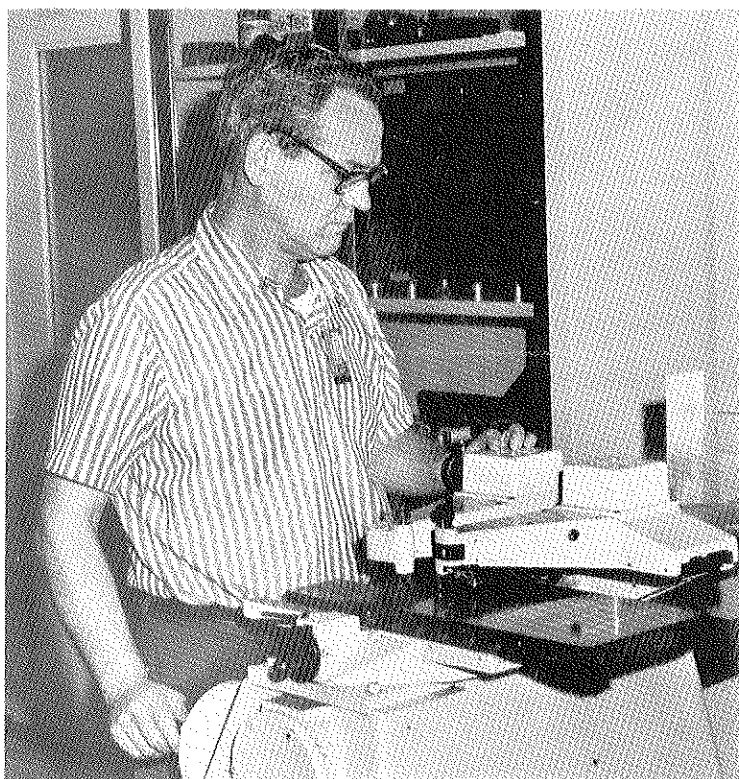
The university selects the scholarship winner from qualified candidates with preference given to children of Goodyear employes.

To be eligible for consideration a candidate must be a sophomore, junior or senior student at an accredited university. The student need not be enrolled at Miami U now,

but if interested in the European program, can transfer to Miami for the one-year-only study. Application deadline for the 1974 scholarship is May 1.

Courses taught at the European Center range from the American image of Europe to study of European culture, civilization, economics and politics. The courses are fully accredited to meet degree requirements at Miami or elsewhere.

Application for the Goodyear-assisted European study program should be made to Dr. Warren L. Mason, International Programs Dept., Miami University, Oxford, Ohio 45056, who will provide an application form and complete details of the program.



MEETS SPECIFICATIONS — Wilbur Hayes, quality control inspector, duplicates an air foil section of a compressor blade on lacquered glass. The transcribed duplicates will then be compared to masters to insure compliance with specifications.

New High Reached In 1973

Cost Reduction Program "T'icators Honored

The occasion was GAT's Fifth Annual Cost Reduction "T'idea Program Luncheon. Honored at the affair, which was held in the Cafeteria on March 13, were 83 employes who had cost reduction "T'ideas implemented in 1973. This represented by far the largest group so honored in the five-year history of GAT's Cost Reduction Program. In 1973, the program recorded \$133,802 in savings.

Of the 83 submitting "T'ideas which were implemented, 27 were repeaters from previous years. Heading the list were three employes who have had "T'ideas accepted in each of the five years: Guy Parks (D-732), Clyde (Sid) Secrest (D-724), and Ray Simpkins (D-761).

Recognized for having at least one "T'idea implemented in four of the five years were: Zack Phillips (D-723) and Bill Hockenheimer (D-720). Three-year recipients include Clair Traschel (D-732) and Dale Wickline (D-858).

General Manager C. D. Tabor and other members of the Operating Committee were on hand to greet the 83 "T'icators. Tabor told the group assembled that their efforts resulted in real savings in this period of energy shortage. He thanked them for their individual contributions and urged their continued participation in the future. Tabor noted that the program continued to grow in 1973 in spite of time being at a premium due to the acceleration of plant activities.

George Zoellner, Superintendent of Personnel Services & Affirmative Action, is responsible for coordinating the Cost Reduction "T'idea Program. Zoellner emphasized the importance of cost reduction and the excellent results which have been obtained. Said Zoellner, "For a cost

reduction "T'idea to be recognized, it must be significant enough to be implemented, reported to the AEC, and result in a savings of \$25 or more."

Members of the Cost Savings Committee were recognized for their part in the program. The committee members are responsible for keeping the program alive in their respective divisions and assisting in the evaluation of the "T'ideas submitted.

