

# All-In-One Campaign Set For October 15-22

## Kickoff Meeting Scheduled

It's that time of the year again when labor and management team up to conduct Goodyear Atomic's All-In-One Campaign.

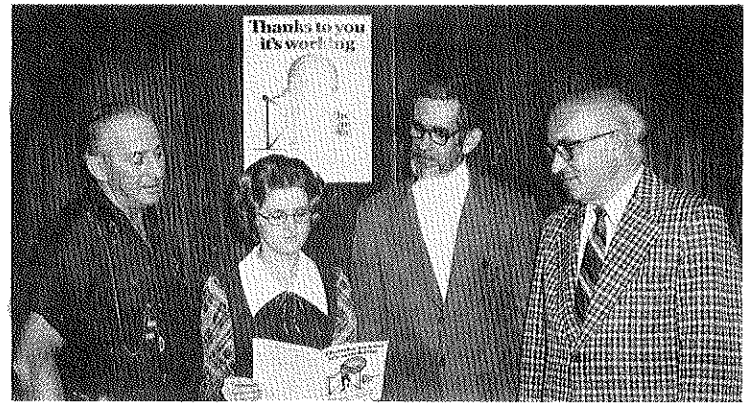
Spearheading the effort as Co-Chairmen will be R. L. "Dick" Dever, President of OCAW, Local 3-689; J. T. "Joe" Rhea, representative of UPGWA, Local 66; and A. L. "Al" Williamson, GAT's Coordinator of Public Communication.

The A.I.O. dates are October 15-22. A kickoff meeting for solicitors will be held on October 11 at which time the details will be announced.

A new dimension has been added with the naming of Twyla Cochenour, Records Management, as Miss All-In-One. Twyla will be seen throughout the plant during the week of the campaign and will be answering questions and assisting in many ways.

The Co-Chairmen remind each employee that the All-In-One is our only in-plant solicitation and our only chance to help the 51 worthwhile agencies in our local communities.

Let's team up for our best effort ever! Remember—without your help it won't be done.



CAMPAIGN PREPARATIONS — GAT's Miss All-In-One, Twyla Cochenour, looks over UNITED WAY literature with campaign co-chairmen (l to r) Joe Rhea, Dick Dever, and Al Williamson. The dates for this year's All-In-One Campaign are October 15-22.

# The WINGFOOT CLAN

Goodyear Atomic Corporation

A Subsidiary of  
The Goodyear Tire & Rubber Company

Volume 21

Pikeon, Ohio, October, 1974

Number 10

## Just For You — Great Tire Deals Plus Improved Refund Plan

Need tires?

Like the shoemaker who let his children go barefoot, tire people sometimes forget to replace the worn tires on their own vehicles.

During the week of October 14 you can go Goodyear at the greatest savings ever!

A special tire sale for employees and retirees will be held nationwide October 14-20 with prices as much as 40 percent below regular listings for the tires offered.

At the same time, significant improvements in the Employee Tire Purchase Program also goes into effect. Starting Monday, Oct. 14, a 10 percent refund will apply across the board on all tires purchased — including discontinued designs and blemished tires for the first time.

"We want you and your family

to ride on Goodyear tires, so we've enabled you to purchase those tires at a significant savings," GT&R President John H. Gerstenmaier said in announcing the revised purchase plan.

"Never in the history of our company have we been more proud of the quality and value represented by the name Goodyear on our tires," he added.

We hope you share in this feeling, and we see this new refund approach as good a means of insuring that our employees and retirees get even greater value through lower prices."

The employee sale, held at all Goodyear Service Stores as well as participating dealers, adds frosting to this tire savings cake.

A wide variety of tire sizes, constructions and sidewall treatments will be available.

While some are discontinued lines, all are first class tires.

All types and sizes of tires will not be in stock at all locations, so you'll have to check out local availability. Still, there literally is some-

thing for everyone.

For example, the Custom Power Cushion Polyglas bias-belted auto tire of size E78-15, blackwall, is reduced 30 percent to \$24 and the 10 percent refund will save you another \$2.40.

Mounting is free, but taxes and the cost of balancing, if desired, must be added to the special price.

