The WINGFOOT CLAN

A Subsidiary of

Goodyear Atomic Corporation — The Goodyear Tire & Rubber Company

Volume 27 — PIKETON, OHIO — November 1979 — Number 7

Towler named winner of local Spirit Award

Gerald R. Towler has been named the recipient of the 1979 Goodyear Atomic Corporation Local Spirit Award. Towler is an engineer in D-611, Instrument Engineering.

The Goodyear Spirit Awards Program, now in its 14th year, is designed to recognize and reward outstanding company individuals. Employees are nominated based on job performance, initiative, enthusiasm, leadership, loyalty and fairness in dealing with co-workers and others. Community involvement also is a factor.

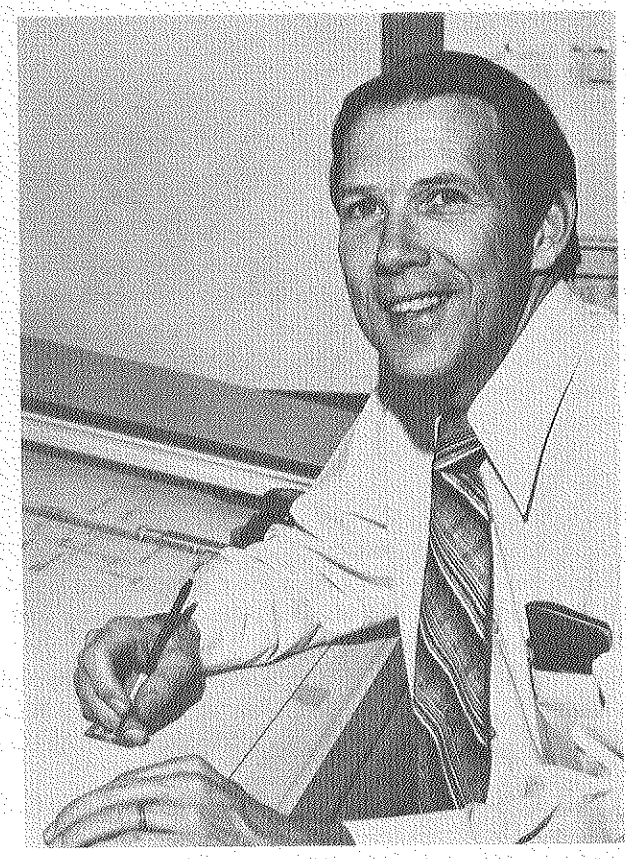
Towler now will compete with five others for the 1979 Goodyear Research & Development divisional Spirit Award. A total of 14 divisional winners will compete for the E. J. Thomas worldwide Spirit Award, which will be presented in Akron on December 21. The winner of last year's E. J. Thomas Award was Henry H. Thomas, supervisor of materials technology for GAT.

Towler received a cash award of $150 and a distinctive bronze medallion in a ceremony October 19 for winning the local award.

Quotations from Towler's nomination form, submitted by a fellow worker, are as follows:

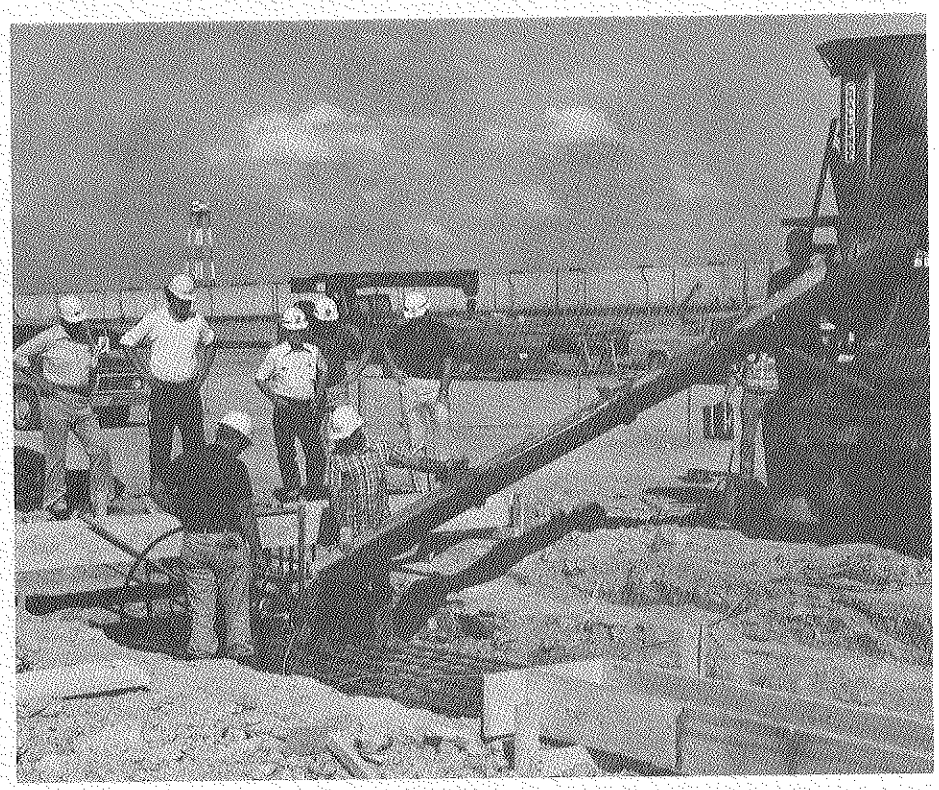
"Gerry has a reputation among those with whom he works for competence and diligence. These attributes are complemented by a friendly, cooperative, enthusiastic attitude that makes it a pleasure to be associated with him on the job. Problems and the need to rush a job do not diminish his willingness to lend a helping hand or to encourage a co-worker."

Towler is involved with several GAT organizations and activities as well as a number of civic and service groups. He and his wife, Lois, are residents of Waverly and the parents of four sons.



Towler earns Spirit Award

Gerald R. Towler is the recipient of the 1979 Goodyear Atomic Corporation Local Spirit Award. Towler now competes with five others for the divisional award; 14 divisional winners will compete for the E. J. Thomas Worldwide Spirit Award.



First GCEP process building footers poured

The first footers for the initial gas centrifuge enrichment plant were poured October 22 by Walker T. Dickerson workmen. The company has the contract for furnishing materials, labor and equipment for concrete foundations and underground utilities of Process Building X-3001. The total estimated cost of the new plant in 1979 dollars now is $5 billion. Officials from the contractor, the Department of Energy and Stone & Webster Engineering watch as the process building construction begins.

Plant "All-In-One" campaign raises $70,000 for agencies

The salaried employees and police officers of Goodyear Atomic Corporation concluded the gaseous diffusion plant's 1979 "All-In-One" campaign for United Way on October 26 with allocations to local counties totalling $69,105.46.

"This year's special campaign required considerable initiative and enthusiasm on the part of the 1,590 employees at the plant," said General Manager Nate Hurt.

"We were aware of the importance of providing a degree of assistance comparable to past years to local United Way agencies."

The allocations to local counties were as follows: Scioto, $24,874.50; Pike, $18,416.90; Ross, $16,323.86; Jackson, $6,025.20 and Other Counties, $3,465.00.

At the official close of the campaign October 23, the salaried employees and police officers at the plant had contributed a total of $50,105.46 in pledges or cash. This was an increase of almost $10,000 over the 1978 contribution made by these employees. The plant goal was $48,000.

The Goodyear Tire & Rubber Company presented a corporate gift of $19,000 through Goodyear Atomic to the United Way campaigns in local counties.

Since the formal closing of the seven-day campaign, an additional $1,189 had been submitted to the United Way office as of November 5, bringing the total employee contribution to $51,294.46 and the overall total to $70,294.46. Additional allocations will be made in December or January, once it has been determined that all cards have been received.

Chairman for the 1979 campaign was Vincent J. DeVito, manager of the Safeguards & Security division. A system of divisional competition and a daily report of results indicated at the end of the campaign that the Maintenance division employees had contributed 119 percent of their assigned quota. Technical division employees made the highest divisional contribution.

W. G. Russell, manager, Engineering division, has been selected as chairman of the 1980 Goodyear Atomic Corporation "All-In-One" campaign for United Way.

25-YEAR EMPLOYEES

Record established in August with 70 employees celebrating

The record is set! And it won't be broken anytime soon.

There are 70 Goodyear Atomic employees who celebrated a silver employment anniversary during the month of August. This is the highest number recorded in any single month thus far. There aren't that many in one month for the rest of the year. And recently it was determined that there will be less than 30 employees next year who will reach the 25-year mark. So it looks like the record is going to stand.

Production division (800) led with 34 employees celebrating 25 years of Goodyear service in August.

There were 19 employees who began work on August 2, 1954. They are **Robert Miller**, Safeguards & Security division; **Glen M. Pauley**, **Robert M. Duffy**, and **Robert G. Tufts** of Technical division; **Ernest W. Woosley**, Engineering division; **Wayne C. Mace** and **David L. Maple**, Maintenance; **Donald K. Barber**, **Franklin P. Gibson**, **Wayne T. Webb**, **James W. Ervin**, **Charles H. Martin**, **Oscar Mershon Jr.**, **Roscoe J. Blaine**, **William H. Burnett**, **Carol L. Hill** and **James R. Diamond**, Production; **D J Blanton**, OCPO; and **Raymond F. Hauth**, Quality Control.

Three employees looked back over 25 years on August 3. They are **Roger D. Bradshaw**, Safeguards & Security; **Albert R. King Jr.**, Maintenance; and **Dorsel H. Lowder**, Production division.

Three more employees began their careers with Goodyear Atomic on August 4, 1954: **Herbert H. Heath Jr.**, **Johnie L. Ruby** and **Ray C. Pritchett**, all of Maintenance division.

Helen M. Winn and **Mabel Blair**, Technical division; **Ferdinand A. Chase**, Engineering; **Gerald F. Johnson** and **John F. Wettstein**, Maintenance; and **Merrill Rickman**, Production; each began work with Goodyear Atomic on August 9, 1954.

Cecil W. Yelley, Purchasing & Materials; and **Cecil C. Estep**, Maintenance; began work August 11, 1954.

There are 19 employees who began work on August 16, 1954. They are **William L. Welch**, shift superintendent; **Albert B. Odle**, Finance division; **Charles D. Mullins**, Technical division; **Donald R. Overly**, **Charles A. McNelly**, **Creed Parrish** and **Glenn E. Johnson**, Maintenance; **William E. Landrum**, **Eddie L. Evans**, **Ralph W. Schultz**, **Robert C. Elkins**, **Donald P. Delong**, **Louis J. Shy**, **Walter E. Smalley**, **Louis R. Bickett**, **Willard H. Bloomfield**, **Norman K. Pullin**, **Donald E. Roberts** and **Paul W. Reiser**, Production.

Charles E. Horner, Purchasing & Materials, celebrated a silver employment anniversary on August 18.

Roy W. Dixon, Purchasing & Materials; and **Walter E. Duncan Sr.**, Technical division; began work on August 23, 1954.

Daniel E. Lewis, Production, began Goodyear Atomic service on August 27, 1954.

A total of 14 employees started work on August 30, 1954. They are **Charles E. Osborne**, Safeguards & Security; **Richard D. Newman**, Technical division; **Perry C. Hulbert**, **James C. Vande Linde** and **Dennis E. Callahan**, Maintenance; and **David C. Jarrell**, **Mitchell F. Stafford**, **Carl E. Hall**, **Dennis J. McDaniel**, **Robert D. Ledford**, **Robert I. Bethel**, **Richard A. Varney**, **Harold D. Leininger** and **Donald W. Murphy**, Production division.

Goodyear provides warranty with free alignment provision

A lifetime warranty providing free car alignment every six months or whenever necessary now is being offered by Goodyear.