The luncheon was concluded with the presentation of tie tacs (men) or charm bracelets (women) to the 56 employes who had their first "T'idea implemented in 1973. "T'idea club members now total 193.

Following are the new members, by division, who were installed at the luncheon:

200 DIVISION

Eric Beltz, John Gedeon, Art Romero.

300 DIVISION

Rita Kennard, Harry Baumgardner.

400 DIVISION

Bob Detoski, Jack Blakeman.

500 DIVISION

Eugene Dyer, Reed Walters, Martin Jacobs, John Cannon, Ken Ritchie, Henry Steinhauer, Chuck Harley, Norm Potts, Richard Newvahrner, David Netzer, Paul Slaughter, Charles Bolt.

700 DIVISION

Quill England, Jim Anzelmo, James Cooke, Robert Hill, Bart Huddle, Ivan Brown, Emory Littleton, Morris Burkitt, Everett Gearhart, Tim Leach, Clyde Conley, Rudolph Jackson, Niles Waldron, Victor Martin, William Henson, Max Tulloh, Lamoin Elliott, John Warner, Walter Fain, Raymond Jones, Elbert Davis, Maurice Roberts, Ralph Norman, Tom Barker, Jim Kelley, Harold McFarland, Don

Caughlin, Glenn Russell, Richard Born, Richard Duffy, John Chew. **800 DIVISION**

Jack Crawford, Barry Cochran, Andy Odera, Carl Weghorst, Bob Childers, Jackson Ewing.

Two Promoted



Allen

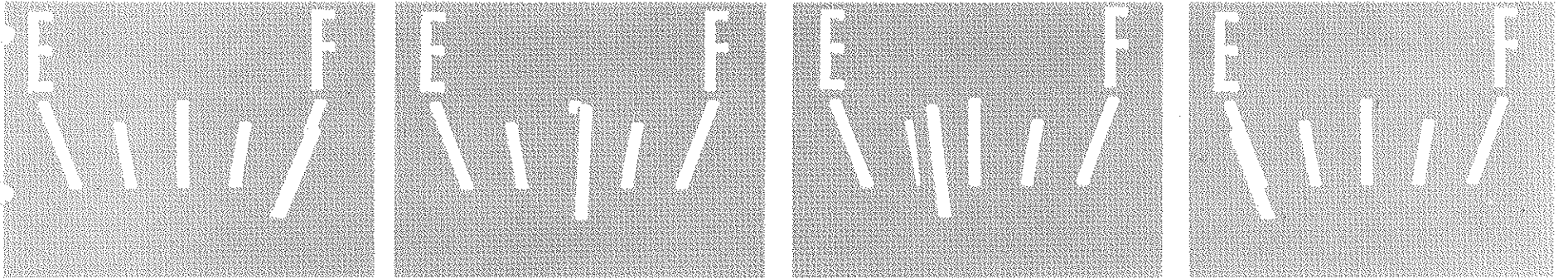
Carter

Recent announcements were made of the promotion of two employes to positions of higher responsibility.

Robert Allen was advanced to general foreman, instrument maintenance. In his new position he will oversee the operation of the electronic and mechanical instrument shops. Allen joined GAT in July 1953.

Calvin Carter was promoted to the position of foreman-materials. He will be responsible for a portion of the records function in his new capacity. Carter was a materials man before his promotion.

**Work Safely
Safety Pays**



Save Your Gasoline \$\$\$ — Drive Intelligently

What's the most effective way to save gasoline and money on a car?

The answer is leave it at home.

Impossible? Not really. The use of carpooling is one way to whip that driving-to-work-everyday routine.

But even if you are one of those persons who must drive every day, there are other ways to cut down on gasoline usage and costs. You do it by driving intelligently.

The Gulf Oil Corporation noted recently that it costs more than 15 cents a mile to drive an average car. This is taking into consideration the rising costs of gasoline and insurance and the fact that the average medium-priced car costs approximately \$4,000. This doesn't include the possibility of minor damages not covered by deductible insurance.

Aside from the obvious ways in which car costs have been rising, there are less obvious ones. The new emission control systems, standard on

1973 and later models, reduce gas mileage by 15 to 20 per cent as compared with 1970 cars, according to Gulf engineering specialists. And even before these controls ate into mileage, there were other factors that depressed mileage. Starting about 1949, other energy-using options began to be introduced: power steering reduced mileage about 5 per cent, automatic transmissions about 6 per cent and air conditioners roughly 9 per cent.