One size of winter auto tire is offered in the sale — the E78-14 Suburbanite Polyglas bias-belted blackwall. It is reduced 14 percent to \$36.

(Continued on Page 2)

## Flu Shots Offered

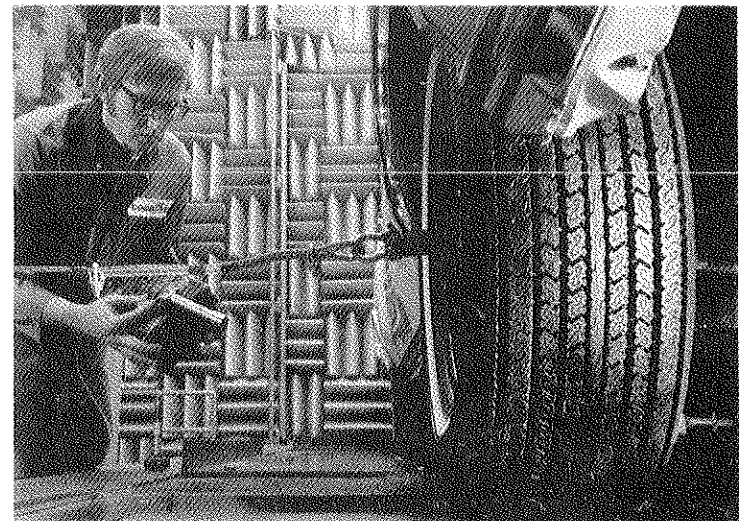
Have you had your flu shot yet? GAT is again offering its employees the opportunity to receive influenza inoculations on a voluntary basis.

Inoculations will be given in the plant medical facility, X-101 Building, through November 1, 1974. Hours are 8:00 a.m. to 4:00 p.m., Monday through Friday.

## Why Not Share A Ride?

Although the gasoline shortage may not be as acute as it was several months back, the energy crisis is still very much with us. Considering the current price of fuel and other factors, it makes a lot of sense to ride with others to and from work. This saves both energy and dollars.

If you want to join a carpool or have a vacancy, it is suggested you call the "Car Pool Information Center" in Employment (Ext. 2560) for assistance.



WET TREAD — Features adapted from rain tires used in racing are visible in the tread of Goodyear's smooth-riding new Custom Polysteel Radial tire. The steel-belted radial — undergoing tests in Goodyear's advanced sound and vibration chamber in Akron, Ohio — has eight deep tread grooves to channel away water and significantly reduce the danger of tires hydroplaning, or "surfboarding," on a thin layer of water.

## 'Bigfoot' Makes Its Debut

Goodyear went to market in September with a new radial auto tire dubbed "Bigfoot," culminating an intricate program dating back to July of 1973 and involving thousands of employees in many segments of the company.

"Bigfoot," a descriptive term for the new Custom Polysteel Radial tire, is a tire designed to provide gripping performance on rain-slicked roads.

Achieving this wet-weather bite without sacrificing treadlife was described as "an engineering milestone" by Board Chairman Charles J. Piliiod, Jr.

"Goodyear engineers have tuned the steel belted radial to a new level of efficiency," he said.

And new levels of efficiency have

been reached at virtually every step of the Bigfoot since its conception just 14 months ago.

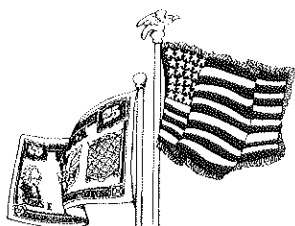
The program was launched at a new tire program meeting July 13, 1973. At that time there was a need expressed for a new radial tire for the original equipment market and Goodyear surveys showed that motorists wanted more traction in tires.

At the meeting, development reported on a tire called "457M" which had improved wet-weather traction.

From that point, "Bigfoot" and a monumental team effort was started.

The "critical path" concept, developed for the aerospace industry, was employed to channel every area of involvement into a coordinated effort.

(Continued on Page 2)



Fly High With the Best  
Buy U.S. Savings Bonds

# Tax Incentives Needed — Pilliod

To help relieve America's capital crunch and ease inflationary pressures, industry should be provided with tax incentives that would permit them to set aside more funds for expansion and modernization, according to Charles J. Pilliod, Jr., GT&R chairman and chief executive officer.