The program is the third major warranty introduced by Goodyear. The firm's stores already warrant nationwide a wide range of car repairs, parts and services as well as computerized wheel balancing.

The alignment program provides free adjustments at the store performing the original service, for as long as a car covered by the warranty is titled in the purchaser's name. The introductory price for most cars is $39.88.

Goodyear's warranties are honored only by company-owned stores and not by the independent dealers selling Goodyear tires and other products.

Employees achieve CPS rating

Irma Lewis (left), D-005, and Delores Weber (center), D-224, are the second and third employees of Goodyear Atomic Corporation to achieve the rating of Certified Professional Secretary (CPS). The CPS rating is characterized as the "Capstone" of the secretarial profession. At right is Connie Eckhart, D-423, who achieved the CPS rating in 1972.

Two plant employees achieve CPS rating

Two employees of Goodyear Atomic Corporation have achieved the rating of Certified Professional Secretary (CPS).

Irma L. Lewis (D-005) and Delores J. Weber (D-224) earned the award by passing a series of comprehensive examinations administered by the Institute for Certifying Secretaries. The Institute is a department of the National Secretaries Association (International).

The CPS rating is recognized as the measurement standard of proficiency for the secretarial profession. Designed to have relevance to current business practices, each part of the two-day, six-part examination tests a body of knowledge pivotal to the secretarial functions inherent in the office environment. It covers environmental relationship in business, business and public policy, economics and management, financial analysis and the mathematics of business and office procedures.

The rating is designed to provide a significant, measurable and attainable goal for career oriented secretaries who want to be identified as exceptional.

The two women were presented their awards during a recent monthly dinner meeting of Buckeye Chapter, National Secretaries Association (International), at the Ramada Inn in Portsmouth.

The two are the second and third employees of Goodyear Atomic Corporation who have attained the CPS rating. Connie Eckhart, Records Management supervisor, earned the CPS rating in 1972.

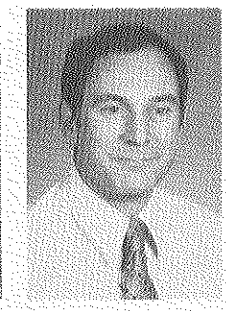
Of a total of 5,580 candidates across the country in 1979, there were 1,060 who achieved the rating of Certified Professional Secretary. A total of 39 candidates achieved the rating this year in the State of Ohio.

Teller message reprinted courtesy of Dresser

The remarks of Dr. Edward Teller on nuclear power appeared in the July 31 edition of The Wall Street Journal. His message has been reprinted and included in this issue of The Wingfoot Clan courtesy of Dresser Industries, Inc., Dallas, Texas.


Nickle


Kefgen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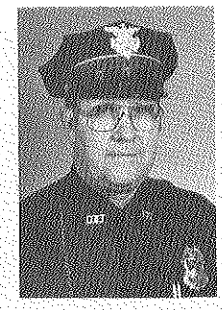
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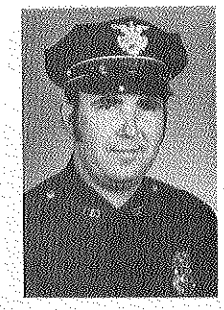
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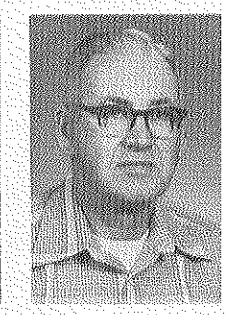
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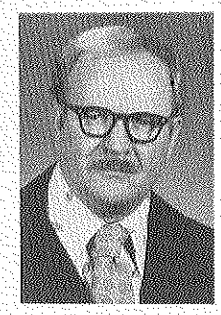

Kelly

Nine GAT employees promoted

Nine Goodyear Atomic Corporation employees have been promoted in recent weeks.

Philip L. Nickel was promoted to Foreman, Janitors (D-426), effective July 16. He reports to Glenn McNamer, general foreman.

Robert B. Kefgen was promoted to Section Head, Plant Procedures section, Process Technical Services (D-582), effective September 1. He reports to Charles F. Harley, supervisor, Process Technical Services.

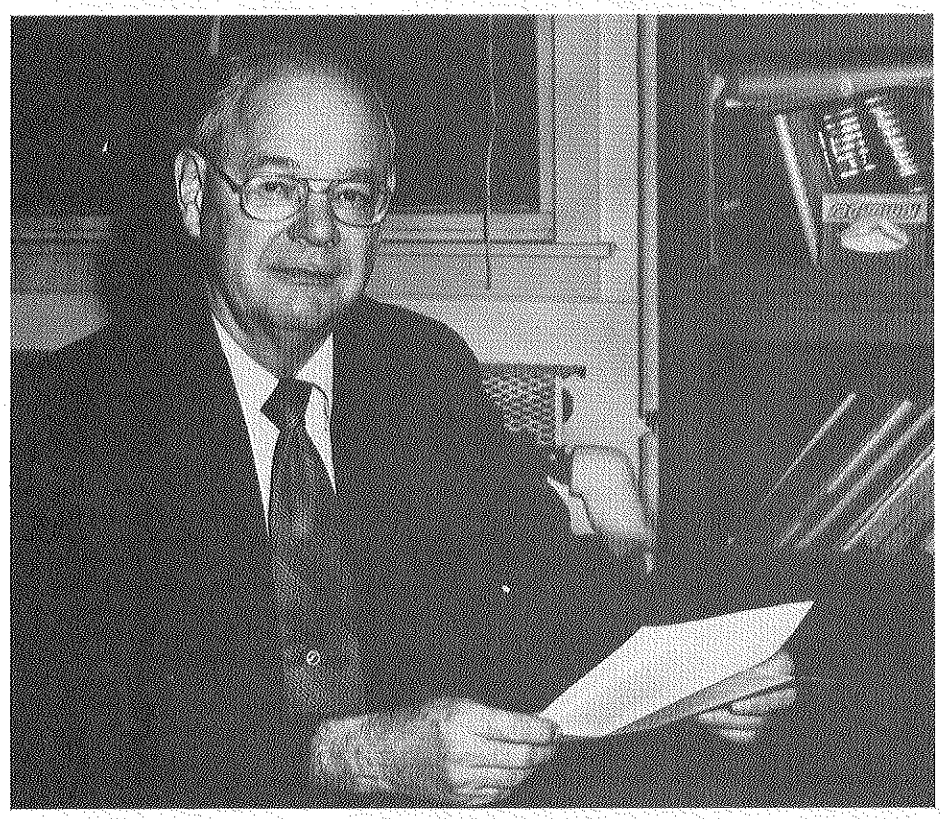
Richard H. Snyder was promoted, effective September 16, to Section Head of the Line Item Projects section, Diffusion Plant Project Management department. He reports to Clark W. Robinson, superintendent, Project Administration.

George E.Rucker, Ronald L. Conkel and David H. Carmon were promoted to Police Sergeants (D-122), effective October 1. They report to Howard M. Cutright, police chief.

Thomas H. Barker was promoted to General Foreman-Maintenance (D-714), effective October 16. He reports to Gerald F. Johnson, supervisor, Power and Utilities Maintenance.

Joseph L. Tanner is General Foreman, Sheet Metal and Weld Shops Maintenance (D-722 and D-723), effective November 16.He reports to Thomas J. McGrail, supervisor, Fabrication and Support.

William A. Kelly becomes General Foreman, Uranium Feed and Feed Sampling Operations (D-822), effective November 16. He reports to Jeffry W. Black, supervisor.



Dr. Frank E. Woltz has worked 35 years for Goodyear. He celebrated his employment anniversary November 1.

Woltz has 35 years of service

Dr. Frank E. Woltz Jr., superintendent, Engineering Development, celebrated 35 years of employment with Goodyear Thursday, November 1.

Woltz began his career with the Goodyear Tire and Rubber Company on November 1, 1944, as a laboratory manager at Plant 5 in Akron. After working in other positions in Akron, he became supervisor of Operations Analysis for Goodyear Atomic on February 16, 1953. He was promoted to his present position in February 1967.

Woltz received a bachelor of science degree in chemistry from West Virginia University in 1940, his PhD from WVU in 1943, and a master of science degree in industrial systems engineering from Ohio University.

Woltz and his wife, Jean, are residents of Waverly.

Scrap auto tires now supplement energy sources

The 200 million auto and light truck tires scrapped each year are a valuable energy resource that can help heat and light factories and office buildings, a Goodyear engineer says.

"Shredded tires can make up as much as 10 percent of the fuel mix at many facilities where coal is burned," said Erwin R. Moats, Goodyear's manager of Corporate Engineering.

"Scrap tires are plentiful, low in sulphur, high in energy and can be burned without odor or emission problems in stoker-fired boilers," Moats said. "They can be a practical, economical fuel supplement for many users of coal."

"Tires have a greater energy value than the coal they replace," he said.

Commercially available shredders reduce tires to small chunks, ready for burning. Steel belts and the bead -- a rubber-coated metal hoop that holds a tire on the rim -- can be separated magnetically.

"The standard emission controls required at all coal-burning installations eliminate any odor and airborne particulate," Moats said.

But because tires cannot be pulverized economically, their use as fuel is limited to stoker-fired boilers that burn lumps of coal.

In Akron, Goodyear is burning a mixture of coal and whole tires -- steel belts and beads included -- in a rare, 43-year-old "wet bottom" boiler, a type no longer made.

The operation consumes about 2,000 whole tires a day to help generate power for the company's headquarters building and a complex of shops and manufacturing facilities.

Whole tires cannot be burned in conventional boilers.

Quality is never an accident. It is always the result of intelligent effort. There must be a will to produce a superior thing.

--John Ruskin

GCEP construction progressing rapidly

It's now a world of "wheather."

Construction managers throughout the gas centrifuge enrichment plant (GCEP) site now wonder whether or not the weather will be favorable enough the next day to allow for work toward completion of the job at hand.

But work has been progressing steadily. In September, one of the largest construction contracts ever awarded by the U. S. Department of Energy was signed for furnishing and erecting the structural steel for the first process building. In October, the first section of concrete footer was poured for the building.

The mobile equipment garage is nearing completion and the fire station is under roof. The new south perimeter road is open, and the west perimeter road will be back in operation, weather permitting, early in December.