Power brakes, larger tires, softer suspensions, automatic windows and heavy duty generators all have reduced mileage. And cars have been getting heavier to allow for stronger bumpers and roofs. The average weight of a car in 1970 was about 4,360 pounds; by 1973 it had risen to 4,650 pounds.

Congestion on streets and higher speeds on freeways also significantly

reduce mileage. A car traveling 70 miles per hour will burn 20 to 25 per cent more gasoline than a car travelling 50 miles an hour. And an idling engine can burn up to half a gallon an hour.

These factors mean that a large, heavy car of 1973 vintage or later may get no more than eight miles to the gallon, and less under poor driving conditions.

Some of these things you can do nothing about, but there are steps that can be taken to improve gasoline mileage. Some of these are:

—**Get regular tuneups.**

A single bad sparkplug in a V-8 engine can reduce fuel economy by 3 to 5 per cent.

—**Avoid short trips**

in winter when the engine is cold. Equally, avoid long warmups.

—**Keep tires properly inflated.**

Soft tires increase rolling resist-

ance and reduce mileage considerably.

—**Avoid jackrabbit starts** and sharp braking.

—**Regulate your road speed**

and drive smoothly, avoiding excessive speed.

Will this kind of driving slow you down? Several years ago, a test was made in a trial run from Hamburg, Germany, to Rimini, on the Italian coast, a distance of 1,000 miles. One driver was told to drive as fast as possible, consistent with safety. The other drove with the flow of traffic. The second driver finished 31 minutes behind his rival—only 1.86 seconds a mile slower.

The fast driver used 10 gallons more gasoline, braked 1,339 times compared with 654 times for the slower driver, passed 2,004 cars, whereas the other driver passed only 654 cars. The fast driver was ex-

posed to much more strain and the slower driver, therefore, tended to be less tired.

Smooth driving saves money. Whenever a car is started, it burns a lot of gas compared with the amount it burns when cruising at a moderate speed. Each time you depress the accelerator, at any speed, a spurt of raw gasoline is discharged into the engine. Whenever you brake, you are negating energy which you invoked — an obvious waste.

How often are you in such a rush that a saving of 1.86 seconds a mile is critical?

Rising gasoline prices and threats of severe energy shortages are creating driving headaches for all of us. But it's possible to drive less without creating undue hardship by keeping one thing in mind — drive, if you must, but drive intelligently.

Carry Spare Gas In Your Car — Get Bombed

One gallon of gasoline has an explosive force equal to more than one dozen sticks of dynamite.

Gasoline carried in a tightly sealed container may expand with a change in temperature, split the can's seams and fill the trunk and passenger compartment with fumes.

Gasoline carried in a properly vented "safety" can emits fumes

through the vent, and leaks through the vent if the can topples.

As a liquid, gasoline will burn but not explode. In the form of fumes — mixed with air — it is a high explosive. It takes only an engine backfire, a taillight wiring defect, or static electricity generated by tires on the roadway to trigger the blast. A rear-end crash guarantees a

holocaust.

Two experts for the National Safety Council put a vented "safety" can of gas in a car's trunk, started the engine and moved away to watch. The parked car exploded in less than 20 minutes.

The only safe place to carry gasoline in an automobile is in its gas tank.



ENERGY SAVER — Homer Dyer, maintenance, installs solar film on a window in X-100 Building. The film will save on the use of air conditioning in the summer and heating in the winter. This will be extended to portions of the building where energy savings may be realized.

In Sympathy

Mrs. Josephine Selena Thomas, wife of Clifford L. Thomas, D-856, died March 16, 1974 at Scioto Memorial Hospital, Portsmouth, Ohio.

Patrick B. Childers, infant son of Robert E. Childers, D-852, died March 18, 1974 at Medical Center Hospital, Chillicothe, Ohio.

Roy McTyre, stepfather of Roscoe "Jack" Blaine, D-812, died March 21, 1974 at Halifax General Hospital, Edgewater, Florida.

Michael H. Warner, father of Princella Jamison, D-420, passed away March 21, 1974, at Veterans Hospital, Chillicothe, Ohio.

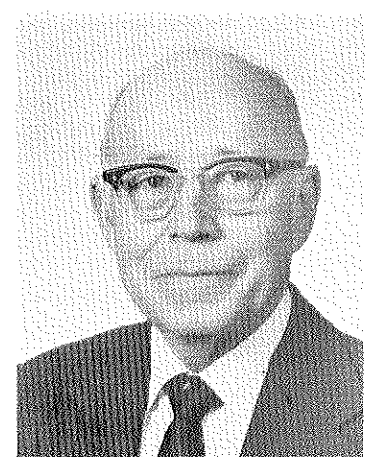
Mrs. Minnie Blofft Daily, mother of James R. Daily, D-411 and mother-in-law of Marilyn Daily, D-424, passed away March 2, 1974, at Medical Center Hospital, Chillicothe, O.