He told the Akron Downtown Kiwanis Club the U.S. now lags behind all other industrialized nations in the portion of its gross national product plowed back in to maintain the economy and provide long-term growth.

"Steps must be taken to provide the capital funding required to increase output so as to bring supply and demand into balance," he said. "One of the methods we in industry have been advocating is that of tax incentives tied to capital expenditures in expansion and modernization that is directed toward increased output and/or efficiency."

Pilliod said such incentives could include accelerated depreciation, increased investment credit or allowances and special treatment for expenditures which do not increase

productive capacity — such as environmental or ecology costs.

He noted that in the period from 1960 through 1973, the United States invested only 18 per cent of its gross national product, while Japan invested 33.4 per cent and Germany 26.2 per cent.

During that same period, he said, America's gain in output per man hour — productivity improvement — also was the lowest among all industrial nations, gaining only 3.3 per cent a year as compared with 19.7 per cent in Japan and 5.8 per cent in Germany.

"Obviously, there is a clear and close relationship between investment and the growth of productivity," he said. "I firmly believe that if we put the right tools in the hands of a cooperative American work force, we can out-produce any nation in the world, on any basis you may select."

In addition to providing tax incentives to industry for capital funding, Pilliod recommended these other steps in attacking inflation in this country:

... Reduce government spending.

"Federal, state and local governments have got to live within their means. The average citizen has to do this, and there is no reason why government should be exempted."

... In all segments of the economy, including industry, cut back on expenditures on unnecessary items, increase unit output, and establish growth rates on a more normal basis within capacity to generate funds.

Pilliod said the nation will face some extraordinary investments for some time to come, especially in achieving some measure of energy independence, added pollution controls, rebuilding some of the investment-starved industries like cement and steel, and catching up with housing and urban transportation needs.

He estimated that the capital needs of the energy industry alone over the next decade will run between \$750 billion and \$1 trillion.

"Where's all that money going to come from?" he asked. "Unless we want to borrow it all from the bulging coffers of the Arab nations, a major portion must come from profits earned by the business community."

## Great Tire Deals

(Continued from page 1)

Some light truck tires also are featured. The Sure Grip nylon 670-15, tube type with six plies, is reduced 13 percent to \$28.50, for example.

The new refund program applies on these lines, too.

## Tire Purchase Plan Explained

Several significant improvements have been made in the Employee Tire Purchase Plan, effective October 14.

- ★ Replacing the old refund schedule is an across-the-board rebate of 10 percent on all tires purchased by present employees and retirees — regardless of special prices.

- ★ Discontinued designs and blemished tires now are included in the program.

- ★ The new vehicle changeover refund has been increased to \$1.50 per tire from \$1. It applies whether you're removing a competitor's tires or upgrading from Goodyear O.E. tires.

The program is designed to provide employees and retirees with significant savings, according to President John H. Gerstenmaier. These savings apply only to tires for employees' or retirees' personal use or for the use of their immediate families.

Brochures listing the new provisions are being distributed.

Form G-521, used to request refunds, has been revised to reflect the changes.

GAT employees 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



William Taylor, GAT retiree and technical consultant, receives from General Manager C. D. Tabor a certificate of appreciation from the AEC for his assistance to a declassification team. This group reviewed document files of the AEC's Brookhaven area office earlier this year.

## 'Bigfoot' Makes Debut

(Continued from page 1)

Every involved department of the company had timetables established so that no one area slowed another.

"We took what we had learned in the development of the Steelgard Radial and our other steel belted radials and carried it one step farther," said Charles E. Strigle, manager of auto tire engineering.

The final go-ahead didn't come until late November.

Mold production at Stow cranked up and in April production of the Custom Polysteel Radial tire started in Topeka. A month later, Union City and Jackson, Mich., had molds and material and came on stream. In June, Plant 2 began pumping out

Polysteel Radial tires.

To date, more than one million Bigfoot Polysteel tires have been produced, more than justifying Goodyear's position of having the greatest radial tire production capacity in the nation.