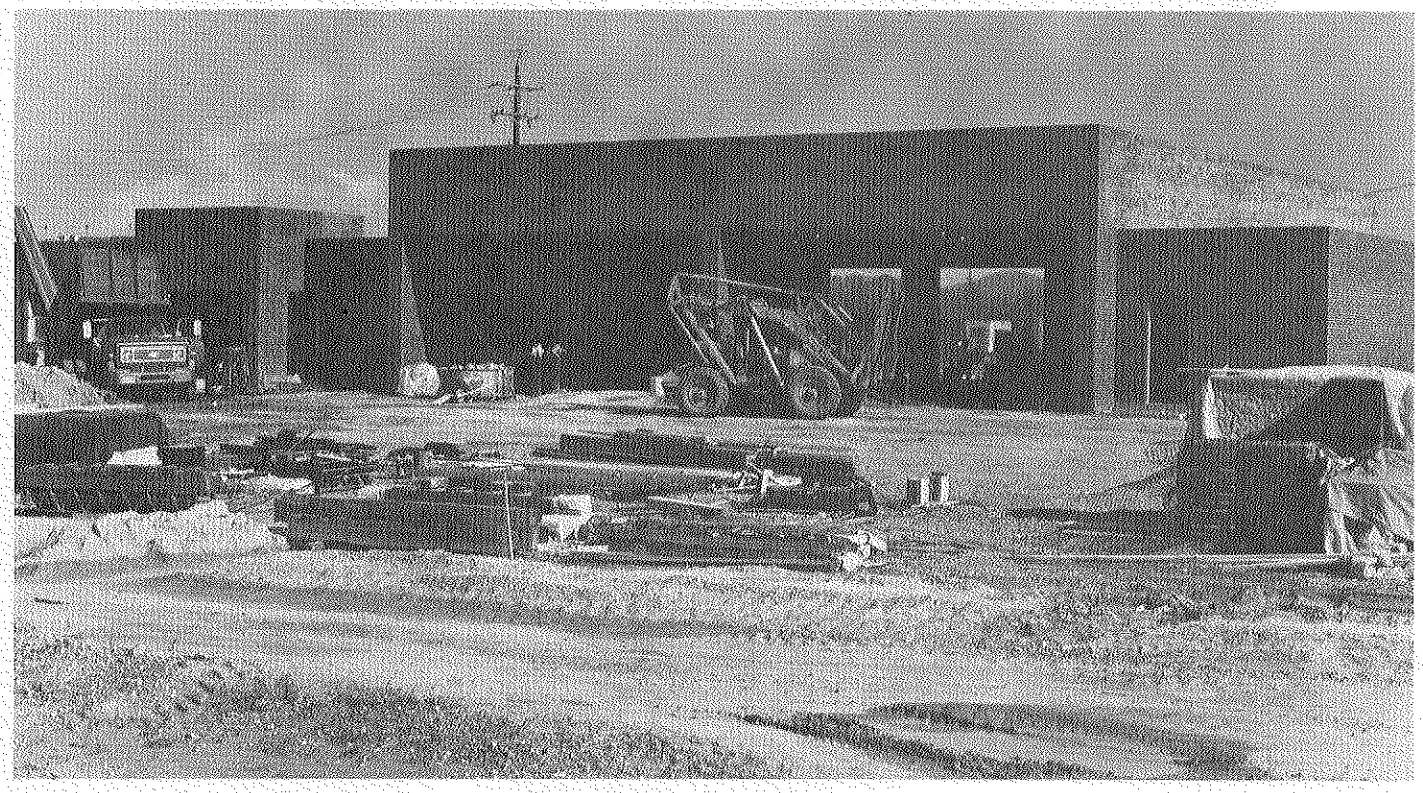
Butt and Head, Inc., of Columbus has the contract for construction of the new west perimeter road, principal access roads and railroads for GCEP. The Butt and Head bid of $2,498, 488 was one of three received by the Department of Energy's Portsmouth Area Office (PAO). Work involved in the contract includes construction of approximately 4,000 linear feet of paved roadway, 5,500 linear feet of pavement overlay, upgrading of 19,000 linear feet of existing railroad and installation of 14,000 feet of new railroad.

Walker T. Dickerson, Columbus, has the contract for furnishing and installing reinforced concrete foundations and underground utilities for Process Building X-3001. The contract was awarded based on the Dickerson bid of $2,184, 471. Work involved in the contract includes the furnishing of all material, labor and equipment for cast-in-place reinforced concrete foundations and for underground utilities. The approximate volume of concrete to be placed is 12,000 cubic yards.

Bristol Steel and Iron Works, Inc., of Bristol, Va., was awarded the contract for furnishing and erecting structural steel for Process Building X-3001. The company's bid of $7,596,575 was one of six received by PAO. Work involved in the contract includes the furnishing of all materials, labor and equipment for fabrication, delivery and erection of structural steel including crane runway structural steel, stairs, ladders, and platforms on existing reinforced concrete foundations of the building. The outer dimensions of the process building are to be approximately 420 ft. wide, 730 ft. long and 90 ft. high. The approximate tonnage of structural steel is 5,000.

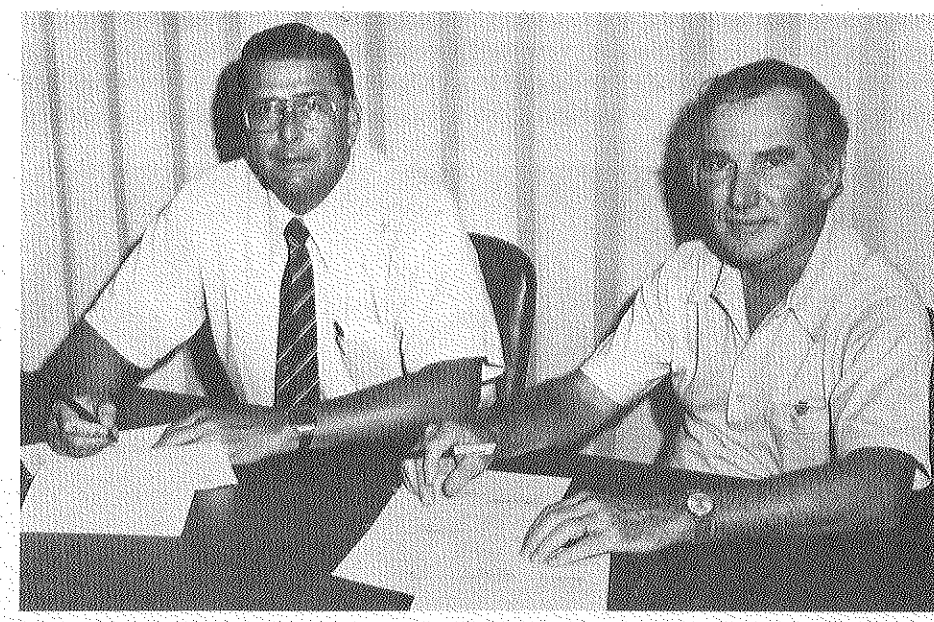
Gould-Brown-Boveri, Cleveland, was awarded a $1,028,020 contract recently to furnish and deliver five 345KV power circuit breakers for GCEP. The contract was awarded by Stone & Webster Engineering Corporation, prime contractor, for DOE. The circuit breakers are to be installed in the new substation which will furnish power to GCEP. Work is to begin immediately at the Gould-Brown-Boveri facilities and the circuit breakers are to be delivered to the Piketon plant in March 1981.

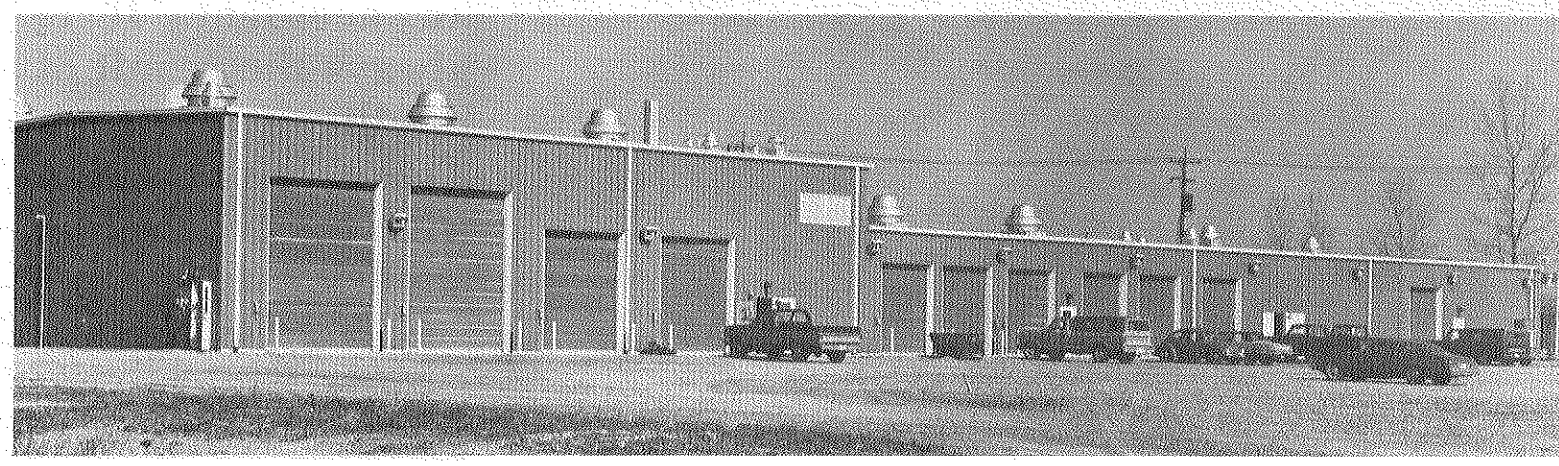
McGraw-Edison Company, Power Systems Division, of Canonsburg, Pa., was awarded a $1,414,329 contract in October to furnish and deliver three 330/13.8 KV transformers for GCEP. This contract also was awarded by Stone & Webster. The contract is for three each, three-phase, triple rated, 65°C rise, out-door oil filled transformers, to be installed in new substation. Work also is beginning immediately at the McGraw Edison facilities in order to deliver the transformers to the plant in June 1981.



New gas centrifuge plant fire station under way

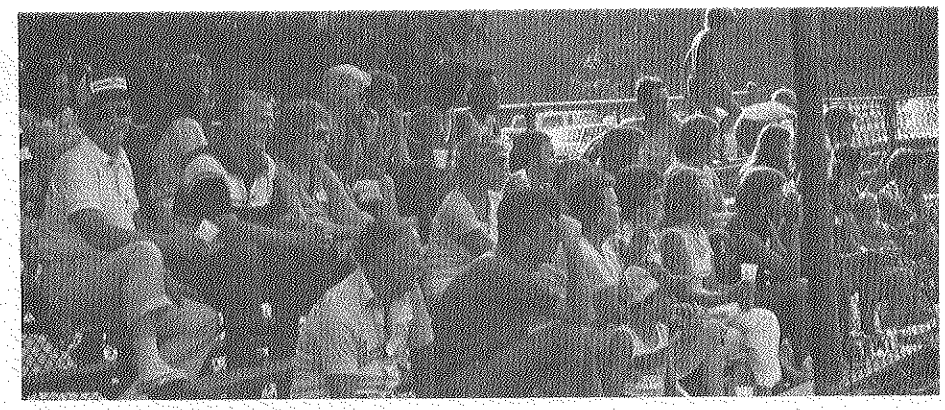
The fire station for gas centrifuge enrichment plant now is about 45 percent complete. Construction work on the 12,500 sq. ft. building is the responsibility of Sherman R. Smoot, Columbus. The cost of the structure is $1,337,000. Construction began March 30.

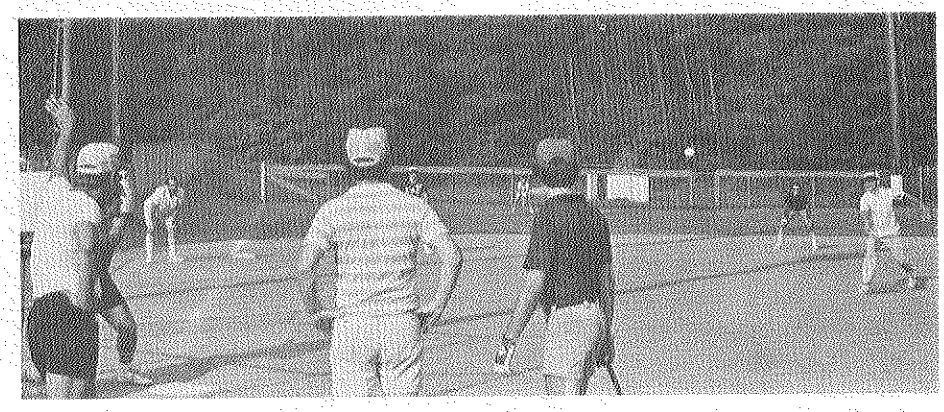




Contract signed

One of the largest construction contracts ever awarded by the Department of Energy's Portsmouth Area Office (PAO) was signed September 4 (above). The contract is for furnishing and erecting the structural steel for the first process building for the new gas centrifuge enrichment plant. The $7,596,575 award was signed by John Hankins (left), vice president-sales for Bristol Steel and Iron Works, and Wilbur Walker, manager of PAO. Delivery of the structural steel is expected in late February 1980 with erection to start in early March 1980. The steel is being fabricated in Bristol plants in Virginia, Tennessee and Indiana. At left is the new GCEP mobile equipment garage.