Two Employees Retire

Two employees are retiring the end of March after completing lengthy careers.

Noah Russell, machine shop, is exiting under "normal retirement" provisions. Russell has been employed as a machinist since 1954. His wife, Lena, works in the Accounting Department.

Arthur Bennett, cascade maintenance, has elected "early retirement." Bennett joined GAT in 1953 and has spent over 20 years as a maintenance mechanic on various assignments in the Process Maintenance Subdivision.



Russell

Jackson, Ohio Plant To Be Expanded

A \$2-million, 45,000-square-foot expansion of Goodyear Aerospace Corporation's plastics plant at Jackson, Ohio is under way, the company has announced.

Included in the expansion will be two presses and related equipment used to mold fiberglass/plastic parts for automobiles and other products.

The plant currently employs 344 persons and the company expects the expansion to add 50 jobs.

The presses are to be delivered in July and the expansion is scheduled to be completed by late summer.



Bennett

1974 Company Bowling Champions Crowned



Jessee Lemaster Nelson Howard

A lot of wood fell before the 1974 company bowling champions were crowned. This year's champions are Don Jessee (D-811) and Lucille Lemaster (wife of Don Lemaster, D-561.) To reach the end of the trail, Don and

Lucille qualified as one of GAT's top 15 men and women bowlers in the singles, doubles, and team tournaments. They continued to show championship form in the seven-game championship roll-off.

For Jessee, it was his second company championship. Don turned the trick just ten years ago in 1964. To gain the title, Jessee averaged 198 for the seven-game series, defeated 12 of 14 opponents, and tallied 39+41 Petersen points. Runner-up for the men's title was Hank Howard (D-851). Hank turned back eight of 14 opponents, averaged 180 for the series, and registered 35+10 Petersen points. Third place went to John Wills (D-721).

For Lucille Lemaster, it was her first company title. Her average for the seven-game series was 173. Lucille defeated 12 of 14 opponents and was credited with a Petersen point total of 36+11. Runner-up for the women's crown was Barbara Nelson (D-221). This was Barbara's second claim to one of the top spots in the Company Championship as she was the women's runner-up in 1972. Barbara averaged 169 for the series with 35+35 Petersen points. Third place went to Eileen Ward (D-554).

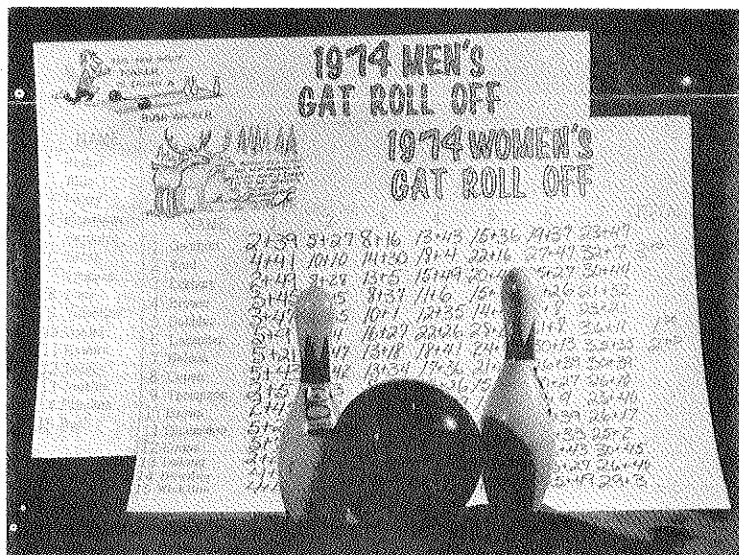
right and Gladys Gearheart rolled 1126 to win over Norma Lewis (D-331) and Patty Harding by 13 pins.

SINGLES

In the women's singles event, it went down to the wire with Pegg Campbell coming out on top with 610 pins. Close behind and tied for second were Faye Thompson (D-210) and Anna Strawser with 606.

In men's singles, Roy Noel (D-721) was the winner with 663 pins. Mike Bettasso (D-732) came in second at 648.

Goodyear bowlers competing in the five GAT sponsored leagues are now winding up their season and preparing for their various post-season banquets.



Major Personnel Changes

(Continued from page 1)

Cooke has served as Supervisor, Utilities Operations since 1969.