Distribution services swept the tires out of the plants and, in an unprecedented move, funneled them both to the automakers and into distribution centers for the replacement market.

"Because of our production capability, we have been able, for the first time, to launch a tire in both the OE and renewal markets," Robert W. Finlay, manager of auto tire sales, said.

"In the past, 100 per cent of the production has had to go to OE just to meet that demand and months later renewal would start trying to catch up."

Today, the Polysteel Radial tire is on 1975 auto assembly lines and in every Goodyear Service Store and every major dealership in the nation."

In less than a month, more than 30,000 sales personnel have learned about Bigfoot in a sales training program that has mushroomed.

On Aug. 9, four region managers came to Akron to see a video-taped presentation on the Polysteel Radial tire by top management. The region managers took it back to the district managers; the district managers took it back to territory managers, store managers and top dealers, and these men brought a uniform sales program home to store employees.

"If each one of the people trained sells just one tire it will mean nearly \$2.5 million in sales," Finlay said.

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 Company, 1144 East Market Street, Akron, Ohio 44316.

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

## Launch Delayed

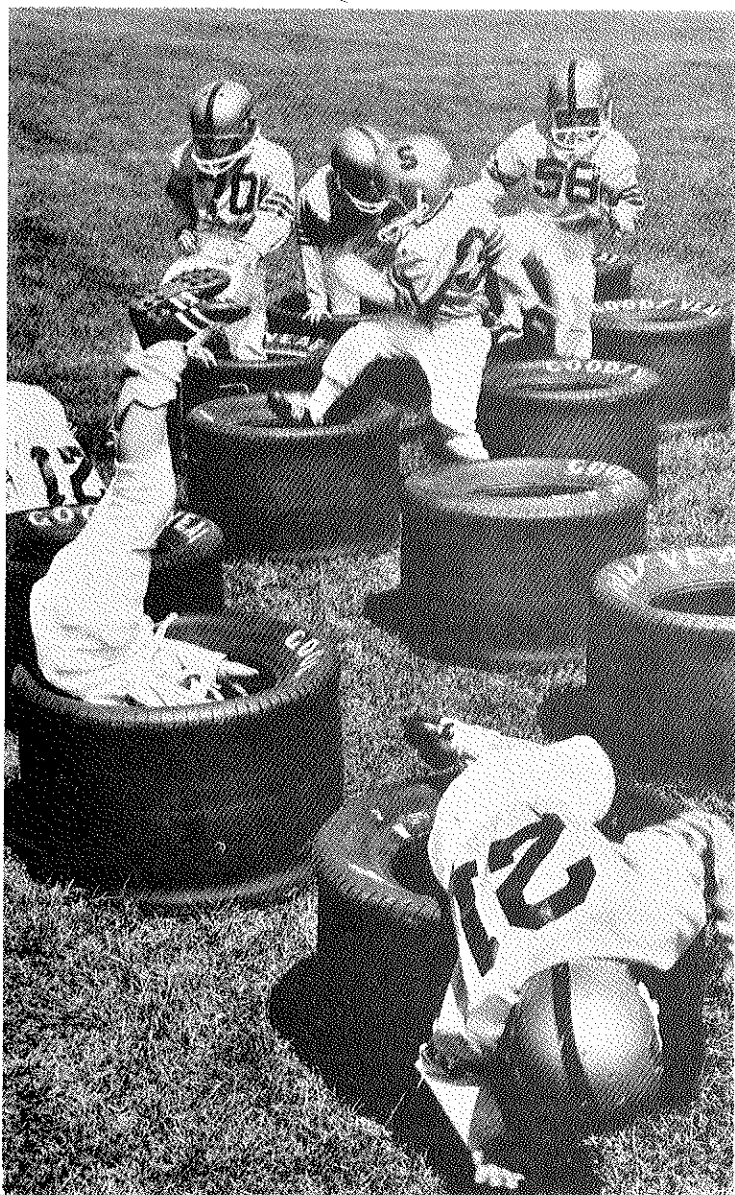
The planned launch date for the Project da Vinci manned, meteorological balloon flight has been postponed one week to October 19. The delay was caused by a slippage in the schedule for delivery and mounting of the scientific instruments into the balloon gondola. The launch was originally scheduled for October 12. Except for poor weather conditions, no further delay is expected to be necessary.