Oak Ridge employees enjoy family picnic

Employees of Goodyear Atomic Corporation in Oak Ridge enjoyed their annual family picnic Sunday, August 5, at Carbide Park, just south of Tennessee community. A total of 78 adults and 42 children enjoyed an afternoon of games and activities before dinner, relaxation and drawings for prizes. In the photo at upper left, Larry Latta and Ralph Wilcoxin work with participants in the ages 1-6 category during afternoon games. Sack races were included in the age 7-14 category, and adults 15-up played softball. Burkley's Bombers defeated Crawford's Crawdads by a narrow margin, 18-16. Employees watched as Ralph Burkley, associate manager of the Operating Contractor Project Office, pitched to Larry Latta. Pat Hopper was at third base and Tom Zito was playing left field. Third base coach was Jack Crawford. Those watching and waiting were Drew Harron, Bill Hightower and Steve Shirley.

Grain alcohol considered for use in rubber, tires

The folk song that praises the virtues of "good old mountain dew" says nothing about grain alcohol's material value, but scientists at Goodyear believe it someday may be used to make tires and other rubber products.

The researchers view "moonshine" as a substitute for petroleum, source of scores of chemicals that are the backbone of the rubber industry.

"Butadiene, the oil-based chemical that gives synthetic rubber its elasticity and flexibility, can be made from grain alcohol" said William H. Robinson, head of Goodyear's Alternative Chemical Feedstock Research Program. "It is essential in dozens of rubber products, including tires."

Robinson spearheads Goodyear's effort to find new chemical sources that will free the rubber industry from increasingly expensive and shrinking oil supplies.

The average Goodyear radial auto tires requires about seven gallons of petroleum -- five for raw materials and two consumed in energy for manufacture.

During World War II, alcohol was used to make 220,000 tons of butadiene, more than 50 percent of the total available for synthetic rubber production.

Robinson said industrial alcohols can be made the same way as "moonshine." Research is now aimed at making the processes more energy efficient.

"Corn stover, the waste left in a farmer's field after the crop is harvested, could be one source of alcohol for industrial use" Robinson said. "Enzymes or organic substances in the corn waste would convert it to sugar. Alcohol is fermented from sugar.

Robinson said additional refining and processing steps would break down the alcohol into useful chemicals for the rubber industry and could even provide fuel for the manufacturing process.

Quality Assurance - Recognizing Potential Problems and Taking Preventative Action.

Tires that pamper

Because the fairways are beginning to look alot like the freeways, Goodyear is increasing its testing of the small, high-flotation Terra-Tire it manufactures for golf cars. The purpose is to insure that it performs as well on pavement as it does on grass. Faced with a boom in the vehicles, golf course superintendents are building more paved pathways to cut down traffic over the turf. A feature of the Terra-Tire is that it is wider than a conventional tire, distributing the load over a broad area. On a golf car weighing 700 pounds, a Terra-Tire puts about 11 pounds per square inch pressure on the ground -- about 55 percent less than the heel on a 180-pound golfer's shoe.

Diffusion plant projects now underway

Several new construction projects now are under way, or will be started in the near future, at the gaseous diffusion plant through contracts awarded by the Portsmouth Area Office (PAO) of the Department of Energy.

Bids on other projects have been submitted to PAO for review; contracts should be awarded in the near future.

Gold-Hart of Cleveland has been awarded a contract for construction of a uranium hexafluoride cylinder storage pad. The Gold-Hart bid of $256,000 was one of three received by PAO. The official government estimate was $276,700. Work involved in the contract includes the grading of an area adjacent to existing concrete slabs, provision of a compacted stone base and construction of approximately 66,000 sq. ft. of concrete slabs.

HARCO Corporation of Cincinnati has a contract for construction of cathodic protection for switchyards at the plant. Its bid of $16,400 was one of five received by DOE. The official government estimate was $20,382. Work involved in the contract includes the installation of supplemental anodes, a rectifier and test stations on the existing cathodic protection system and piping near Buildings X-530 and X-533.

Capital Elevator Service Company of Columbus has been awarded a contract for upgrading elevators in the X-330 Building. Its bid of $127,130 was the single bid received by PAO. The official government estimate was $125,600. Work involved in the contract includes the furnishing and installation of mechanical, electrical and structural materials and equipment as required to increase the capacity of two elevators from 5 tons to 7½ tons.

Tri-State Roofing & Sheet Metal Co. of Charleston has a construction contract for Warehouse X-744H roof repair. The company's bid of $196,563 was the single bid received by PAO; the official government estimate was $168,900. Work involved in the contract includes removal of existing roof expansion joints, gutters and downspouts and expansion joints; the painting of the entire roof area (approximately 1,200 squares) with an aluminum roof coating; and other miscellaneous work.

Mechanicals, Inc., of Cincinnati has a contract for new regeneration equipment, dry air plant, X-330 and X-333 Buildings. At $44,273, it was the single bid received by PAO. The official government estimate was $41,000. Work involved in the contract involves removal of four existing skid-mounted regeneration units and the installation of four new government-furnished units. The contract also includes the reworking and reconnection of associated piping and electrical components.

Lisco, Inc., of Barboursville, W. Va., has the contract for insulation of sludge line X-611 to X-611B. The Lisco bid of $41,500 was one of four received by PAO. The official government estimate was $74,700. Work involved in the contract includes installation of two-inch thick rigid insulation with aluminum jacketing on an existing eight-inch elevated steel pipe which is approximately 1,300 feet long. The contract also provides for new U-bolts, saddles and modification of supports.

Mechanicals, Inc., Cincinnati, also has a DOE contract for installation of air piping for disc brakes, X-333. Its bid of $97,805 was one of five received by PAO. Work involved in the contract involves the installation of a 300-foot extension to an existing two-inch instrument air header. The new portion has 10 similar branch networks which distribute air to existing process motors. The air is to be used to actuate disc brakes.

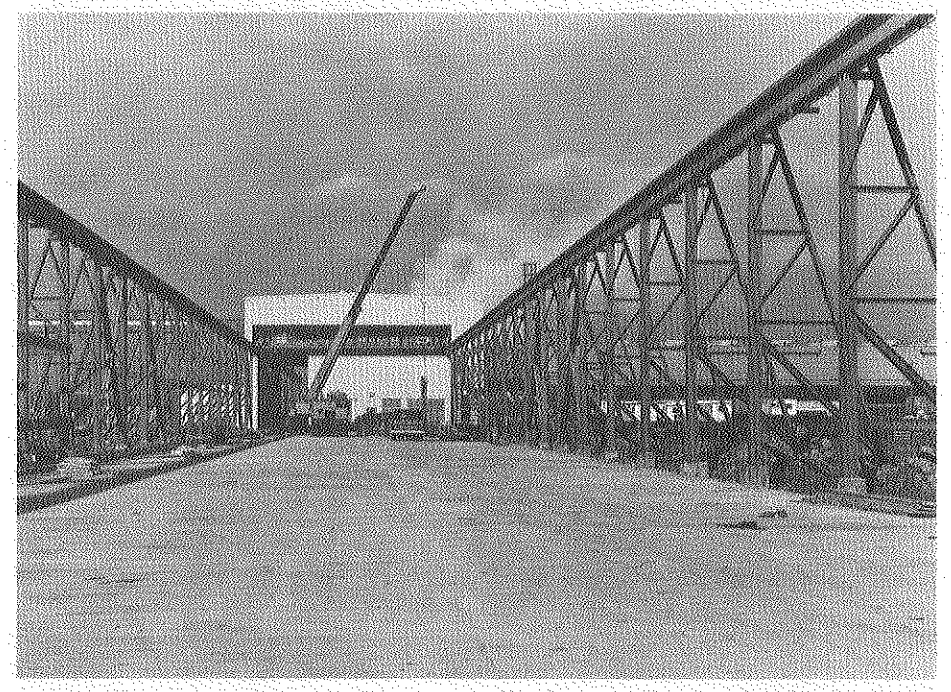
The S. R. Smith Company of Cleveland has been awarded a contract for a security alarm and surveilance system. The S. R. Smith bid of $1,933,644 was one of three received by DOE. Work in the contract consists of furnishing labor and materials to provide a centrally controlled security system to monitor traffic flow and restricted access areas at the plant.

Tri-State Roofing and Sheet Metal Company of Charleston, W. Va., has a contract for roof repairs, X-342, X-600 and X-720. The Tri-State bid of $197,920 was one of three received. Work in the contract consists of removing approximately 368 squares of existing roofing and installation of new roofing, nails, gutters and downspouts.

Circleville Metal Works, Inc. was the apparent low bidder on a contract for a cell operation display facility, X-333. The Circleville Metal Works' bid was one of two received by DOE. Work in the contract consists of the construction of a viewing platform of tube steel joists and steel deck on top of an existing cell housing and a steel stairway from cell floor to viewing platform. The contract also provides for the construction of an observation booth of standard insulated metal panels with doors and windows, lighting, air-conditioning, and sprinkler head.

Butt & Head, Inc., Columbus, was the apparent low bidder on a contract to uprate motor shop, X-720. The Butt & Head bid of $427,244 was one of four. Work in the contract consists of furnishing, installing, and relocating various types of equipment in the X-720 motor rewind facility.

Mechanicals, Inc., was the apparent low bidder on a contract for X-720 mezzanine expansion. The Mechanicals bid of $725,458 was one of four received by PAO. Work in the contract consists of a 30 foot by 140 foot office addition to an existing mezzanine in the X-720 Building.



The new X-345 Building with its bridge crane system is nearing completion. The facility is scheduled to be operative next April. It features three new overhead bridge cranes, each of 20 tons capacity, for the loading and unloading of product cylinders from truck and rail cars. Cranes are radio controlled and have electronic stops. Electrified tape heaters are provided for rail de-icing.

Construction work now is under way to reactivate and improve an old access road which connects the east and north arteries into the plant complex. The road is being used by residents to the east of the plant, who have been inconvenienced and using unimproved gravel roads for access to their area. The strike of OCAW Local 3-689 and resulting closing of the north and east access roads have prohibited their use since May 3. Paving is to be completed in the spring. The road is expected to be utilized in the future as a bypass route for plant traffic which must be detoured because of cooling tower fog conditions.

Five employees have retired

Five Goodyear Atomic Corporation employees have retired.