Crawford began his GAT career in September, 1953. A graduate of W. Va. University, with a BS degree in Chemical Engineering, he was hired as Assistant Foreman, Process Area. Subsequently, he served as Foreman, Process Area; Assistant Cascade Coordinator; General Foreman; and Cascade Coordinator. He was named Supervisor, Process Area in 1963 and in September, 1973 transferred to the staff of the Production Division Manager with specific responsibility in the areas of CIP-CUP, new plant, quality assurance, and interplant operations coordination.

A graduate of Ohio University, Harshman came with GAT in 1955 as an Accounting Clerk, Sr. He advanced to Accountant in 1957, and was named Supervisor, Accounting and Budget in 1959. Six years later, in 1965, he was promoted to the position of Assistant Manager, Finance Division.

Settle, also an Ohio University graduate, was employed by GAT from 1953 to 1955. He was rehired in 1956 as an Accounting Clerk, Sr. Settle was made an Accountant in 1960 and was promoted to the position of Supervisor, Accounting in 1965. His entire period of service has been spent in the one department.

TEAM
In the women's team event, Sargents Products, Inc. came home first

Newman's GAT service goes back to 1953 when he was hired as an Engineering Aide in Maintenance. He transferred to the Utilities Department, Production Division later that year as a Foreman. Newman was promoted to General Foreman, Utilities in 1954.

Stone is a 1970 graduate of Grove City College where he received a BS degree in Chemical Engineering. He joined GAT that year as a member of the Technical Squadron. Upon completion of his training, Stone was assigned to the Production Division with varied engineering responsibilities.

A graduate of Ohio University with a BS degree in Accounting, Clark came with GAT as an Accounting Clerk, Sr. He was promoted to Accountant in 1965 and to Staff Accountant in 1968. Clark has been a member of his present department since 1963.

DOUBLES
In men's doubles competition, John Harding (D-829) and Bob Gatliff (D-712) took top honors with a 1216 total. Second place went to Jack Blaine (D-812) and Elmer Litteral (D-552) with 1195 pins.

In women's doubles, Jean Cut-

Classifieds

For Sale — Firewood, 2 x 6's and 2 x 4's — Not cut up — Reasonable. Phone Portsmouth 353-4817.

Wanted — Men's Left Handed Golf clubs. Phone Waverly 947-5197.



1974 "Y" LEAGUE CHAMPS — The GAT Blue team posted an impressive 11-0 mark to capture the YMCA industrial league championship in Portsmouth. Members of the team are: seated (l to r) — Wendell Vance (D-725), Steve Battle (D-513), Jerry Harris (D-351). Standing (l to r) — Jim Hamilton (D-233), Dick Entler (D-561), John Vournazos (D-532), and Larry Compton (D-717). Not present when the picture was taken were: Avon Knight (D-222), Lee Ewing (D-222), Richard Grant (D-552), and Paul Adams (D-723).

MIP Progress Report

This is the latest report covering six months' operation of the Monthly Investment Plan through which employees may purchase common shares of Goodyear stock. The plan is entirely voluntary and Goodyear pays all brokerage commissions. Information on the plan may be obtained from Employment or any office of Merrill, Lynch, Pierce, Fenner & Smith, Inc.

| | Purchase Price | Number Shares | Number Participants |
|-----------------|----------------|---------------|---------------------|
| August, 1973 | 21.906 | 8,243 | 4,431 |
| September, 1973 | 24.629 | 7,215 | 4,431 |
| October, 1973 | 22.230 | 7,939 | 4,408 |
| November, 1973 | 16.060 | 10,878 | 4,361 |
| December, 1973 | 13.954 | 12,332 | 4,325 |
| January, 1974 | 16.237 | 10,512 | 4,278 |

Since the start of the plan in September, 1967, and after adjusting for the two-for-one stock split on April 15, 1969, a total of 461,991 shares have been purchased by employees at an average cost of \$27.49 per share.

Return Requested

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

PIKEYON, OHIO
BULK RATE
U. S. Postage
PAID
Permit No. 11

The WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION

A DIVISION OF THE GOODYEAR TIRE & RUBBER COMPANY

A DIVISION OF THE GOODYEAR CORPORATION

Published monthly in the interest of employees of the

Goodyear Atomic Corporation

An Equal Opportunity Employer

Industrial Relations Division

X-100 Bldg.,

P. O. Box 628

Pikeaton, Ohio 45661

Editor - A. L. Williamson Telephone - 289-2331

Member - International Association of Business Communicators

101-10
R. WILLIAM B. CHURCHILL
78 ARCH STREET - APT. 323
WILMINGTON, OH 45601