Project Da Vinci is jointly sponsored by the Atomic Energy Commission, the National Geographic Society and the Department of the Army's Atmospheric Sciences Laboratory.

## In Sympathy

The mother and father of George E. Rucker, D-112, passed away recently.

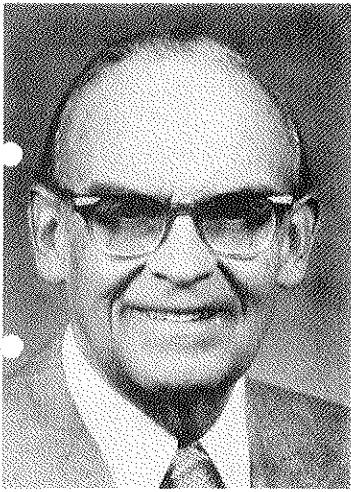
George's mother, Goldie, died at her home on August 29. His father, Curtis, passed away on September 5 at an extended care facility.



**TIRING WORKOUT** — The object is to run through the tires, not scale them. But then few football players have ever had to practice with this type of sports equipment. The nearly 18-inch-wide tires are specially built by Goodyear for Indianapolis-type race cars — not for peewee football players.



# Goodyear Veteran Plans Early Retirement



McClelland

H. A. (Mac) McClelland, GAT's Training Director, is retiring after more than 30 years continuous service with Goodyear. Because of accumulated vacation and other considerations, he will be leaving GAT in late October.

It's a double occasion for Mac who was recently honored for reaching the thirty-year plateau on September 25.

Mac played an important role in training plant personnel during GAT's start-up operations in the early '50's.

A graduate of the Ohio State University, he joined forces with The Goodyear Tire & Rubber Company in Akron in 1944. He transferred to GAT in 1953 as Supervisor, Train-

ing and in 1964 was named to his present position.

Mac is an active member of the Central Ohio Chapter of the American Society of Training Directors (ASTD) and served as president of this group.

Very much involved in community affairs, he is a past president of the Pike County United Fund and the Pike County YMCA.

Mac and his wife, Angie, reside at Lake White. The McClellands are members of the Grace United Methodist Church in Waverly. Their son, David, is a Major in the U.S. Air Force at Wright-Patterson Air Force Base while their daughter, Mary Alice, is married and lives in Youngtown, Ohio.

## Hurt Addresses Group

# Meeting Future Energy Needs

**EDITOR'S NOTE:** In a speech delivered at the Annual Highland County Farm Bureau meeting, Deputy General Manager Nate Hurt discussed the meeting of tomorrow's energy needs and the role played by GAT. Following are excerpts from his talk which should be of interest to Clan readers.

"Once abundant supplies of natural gas, heating oil and gasoline are shrinking faster than expected. It is hard to realize that man has used more energy in the last 34 years than in all history prior to 1940. Projected into the future, man's usage is expected to double by 1980 and to zoom to 5-fold by the year 2000. The United States cannot consider its energy problem in isolation. As a country with 6%

of the world's population we consume one-third of the world's energy. The changes that must be made to overcome the energy shortage will be far reaching.

"How fuels are produced, the way power is generated, the forms in which energy will be used, will change. The whole technology of energy will be affected. America has been guilty of using its energy resources as if there would always be a plentiful supply. It has been viewed like water from a tap. Rather, it should be viewed like a canteen in the desert.

"The present common sources of energy (fuels) are:

- (1) Natural gas — this represents 33 per cent of current fuel usage. Based on present consumption, we could run out of domestic supplies in the next 50 years.
- (2) Oil — this provides 43 per cent of current fuel usage. At the present rate of consumption, oil resources are at about a 65-year supply level.
- (3) Coal — This represents 18 per cent of present fuel usage. Here there are many problems such as government and environmental controls, controls on strip mining, and safety regulations.