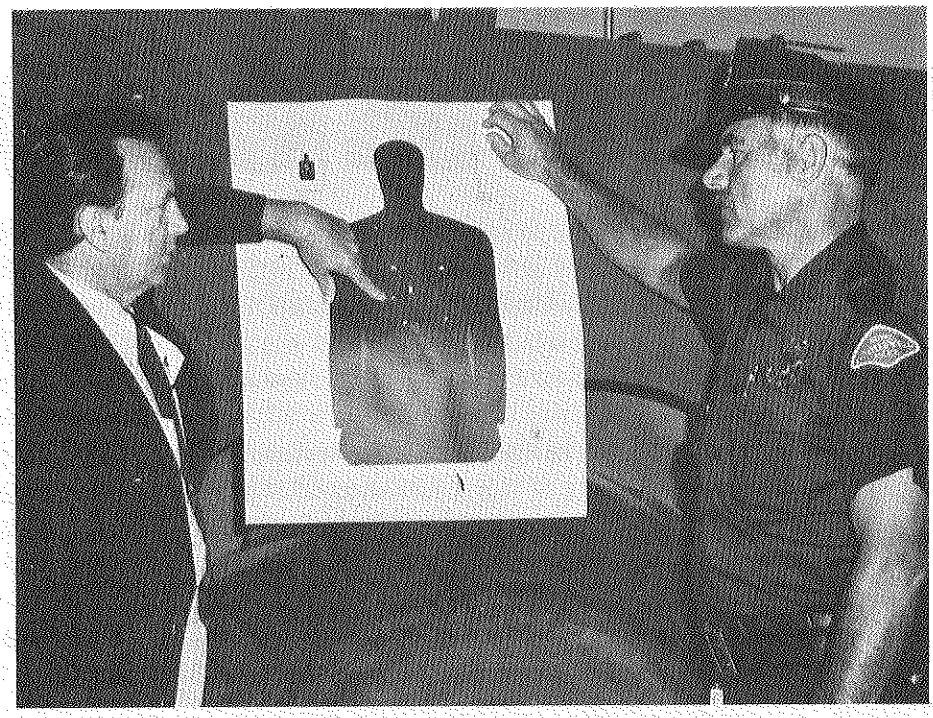
Elijah B. Lowe, Reynoldsburg, section head, Materials Control (D-424), has taken normal retirement effective August 1 after more than 26 years of service.

James O. Brooks, Sr., Beaver, staff safety engineer, (D-921), has taken normal retirement effective August 1 after almost 19 years of service to Goodyear Atomic.

Andrew W. Ondera, Jackson, general foreman, Power Operations, (D-851), elected to take early retirement effective September 1 after more than 26 years of GAT service.

William M. Clements, Jackson, general foreman, Maintenance (D-711), has taken normal retirement effective October 1 after more than 25 years of service.

Edna A. Rouff, Waverly, medical technician (D-211), elected to take early retirement effective November 1 after almost 25 years of service.



Triplehorn is "Top Gun"

John F. Triplehorn, police officer, discusses target results with Howard M. Cutright, police chief. Triplehorn is the 1979 "Top Gun" in the GAT police department. His award is based on results of the National Police Combat Force test, in which all police officers participate, in order to meet annual Department of Energy qualification requirements. The award program was established based on the qualifying test to provide competition and stimulate interest.

Radials double "product MPG"

Want to get 5,700 miles per gallon?

That's what an average Goodyear radial auto tire gets from every gallon of petroleum needed to make it -- double the "product MPG" of bias ply tires.

Goodyear chemists say that about seven gallons of crude oil are used in the manufacture of an average auto tire, regardless of the type.

Five gallons are consumed in the actual materials -- synthetic rubbers, tire cord, carbon blacks and other chemicals -- and two gallons are used to produce the energy to assemble and vulcanize the tire.

If a motorist gets the anticipated 40,000 miles from a radial auto tire, the tire will have stretched its petroleum base to 5,714 miles per gallon. With a bias ply tire, which can expect about 20,000 miles of service, the MPG would be only 2,857.

September means 25 years for 48 plant employees

There were 48 Goodyear Atomic Corporation employees who began work in 1954 and reached the silver employment anniversary mark in September.

Harry E. Gowdy, shift superintendent; **Donald J. Prosch**, Finance division; **Vernon Callihan**, Purchasing & Materials division; **Elmer Litteral**, Technical division; and **Alma J. Coriell**, Maintenance division; began work with GAT on September 1, 1954.

James W. Robinson and **Wilbur E. Glover**, Technical division; **Joseph B. Merrill**, **Albert M. Talda** and **Charles E. Strausbaugh**, Maintenance division; and **Ray M. Weaver**, **Jacob E. Bell** and **William F. Thomas**, Production division; looked back 25 years from September 7 to the beginning of their GAT employment.

Everett H. Jewett, Maintenance division, began work on September 8, 1954.

Seventeen employees began work on September 13, 1954. They are **Clyde A. Secrest**, **Paul E. Morrison**, **Jehu G. Grose**, **Donald R. Snider**, **Charles A. Davena**, **John F. Skinner**, **Jr.**, **Joseph R. Brant** and **Arlie C. Adams**, Maintenance division; **Leslie E. Queen**, **David L. Hicks**, **Edgar A. Damron**, **Lester Brafford**, **Ralph V. Howe**, **Abbey R. Little**, **Charles L. Brandt** and **Jesse A. Johnson**, Production division; and **James E. Rickey**, Quality Assurance and Control.

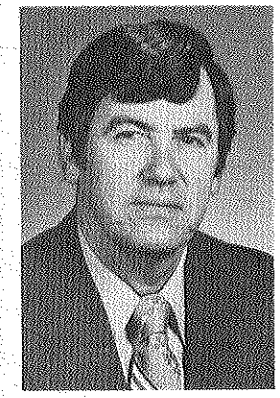
Richard H. Soit, Technical division, celebrated 25 years of GAT service on September 16th.

Glenn McNamer and **Orley T. Dailey**, Purchasing & Materials division; **John P. Nash**, **Charles I. Bray** and **Lowell T. Waller**, Maintenance division; and **Walter M. Stover**, **Charles O. Shoemaker** and **Thomas L. Dent**, Production division; achieved the 25-year employment mark on September 20.

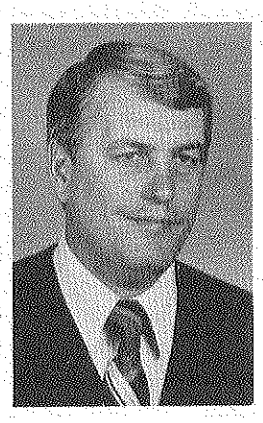
Charles E. Nesler, Technical division; and **Thomas E. Kouns**, Maintenance division; worked 25 years for Goodyear Atomic as of September 22.

W. W. "Reggie" Jarvis, Finance division; **James F. Oates Jr.** and **Arthur D. Smith**, Maintenance division; and **Paul E. Briggs** and **James N. Sansom**, Production division; began work with Goodyear Atomic on September 27, 1954.

Arthur B. Breech, Maintenance division, came to work for Goodyear Atomic on September 29, 1954.



Secrest



Sanders

Sanders named shop supervisor

Gordon L. Sanders has been named Supervisor, Converter Shops and Vehicle Maintenance (D-725-6, 752). He reports to Clyde A. Secrest, superintendent, Shops Maintenance.

Sanders joined Goodyear Atomic in 1972 as a welding inspection engineer, Quality Control. He has been acting supervisor, Shops Maintenance, since October 1978.

Sanders attended Morehead State University. Prior to joining GAT he worked with Chrysler Corporation and for Hobart Brothers Company.

He and his wife, Vicki, are residents of South Portsmouth, Ky., and the parents of five children.

"Hotline" number listed for refund info

Employees with questions about the Goodyear Tire & Rubber Company employee tire refund program -- whether they're about eligibility, exclusions, changeovers or other procedures -- should call the new Accounts Payable "Hot Line" in Akron at (216) 794-2757. The program offers rebates on certain tire lines. Forms for the rebate program are available on plantsite in Stores (D-424).

Secrest named superintendent

Clyde A. "Sid" Secrest has been named Superintendent, Shops Maintenance, D-720. He reports to Donald B. Jones, manager, Maintenance division.

Secrest joined Goodyear Atomic in September 1954 as a process operator in training. He has worked in various capacities in both the Maintenance and Production divisions and since October 1978 has been acting supervisor, Uranium Materials Handling. Prior to his role in that post, he was supervisor in the Shops Maintenance department (D-720).

Secrest attended The Ohio State University and Ohio University. An Air Force veteran, he is active in Boy Scouts of America activities and has received several scouting awards.

Secrest and his wife, Marlene, are residents of Portsmouth and the parents of a daughter, Vickie.

"I was the only victim

"On May 7, a few weeks after the accident at Three-Mile Island, I was in Washington. I was there to refute some of the propaganda that Ralph Nader, Jane Fonda and their kind are spewing to the news media in their attempt to frighten people away from nuclear power. I am 71 years old, and I was working 20 hours a day. The strain was too much. The next day, I suffered a heart attack. You might say that I was the only one whose health was affected by that reactor near Harrisburg. No, that would be wrong. It was not the reactor. It was Jane Fonda. Reactors are not dangerous.

Now that I am recovering, I feel compelled to use whatever time and strength are left to me to speak out on the energy problem. Nuclear power is part of the answer to that problem, only a part, but a very important part.

I have worked on the hydrogen bomb and on the safety of nuclear reactors. I did both for the same reasons. Both are needed for the survival of a free society. If we are to avoid war, we must be strong and we must help to generate the progress that makes it possible for all nations to grow and prosper.

And what is the greatest present-day threat to the prosperity and even the survival of nations? A lack of energy. Both developed and developing nations are threatened.

The citizens of the United States have just begun to recognize the impact of the world's growing energy shortage. Gasoline lines, electrical brownouts and higher prices are minor irritants. They are nothing compared to what may lie ahead. In a struggle for survival, politics, law, religion and even humanity may be forgotten. When the objective is to stay alive, the end may seem to justify the means. In that event, the world may indeed return to the 'simpler' life of the past, but millions of us will not be alive to discover its disadvantages.

When our existence is at stake, we cannot afford to turn our backs on any source of energy. We need them all.

Dr. Edward Teller was born in Hungary and educated in Germany. He came to the United States in 1935 and worked extensively on nuclear developments during and after World War II. He led the earliest efforts to ensure the safety of nuclear power reactors and to achieve clean power generation. In recent years he has concentrated increasingly on the varied aspects of the coming energy shortage, and has argued for utilization of every feasible form of energy. Active in national programs to explore peaceful uses of nuclear power, Dr. Teller is a Senior Research Fellow at the Hoover Institution, Stanford, California, and Professor Emeritus at the University of California.

Dr. Teller's newest book, Energy from Heaven and Earth (W. H. Freeman & Co.), traces the origin and development of energy, from 15-billion years ago to the present day and in the future. Authoritative, amusing and easily understood, it is highly recommended to all who seek a balanced perspective on the energy situation.

Q. Can a nuclear reactor explode like an atomic bomb?

A. No. Energy cannot increase fast enough in the reactor. Therefore, it is absolutely impossible for a nuclear power plant to explode like a bomb. For this to happen, the laws of nature would have to be repealed.

Q. What is the risk of nuclear power compared to other forms of producing electricity?

A. It is far safer than coal or hydroelectric power, but all three are necessary to meet our need for energy. It may sound strange to say it, because coal has been around so long, but we know more about controlling radiation than we do about controlling the pollutive effects of burning coal. And, of course, a dam has no backup system to protect those who live below it. Indeed many of these people have lost their lives and more their homes.

Q. I live within 50 miles of a nuclear power plant. What are my chances of being injured by a nuclear accident?

A. About the same as being hit by a falling meteor.

Q. What about the effect of an earthquake on a nuclear plant?

A. At the first sign of a tremor, the reactor would shut down automatically. Also, reactors are built to withstand enormous structural damage. The only man-made structures I can think of that are more stable are the pyramids of Egypt.

Q. Is it true that we still have no satisfactory way to dispose of nuclear wastes?

A. No. Ways do exist. What we have *not* had is a decision by our government on which way to go. Waste disposal is a political problem, not a technical problem.

Q. How much radioactive waste materials are produced by nuclear plants?

A. At the moment, about 12½% of our electricity is generated by nuclear power. If *all* of it were produced this way, the wastes from these plants over the next 20 years would cover a football field to a depth of about 30 feet. To dispose of this waste a mile underground would add less than one percent to the cost of electricity.