"One thing is certain, all of the nation's energy sources are locked together. Any change in the supply and demand of one will affect the others. An example is the coal impact on natural gas. Solutions to energy problems may be categorized into three ranges — short, medium and long. The short range outlook involves: (1) Making people aware, (2) Completion of the Alaskan pipeline, (3) A step up in coal mining production, (4) Importing of liquefied natural gas, (5) production

of substitute natural gas and (6) Getting nuclear power plants on stream.

"In the medium range, attention must turn to (1) geothermal energy, (2) the breeder reactor, (3) oil shale, (4) liquification and gasification of coal, and (5) hydrogen fuel.

"In the long range category, the following energy sources should be considered: (1) Thermonuclear (fusion) (2) Solar (3) Tidal (4) Magnetohydrodynamics (5) Thermionic conversion (6) Plasma Technology.

"Nuclear power emerges as the single largest source of primary energy for generating electricity. Currently the United States has 45 operable nuclear power plants producing 26,400 MW, 50 plants are under construction with 126 ordered. By 1980, it is estimated there will be a nuclear capacity of from 85 to 102 thousand megawatts.

"Now about our plant, the Portsmouth Gaseous Diffusion Plant, and its role in solving tomorrow's energy needs. How will the increased demand for energy affect the enrichment plants and specifically the one we operate? First, we will supply the requirements for enriched uranium to the limits of our capacity in order to supply the increased uranium required for reactor fuel. The present production rates from the three gaseous diffusion plants must be substantially increased. There are four ways of accomplishing this: (1) Increase the power load to the present plants. This is being done at the Portsmouth plant. We are now operating at 1000 megawatts. Commitments have been made to increase to 1300 megawatts on February 1, 1975 and to 1600 megawatts on October 1, 1975. Further commitments have been made to move to the 1900 megawatt level on July 1, 1976 and to 1990 on February 8, 1977. (2) Improve the efficiency of separative equipment in the present plants. This is known as the Cascade Improvement Program (CIP) and is well under way at our facility. (3) Uprate the present

## People On The Move



Steinhauer

Bibbey

Allen



Hickey

Bruch

Doerr

Schoolcraft

A variety of personnel moves occurred in recent weeks.

In the Technical Division, Henry Steinhauer, Assistant Superintendent, Engineering Development, has transferred to the Capacity Expansion Management Team at Oak Ridge, Tennessee. Henry will serve as the technical representative on CEMT.

In the Production Division, three changes took place. Edgar Bibbey and John Earner (not available for picture) were named assistant cascade coordinators. Bernard Allen was promoted to foreman, process area.

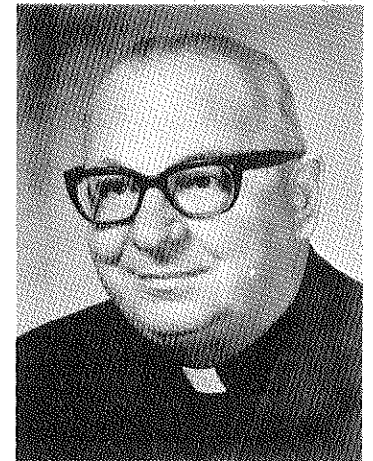
In the Plant Engineering & Maintenance Division, four moves occurred led by the promotion of James Hickey to general foreman. Advanced to foremen's posts were Frank Bruch, John Doerr, and Eugene Schoolcraft.

## Banquet Speaker Is Named

Father Richard J. Connelly will be the principal speaker for this year's GAT Sports Recognition Banquet. The event is to be held on October 25 at the American Legion Hall in Portsmouth.

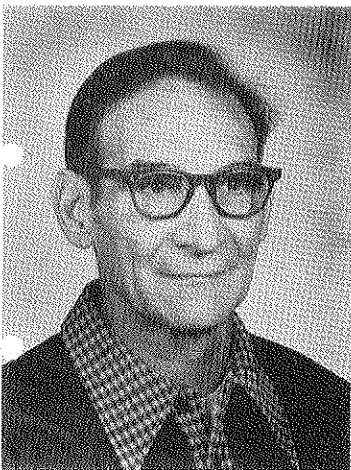
Father Connelly presently serves as pastor of Saint Coleman Catholic Church, Washington Court House Ohio. He served for 26 years as chaplain for the Cleveland Browns and is currently Chaplain of the Cincinnati Bengals.

Active in community affairs and a well-known after-dinner speaker, Father Connelly will add much to this year's banquet.



Father Connelly

## Three Retire



Bierbower

Guy Bierbower, Electrical Maintenance, retired under "normal retirement" provisions, effective October 1. Guy, an electrician, had completed over 20 years with GAT at the time of his retirement.

Ray Scott, Instrument Maintenance, and Dennis Flynn, Compressor Shop, recently retired for health reasons. Both were veteran GAT employees with service dating back to 1954 and 1953 respectively. Ray was employed as an instrument man and Dennis as a maintenance mechanic.

## Miller Named Goodyear EEO Director

William R. Miller has been appointed director of Equal Employment Opportunity. He is succeeded as manager of corporate safety and workmen's compensation, the position he held since October, 1972, by Richard G. Cummings, formerly Windsor, Vt. plant manager.

Miller joined the company in 1953 as an engineer at the Goodyear Atomic Corporation and transferred to Akron in 1962. Cummings, with the company since 1948, started on the Akron production squadron.

plants to utilize more power, and, thus, increase productivity. This is also underway at our facility and is known as the Cascade Upgrading Program (CUP). (4) Build new plants — even with the improvement in fuel enrichment capacity, the demands in the early 1980's are expected to far exceed the total capacity of the improved plants. No commitments have been made for this additional capacity as to whether it will be financed by government or private industry.

"All this adds up to a time of excitement at our plant. There is a significant increase in the tempo of activity. We are committed to cooperation with the government and industry in the providing of reliable sources of energy and the assistance in the conservation of our nation's resources and environment. We are a part of the modern power frontier."

## Employees Respond To Call

# Bloodmobile Visit Is Declared Success

GAT employees again answered the call when it was time to replenish our supply of blood at the time of the Semi-annual Bloodmobile visit on September 30 and October 1.

A record 76 first-time donors responded. A total of 255 pints were collected during the two-day visit. This is the highest since July, 1963 when 263 pints were donated,

Employees on the 4-12 and 12-8 shifts came through again by donating 41 pints.

Thanks to all who gave. To those turned down this time, your efforts are appreciated. Please do try again.

### Blood Donor Honor Roll

#### SEVEN GALLON DONOR

R. O. Neff D-103

#### FOUR GALLON DONORS

H. E. Kelley D-850  
H. D. Leininger D-856  
J. A. Valli D-712

#### THREE GALLON DONORS

R. W. Brown D-501  
R. E. Childers D-852  
J. H. Dobbins D-731  
L. H. Helmick D-711  
O. W. McGlone D-853

#### TWO GALLON DONORS

D. W. Clithero D-732  
L. M. Edwards D-712  
S. Murray D-112  
S. W. Wohlfort D-523

#### ONE GALLON DONORS

L. M. Kisor D-721  
P. E. Phipps D-812  
R. D. Shuff D-722  
R. Wimer D-712

#### FIRST TIME DONORS

G. E. Cooke, Jr. D-113  
R. D. Arnett D-411  
S. A. Mell D-411  
K. F. Newton D-411  
E. S. Stall, Jr. D-411  
G. Moore D-423  
D. N. Graham D-426  
B. J. Leeth D-426  
R. L. Scowden D-426  
D. E. Walters D-426  
C. deJesus D-533  
F. D. Edmisten D-533  
A. N. Herron D-533  
C. R. Dobbins D-541  
S. Adkins D-542  
B. W. Short D-552  
C. R. Blevins D-554  
J. D. Jones D-554