# of Three-Mile Island."

When it comes to generating electricity, we especially need nuclear power. Contrary to what Nader and Fonda, and their friends such as Sternglass, Wald and Kendall, would have you believe, nuclear power is the safest, cleanest way to generate large amounts of electrical power. This is not merely my opinion – it is a fact. Due to the lessons learned at Three-Mile Island, the nuclear way of generating electricity will be made even safer.

I have attempted to respond briefly to some of the questions which people ask about nuclear power. The problems that these questions raise are problems because of political indecision or public fear. Technically, they are non-problems, because the dangers they imply either do not exist or else we have the know-how to solve them. I am absolutely convinced of this, after a lifetime of work as a nuclear scientist.

I was once asked how I would like for my grandson, Eric, to think of me and my life's work after I am gone. Eric is nine years old. He is a terrible guy – he beats me at the game of "GO." I am enormously fond of him, but I have not given much thought to what he will someday think of my life's work. I have given a great deal of thought to whether he will be alive in the next century, and whether he will be living in freedom or in slavery. If he is living under communism, he will know I was a failure.

I believe that we have reached a turning point in history. The anti-nuclear propaganda we are hearing puts democracy to a severe test. Unless the political trend toward energy development in this country changes rapidly, there may not be a United States in the twenty-first century.

The President has recognized the danger of the energy shortage. As yet, he has given only some of the answers. I think – I hope – that democracy has enough vitality to evaluate the risks and to recognize the great benefits of nuclear power to human health and well-being, and to the survival of our free society."

Q. How dangerous is the release of low-level radiation from a nuclear power plant?

A. If you sat next to a nuclear power plant for a whole year, you would be exposed to less radiation than you would receive during a round-trip flight in a 747 from New York to Los Angeles.

Let me put it another way: The allowable radiation from a nuclear plant is five mrems* per year. In Dallas, people get about 80 mrems per year from the natural background of buildings, rocks, etc. In Colorado, people get as much as 130 mrems per year from the natural background. Therefore, just by moving from Dallas to Boulder you would receive ten times more radiation per year than the person gets who lives next to a nuclear power plant.

*A 'mrem' is an appropriate unit used to make comparisons.

Q. How much radiation were the people around Three-Mile Island exposed to during the accident?

A. Let me put it this way. Your blood contains potassium 40, from which you get an internal dose of some 25 mrems of radiation in one year. Among the people not working on the reactor, a handful may have gotten as much radiation as 25 mrems.

Q. Should "spent" nuclear wastes be reprocessed to save the plutonium and other by-products?

A. Yes. Plutonium, for example, is as valuable as the original uranium fuel, because of its potential use to produce still more energy. In the end, reprocessing is needed to make nuclear energy abundant and lasting.

Q. Is there a danger that the plutonium produced by nuclear reactors might be stolen by terrorists and used to construct homemade nuclear explosives?

A. I believe that reactor products can be properly safeguarded from terrorists. This can be much more easily done than the guarding of airplanes. Also, any terrorist who puts his mind to it can come up with ways to terrorize a population that are less dangerous to himself than handling plutonium. The answer is not to get rid of the reactors — let's get rid of the terrorists.

Q. Will the expansion of nuclear power by other countries enable them to produce nuclear weapons?

A. Unfortunately, yes. This is already happening. Two-thirds of the reactors in operation in the free world today are outside the United States. Since we can't stop other nations from building nuclear plants or weapons, what we must do is find better solutions to international problems. An energy-starved nation is much more likely to make and use nuclear weapons as a last resort to survival. The only way to prevent that is to see to it that there is enough energy to go around, and to strengthen cooperation and confidence among the nations.

Q. What have we learned from the accident at Three-Mile Island?

A. Two things. First, that nuclear reactors are even safer than we thought. Despite many human errors and a few mechanical failures at Three-Mile Island, the damage was contained. No one was killed, or even injured. We have also learned that a lot can be done by better educated, better paid and more responsible reactor operators, and by a more efficient display of the state of the reactor by modern instrument panels.

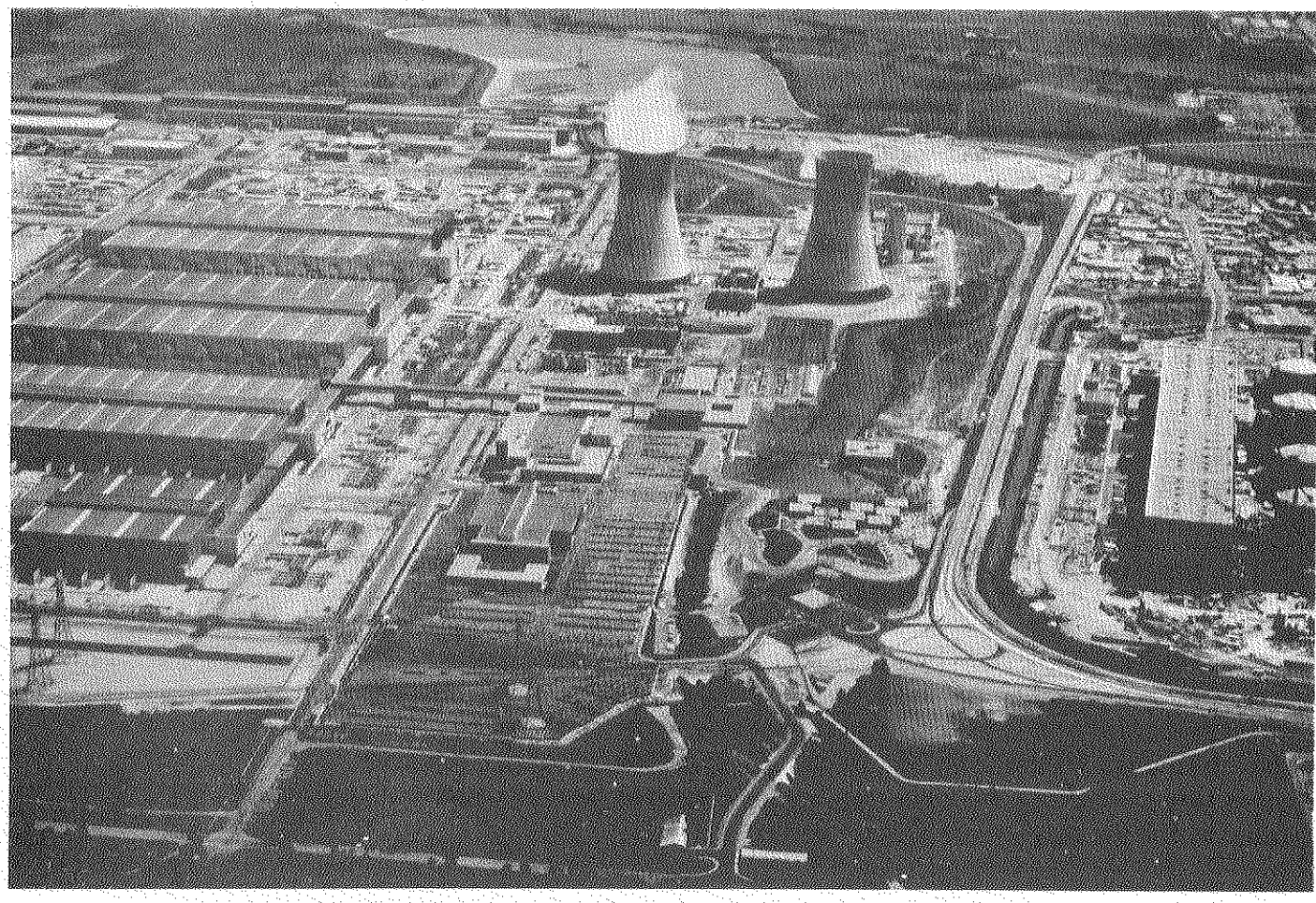
Three-Mile Island has cost $500-million, but not a single life. We must pay for safety and, even after we have paid for it, nuclear energy is the cheapest source of electrical power. It is most remarkable that in the case of nuclear energy we are paying for our lessons in dollars, not in lives.

Limited copies of this message from Dr. Teller are available on request to Dresser Industries, Inc., Dresser Building, Dallas, Texas 75201.

Dresser Industries is one of the world's leading and most diversified suppliers of technology, products, and services to industries involved in the development of energy and natural resources, including oil, gas, coal and nuclear power.

For the fiscal year ended October 31, 1978, consolidated net sales and service revenues amounted to $3.05 billion, and net earnings were $203.9 million.

To learn more about Dresser, please write for our Annual Report.



Production begins at French diffusion plant

In addition to a massive nuclear power program to reduce dependence on foreign oil supplies, France is aiming for self-sufficiency in the fuel cycle. By 1982 the new Eurodif gaseous diffusion plant at Tricastin (right) will reach its full capacity of 10.8 million SWU/yr and account for 30 percent of the world's enrichment capacity. The first canisters of enriched uranium from Tricastin were handed over to Electricte de France (EdF) in April. Work was started in 1974. The Tricastin plant will absorb a large part of the output of the four 930MWe pressurized water reactor power stations that EdF has built on an adjoining site (left).

Tire storage methods count

You can head off problems next spring by proper storage of the regular tires that come off your car when the winter tires go on.

"It's quick and easy and it can add to tire life and performance," says Doc Jenison, Goodyear's manager of Product Service.

Here's how:

1. Never -- repeat, never -- store tires standing upright on their treads. Permanent flat-spotting can result.
2. Lay them flat -- whitewall against whitewall -- in a cool, dry place. Keep tires away from electric motors, water, petroleum products and heat sources, including direct sunlight.
3. If tires are stored mounted on wheels, reduce inflation pressures to about 15 pounds. Don't forget to reinflate in the spring, Jenison cautions.
4. Indicate a tire's wheel position by marking the sidewall with chalk. Radial tires should be returned to the wheel positions they had when they were removed.

Finally, Goodyear recommends, remove stones from tread grooves and check tires for damage. If you're unsure, ask an expert.

New Goodyear blimp christened

The Goodyear Airship Enterprise, one of four operational lighter-than-air craft in the world, was christened recently by Pompano Beach Mayor Emma Lou Olson, assisted by Charles J. Pilliod Jr., Goodyear board chairman. The two were hoisted 35 feet high to the nose of the blimp in the Pompano Beach Fire Department snorkel.

In performing the traditional bottle-smashing ritual, Mayor Olson joined an elite group of women who have christened Goodyear-built airships. Amelia Earhart performed the honors for the blimp Defender in 1929 and Mrs. Herbert Hoover, then the first lady, christened the giant navy airship, USS Akron, in 1931.

"This is a thrilling experience for me, having the honor of christening the beautiful new Goodyear airship that so proudly bears the name Enterprise," Mayor Olson said. "Goodyear blimps have become an American tradition and we are delighted to have the Enterprise based here in the heart of Florida's Gold Coast."

The name Enterprise was selected, not only in the tradition of naming Goodyear blimps for America's Cup winners, but also because of the significance of the word itself." Pilliod said. "Enterprise, meaning a readiness to venture, is descriptive of the establishment of this new base for a new airship."

Pompano Beach will be the home port for the Enterprise, successor to the Airship Mayflower which was destroyed on the ground by an Iowa storm in July. Construction will begin soon on an administration building and a hangar at the new base. Goodyear blimps have wintered in southern Florida since 1929, previously in Miami.

Pompano Beach now is the only city in the world where public flights on a Goodyear blimp may be purchased. Rides normally will be offered Wednesday, Friday and Sunday, while the Enterprise is at home base and not on special assignment such as a network telecast.

The new airship will be under the command of pilot-in-charge Don Ploskunak, an 11-year airship veteran. The blimp will be staffed by five pilots and 16 ground crewmen. The crew includes skilled technicians necessary to maintain the 192-foot-long craft.

Selection of the name Enterprise follows a 54-year Goodyear tradition of naming its U. S. based commercial airships after winners of the famed America's Cup Yacht Races. The sailing vessel Enterprise won the prestigious Cup back in 1930.

Goodyear's other three airships are the America, based in Houston; the Columbia, based in Los Angeles; and the Europa, based in Rome, Italy.

Based in Pompano Beach for about six months, from November until May, the Enterprise will travel throughout the East Central United States during the summer months.

Black becomes supervisor

Jeffry W. Black has been named Supervisor, Uranium Feed and Feed Sampling Operations (D-822). He reports to William J. Lemmon, superintendent, Uranium Operations.

Black joined The Goodyear Tire & Rubber Company in 1968 and was transferred to Goodyear Atomic Corporation in February 1979.

Black has a B. S. degree in chemical engineering from the Illinois Institute of Technology.

Weeter named to new post

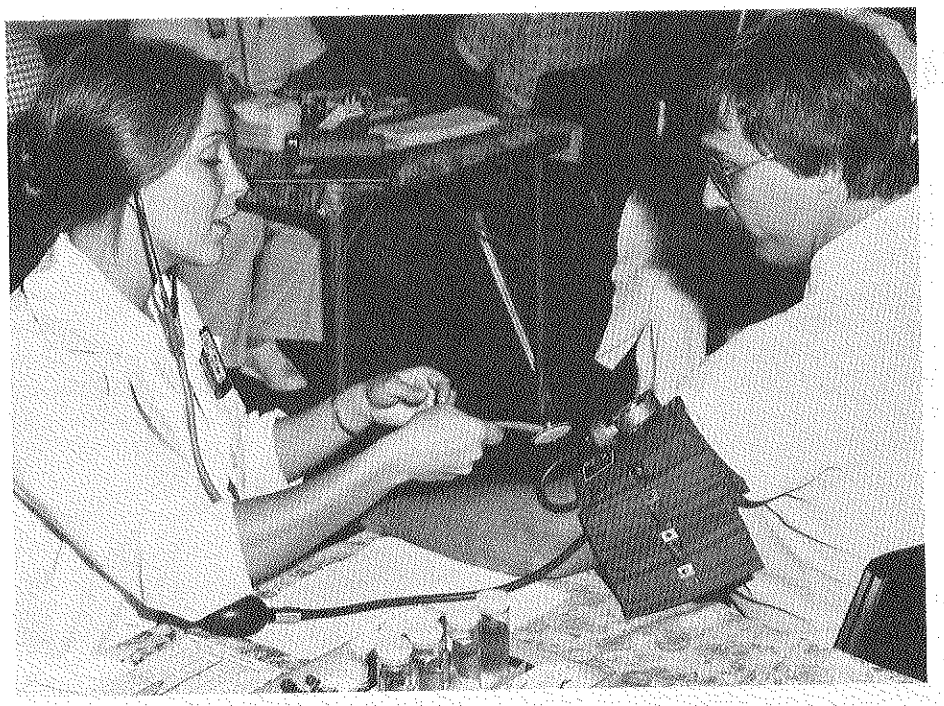
F. J. Weeter Jr. has been appointed Supervisor, Uranium Materials Handling, Transfer and Sampling Operations (D-829). He reports to William J. Lemmon, superintendent, Uranium Operations.

Weeter joined Goodyear Atomic in March 1954 as process foreman. Most recently he was general foreman (D-822).

A Marine veteran, Weeter and his wife, Wilma, live in Waverly. They are parents of two children.

Weeter

Black



Blood campaign successful at GAT

The salaried employees and police officers of Goodyear Atomic recently responded enthusiastically to an urgent plea for blood by donating a total of 237 units August 28 and 29. Tri-State Region, American Red Cross Blood Services, had requested that Company officials arrange a special Bloodmobile visit in an effort to help correct low replacement levels in the area. Nicholas P. Schneider, drafter in Civil Engineering (D-621), was subjected to the required examination and medical history interview by Mary Mohn, Red Cross staff nurse. The Bloodmobile visited the OCAW Local 3-689 Union Hall on August 27.

Employees reach 25-year mark during the month of November

A total of 16 employees achieve 25 years of service to the Goodyear Atomic Corporation during the month of November.

William C. Justice, Finance division; **Paul L. Slaughter**, Technical division; **Robert E. Shepherd**, Engineering division; and **Charles C. Bolt**, Maintenance division; began work on November 1, 1954.

Six employees began work with Goodyear Atomic on November 8, 1954. They are **Barbara A. Cooley**, Wage & Salary Administration; **Charles H. Skaggs**, Technical division; and **Jack C. Mathena**, **Burdell F. Hoffman**, **Gregory G. Inman** and **L. F. Spence**, Maintenance division.

Rayford O. Winkler, Quality Assurance and Control, began work on November 10, 1954.

William C. Bird Jr. looked back 25 years from November 16 to the beginning of his work with GAT.

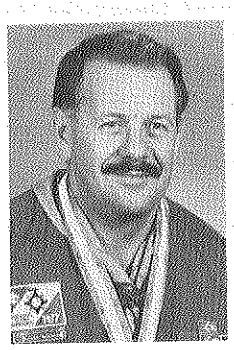
Robert C. Kramer, Equal Employment Opportunity, began work with Goodyear Atomic on November 17, 1954.

Shirley Couser, Industrial Relations division; and **C. J. Slate**, Production division; began work on November 20, 1954.

Robert R. Hill, Maintenance division, looks back 25 years from November 26 to the beginning of his employment with Goodyear Atomic.

Poetker earns Scouting award

Ralph E. Poetker, Jackson, maintenance foreman (D-726), was one of the two local Boy Scout officials honored in 1979 by Chief Logan Council, Boy Scouts of America.



Poetker

Poetker was presented "The Award of the Silver Beaver" by Chief Logan Council in recognition for his accomplishments in Scouting.

The Silver Beaver award, a national honor, is given for outstanding work with boys in Scouting in a variety of activities over a number of years.

Poetker has been involved with Boy Scout work for more than 20 years. At present he is a district commissioner, scoutmaster for a Jackson troop and actively involved each year in the local summer camp program.

Thirteen employees celebrate 25 years of Goodyear service

A silver employment anniversary was a highlight in October for 13 Goodyear Atomic employees.

Mack M. Earnhardt, Technical division, began work on October 1, 1954.

William J. Pennington and **Jerome Gabel**, Purchasing & Materials division; **Doris J. Walters**, Technical division; and **George H. Sargent** and **Clarence O. Lyons**, Production division; looked back October 4 to 25 years of GAT service.

James R. Schneider, Maintenance division; and **Milo J. Mullens**, Production division; began work on October 11, 1954.

Wilson T. "Buck" Schweinsberg, Environmental Control, began his career with GAT on October 13, 1954.

Four employees started employment on October 18, 1954. They are **Robert L. Saltsman**, Safeguards & Security division; **Don E. Lemaster**, Technical division; **Forrest C. Brewer**, Production division; and **Ray E. Dever**, Industrial Hygiene & Health Physics.

ESSAY

EDITOR'S NOTE: The following essay was written by Arthur P. Romero, safety equipment technician (D-921), for the annual Freedom Foundation contest open to all military personnel. Romero is a member of the Navy Ready Reserve in Columbus. He twice previously has been awarded Freedom Foundation medals for his essays.

The promise of freedom is not for the ordinary. It is a promise held out at the cost of commitment.

It must be pursued with the realization of the price it exacts: dedication, devotion, determination and drudgery. It is a dream to hold in our minds and to cherish in our hearts, but its realization demands the bloody footprints of Valley Forge, the fratricide of Shiloh and the carnage of Omaha Beach.

For over 200 years America has been engaged in the pursuit of freedom and has reaped its rewards. Our colonist ancestors first heard its call at Bunker Hill, Boston and those other hamlets on the eastern seaboard and fought to maintain its privileges.

The American Revolution, the War of 1812 and the expeditionary forces to Tripoli; at each of these our country gave a concrete commitment to freedom's value.

The most difficult time to preserve freedom is in time of peace. It demands of America inner control and a firm stance even when voices within our own country whisper that responsible vigilance is not necessary. Other countries seek to convince us that freedom is self-limiting rather than bounded by our willingness to do that which is necessary to defend it.

How we should like to believe this! Yet the need to sacrifice to insure the success of liberty is certain. Everything that limits our freedom must be put aside, no matter how pleasantly its siren song beguiles us nor how benignly our enemies smile upon us. Freedom demands more than approval; it demands commitment.

As technological advances make our world smaller by the miles that separate countries, it becomes more difficult to value reasoned response where freedom is concerned. It is unreasonable, we often hear, to believe that a world so involved with each component nation could be threatened by any one of them.

It seems obvious that to do so would also jeopardize the menacing agressor. The Kaiser of World War I paid a high price when he tried to enslave his neighbors and Hitler in World War II felt the sting of the American defense of freedom, yet both did try.

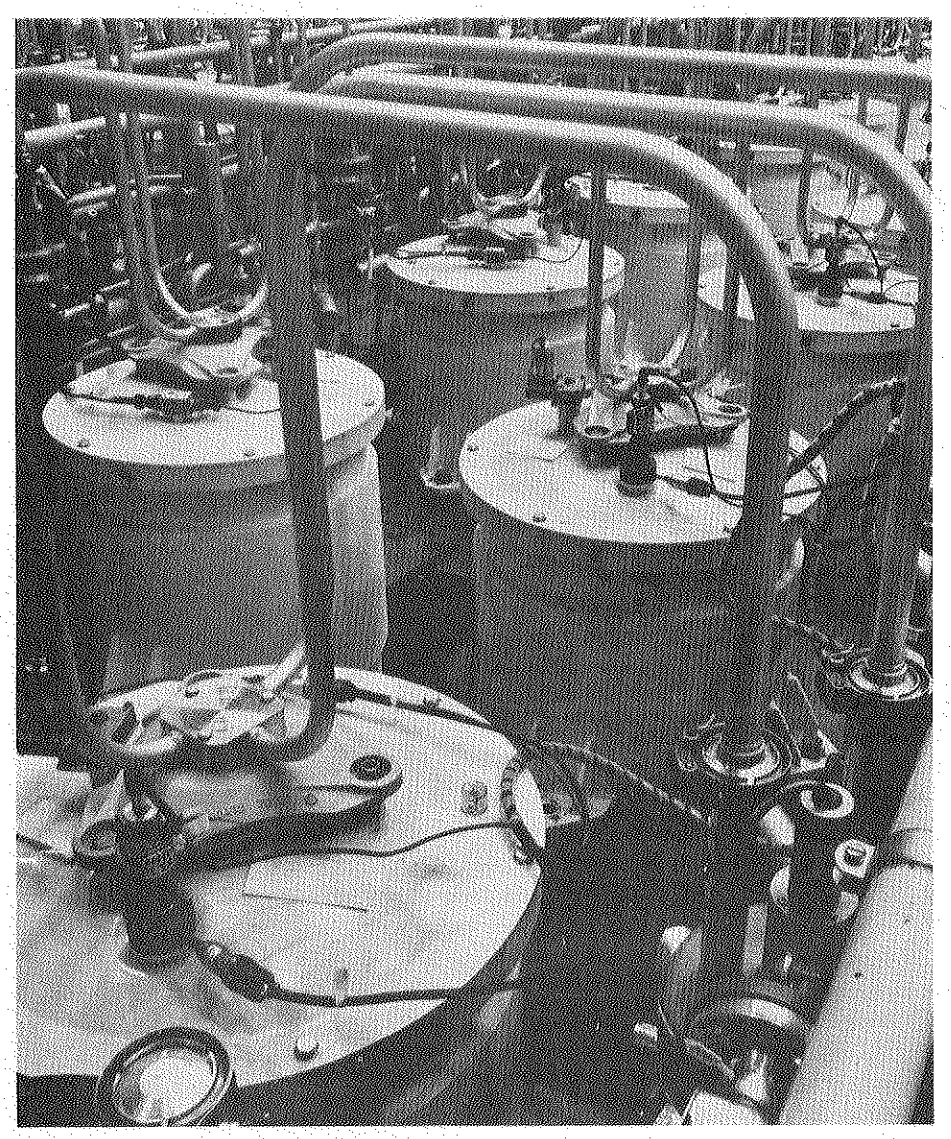
The long line of despots before them also proves that tyrants will always try to crush a nation that extols freedom and not slavery. Our Civil War truly tested our national commitment in the high price we paid to guarantee that no one person shall be owned by another. We dare not forget any of these historic events.