R. L. Vrbanac D-711  
J. H. Bintemire D-712  
D. L. Blanton D-712  
G. W. Childers, Jr. D-712  
B. D. Golden D-712  
B. J. Markham D-712  
W. A. Steward D-712  
G. W. Boster D-721  
N. H. Ratliff D-721  
R. K. Tschappat D-721  
R. L. Vulgamore D-721  
T. E. Dixon D-722  
J. F. Porter D-722  
M. T. Robertson D-722  
T. A. Adams D-723  
J. K. Alexander D-723  
A. C. Brisker D-723  
D. G. Emmett D-723  
D. E. Dodridge D-725  
S. Free D-725  
C. C. Irvine D-725  
J. D. Keel D-725  
F. T. Kitchen D-725  
T. L. Lowe D-725  
C. E. Mullins D-725  
M. Newsome D-725  
B. R. Scott D-725  
J. Scott D-725  
L. E. Shultz D-725  
P. E. Valentine D-725  
E. A. Vulgamore D-725  
C. W. Broughton D-730  
T. L. McCreary D-731  
S. R. Allen D-738  
D. R. Bragdon D-739  
T. J. Henry D-739  
K. A. Prince D-739  
J. D. Smith D-739  
R. E. Griffith D-761  
C. W. Clare, Jr. D-810  
M. L. Dearing D-810  
L. E. McCartney D-810  
R. L. Rinchart D-810  
M. A. Risner D-810  
C. Shepherd D-810  
L. R. Tieman D-810  
N. E. Barker D-823  
W. A. Bayless D-823  
R. R. Bouts D-823  
M. W. Carrier D-823  
W. D. Dixon D-823  
L. G. Fout D-823  
L. N. Rockvam D-823  
H. B. Sylvia D-823  
K. S. Mosley D-828  
J. K. Gerz D-829  
R. L. Armstrong D-852  
A. F. Hoffman D-852



## Goodyear Plans Strong

# Pension Law Is Explained

(EDITOR'S NOTE: New federal pension legislation, which will not become fully effective until 1976, was signed by President Ford on Labor Day. Following is an article elaborating on the law, known as the "Employment

Retirement Income Security Act of 1974". Since retirement benefits under the GAT Pension Plans are comparable to G.T.&R.'s, this article, which appeared in a recent issue of the Akron Clan, should be of interest to all readers.

New federal pension legislation, while having no significant effect on soundly designed pension programs, is intended to strengthen America's private pension system, the company said.

By 1975, the new law will require private pension plans to:

1. PROVIDE PENSION CREDITS for employees who leave their companies before retirement if they meet minimum age or service requirements. Goodyear's plans provide such credits after age 40 and 10 years of service.

2. MEET MINIMUM STANDARDS for funding pensions. Corporations must pay enough each year to cover pension credits earned in the year plus a sufficient amount to liquidate, over a period of 30 to 40 years, any accumulated pension liabilities not covered by plan assets. Goodyear's practice of paying unfunded pension liabilities over 25 years

more than meets the new, minimum standards.

3. INSURE, WITH A NEW FEDERAL AGENCY, that if a private plan is ended, all employees meeting its required vesting rules will receive the pension they have earned to date. This part of the law, effective July 1, 1974, provides for an insurance premium of \$1 per year per covered employee.

4. CONFORM TO HIGH STANDARDS of conduct in the administration of pension programs. Additional financial information must be given to employees.

The company pointed out that, although the intent of the new law

is to strengthen the above four areas, Goodyear's programs are already among the strongest in industry.

It was further explained that the new pension law was enacted because of widely-publicized abuses that occurred in the administration of a few programs. Unlike Goodyear's, a number of pension plans made no provisions for pension credits for employees who leave their companies before retirement.

Also, in some cases, pension plans were discontinued before enough time had elapsed to build up the plan assets. The principal intent of the new law, according to the company, is to correct such deficiencies.

#### Return Requested

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Piketon, Ohio 45661

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BULK RATE  
U. S. Postage  
PAID  
Permit No. 11

Think  
About  
Your  
Safety

Classifieds

#### For Sale

1961 Ford 1/2 ton Pick-up Truck.  
Telephone: 289-2450 after 5:00 p.m.

1972 Concord 31 ft. Travel Trailer.  
Full bath, hot water tank, apartment size stove, gas-electric & battery refrigerator, double sink, sleeps six, storm windows, T.V. antenna, T.V. jacks, air conditioning, and many other extra features. Adequate for family living. Telephone: 947-4036 after 5:00 p.m.

## The WINGFOOT CLAN

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A DIVISION OF THE GOODYEAR GROUP

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