We are the heirs of these struggles to see that mankind be granted the right of freedom - a right that comes not from the generosity of any government, but from the vigilance of a people who know its worth.

We must let every nation know that we intend to remain protectors of freedom and will sacrifice anything to insure the success of liberty.

Here stands our commitment: This is the land of the free...and freedom shall ring throughout this land!

Goodyear Aerospace to build GCEP units



Letter contracts of $2 million each were awarded recently to three industrial firms by the Department of Energy for the initial manufacture of gas centrifuge machines.

Goodyear Aerospace Corporation, another subsidiary of The Goodyear Tire & Rubber Company, is one of the three firms selected by DOE in August. The others are Boeing Engineering and Construction Company, Seattle, and The Garrett Corporation, Los Angeles.

The machines will be used in DOE's Centrifuge Plant Demonstration Facility (CPDF) at Oak Ridge and in the Gas Centrifuge Enrichment Plant (GCEP) which is being constructed adjacent to the Portsmouth gaseous diffusion plant.

The letter contracts provide start-up money until the end of the year. Definitive contracts are being negotiated in the interim.

The procurement of the machines will be carried out under two phases. The initial phase will be under cost-type contracts and will include the total number of machines for CPDF and a limited number of machines for the Portsmouth plant. The first phase also will include engineering and manufacturing studies to support later full-scale production of centrifuges to complete the total requirements for the Portsmouth plant. It is anticipated that the production experience involved in the first phase will permit the machines manufactured under the second phase to be provided on a fixed price basis by two of the three initial manufacturers.

Centrifuge machines (left) undergo testing at DOE's Component Test Facility in Oak Ridge.

The cost-type contracts are expected to extend through 1983 with a total estimated cost of $235 million. The cost for the second phase is estimated to be about $1 billion.

The CPDF, scheduled for completion in 1982 at an estimated cost of $60 million, will be used to test centrifuges and other equipment and systems required for the Portsmouth plant.

Goodyear Aerospace has been doing research in centrifuges since 1972 and has established itself as a world leader in their production, said Goodyear Chairman Charles J. Pilliod Jr. and Morris B. Jobe, Goodyear Aerospace president. The effect of the selection is that Goodyear Aerospace may add up to 1,000 hourly and 200 salary jobs by the mid-1980's, Pilliod and Jobe said.

The immediate effect, however, will be about 65 jobs at Goodyear Aerospace, some of which will be filled by transfers within the company and some by new hires. The initial work will be performed at Goodyear Aerospace's advanced technology center at Wingfoot Lake.

Public complaints result from vehicle misuse

The Department of Energy has received an increasingly large number of complaints recently, both from concerned citizens and government officials, about the apparent misuse of government motor vehicles.

The complaints, most of which upon investigation have proved to be valid, have categorized into five general areas: (1) Unofficial Use, (2) Speeding, (3) Unsafe Operation, (4) Inefficient Utilization and, (5) Discourteous Conduct of Operator.

Unofficial use accounts for half of the known complaints. As stated in DOE Property Management Regulations, Subpart 109-38.55, all government-owned or -leased motor vehicles operated by contractors shall be utilized for official purposes only.

"Any officer or employee of the government who willfully uses or authorizes the use of any government-owned passenger motor vehicle or aircraft or of any passenger motor vehicle or aircraft leased by the government, for other than official purposes... shall be suspended from duty by the head of the department concerned, without compensation, for not less than one month, and shall be suspended for a longer period or summarily removed from office if circumstances warrant..." This is stated in statute 31 U.S.C. 638a(c)(2). Under the provisions of 18 U.S.C. 641, any person who knowingly misuses any government property (which includes government motor vehicles) is subject to criminal prosecution and, upon conviction, to fines up to $10,000 or imprisonment up to 10 years.

"When a government-owned or government-furnished vehicle is used by an employee for official travel, its use shall be limited to official purposes which include transportation between places where the employee's presence is required incident to official business; between such places and places of temporary lodging when public transportation is unavailble or its use is impractical; and between either of the above places and suitable eating places, drugstore, barber shops, places of worship, cleaning establishments, and similar places necessary for the sustenace, comfort, or health of the employee to foster the continued efficient performance of government business."

These provisions and penalties apply to all DOE contractors, including Goodyear Atomic Corporation, who are furnished government-owned or -leased motor vehicles.

Letters from the public also have reported that Department of Energy vehicles have been exceeding the National Speed Limit of 55 miles per hour. The general tone has been one of indignation at the disregard of the speed limit and the resulting waste of fuel by DOE and contractor employees as members of the Department responsible for energy in the federal government.

Another area of concern is the efficient utilization of government vehicles and the conduct of operators. Contractor employees should plan for maximum utilization of vehicles in scheduling trips so that riders can "double up" and thus reduce the number of vehicles on the road.

Drivers must operate vehicles in a safe manner, with concern for those who share the highways, in order to avoid complaints of unsafe operation and discourteous conduct and for the reasons of safety on the part of the driver, occupants and others.

It is the duty of every person concerned with the use or control of government motor vehicles to assure that he and all employees under his supervision who operate or use them are fully acquainted with the requirements and the need to avoid an erroneous impression regarding the use of motor vehicles by government contractors.

The regulations are simply a detailed statement of common sense and respect for the law. Please do your part.

Rosie Grier, actor and former All-Pro football player, sits on wall-to-wall carpeting backed with Goodyear Soft 'n' Tuff foam rubber padding while pursuing his hobby: needlepoint. Grier is the national spokesman for Soft 'n' Tuff.

MR. SOFT 'N' TUFF

Football great Rosie Grier is selected by Goodyear to promote carpet backing

Actor and former All-Pro football lineman Rosie Grier is adding his considerable weight and talent to promote carpets with Goodyear's Soft 'n' Tuff foam rubber backings.

"Rosie's role as a spokesman for Soft 'n' Tuff is both educational and sales oriented," said J. David Wolf, general manager of Goodyear's Chemical Division. "His themes during this promotion will be the integrity of our foam backing and the importance of brand names."

Soft 'n' Tuff is the carpet industry's only continuous quality-control program for backing. It grants use of the Goodyear trademark only after a broadloom manufacturer's carpet has been tested and approved by Goodyear researchers. Goodyear is a major supplier of foam latex for carpet backings.

Grier is appearing in magazine ads and making personal appearances at distributor and retailer meetings.

"We feel that Rosie is an excellent spokesman for Soft 'n' Tuff," Wolf said. "His days as a tough tackle for the New York Giants and the Los Angeles Rams during the '50s and '60s, combined with his current involvement in needlepoint, add up to a real Soft 'n' Tuff image."

Grier, who stands six feet five inches tall and weighs nearly 300 pounds, is active in many programs to aid disadvantaged youth.

Goodyear testing of carpets whose manufacturers wish to use the Soft 'n' Tuff trademark must pass a series of laboratory tests for tuft lock, density, cracking and delamination and compression resistance. Carpets that pass these tests offer a long, tough life with an equally long soft surface.

Students receive Preface/Instep scholarships

Two Chillicothe High School graduates are enrolled in the School of Engineering at the University of Dayton this fall through the sponsorship of Goodyear Atomic Corporation.

Lisa Baum, a 1978 graduate of CHS, will be pursuing a degree in mechanical engineering. Terresa Gray, a 1979 graduate of CHS, will be pursuing a degree in chemical engineering. Each student will spend six co-op work terms at Goodyear Atomic during their four and one-half years of education.

The students are participating in the University of Dayton's Preface/Instep Scholarship Program for Cooperative Education in Engineering.

The purpose of Preface/Instep (Pre-Freshman and Cooperative Education/-Industry Sponsored Total Education Program) is to encourage qualified high school graduates to enroll in engineering. The scholarships and cooperative employment are sponsored by government and industry and have a goal of increasing the number of women, minority and other non-traditional students in engineering disciplines.

In addition to scholarships and cooperative employment, sponsored students receive academic and career counseling as well as math and science tutorial sessions.

GRADUATE

M. Gayle Roffe
Shawnee State
R. E. Dever D-923

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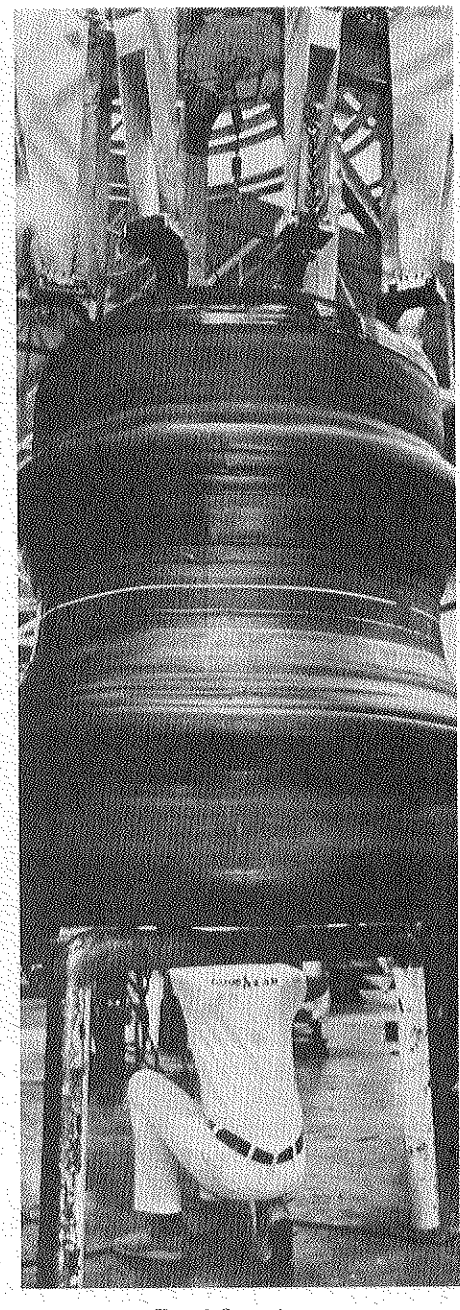


Inside view

What will become a tire for an earthmoving machine is inspected at Goodyear's plant in Topeka prior to being placed in a mold where the barrel-like structure will take on the familiar look of a tire. Goodyear produces all of its big earthmover tires in Topeka. The tires range in size up to 12 feet in diameter and weigh as much as 12,500 pounds.

Employee's daughter graduates from OSU

Vickie Lynn Secrest, daughter of Mr. and Mrs. Clyde A. "Sid" Secrest (D-720), has been graduated from The Ohio State University with a master of science degree in nursing. She has accepted a position as nursing coordinator for the Veterans Administration Hospital in Lexington, Ky.

Hixson is winner of microwave oven

Danny Hixson, mechanical engineer in D-621, is the winner of the microwave oven raffled by the Goodyear Atomic Foreman's Club. The drawing was November 7. It had been postponed from the club's Fall Outing of October 6.

Polyester chips reclaimed by processing empty soft drink bottles through Goodyear's new pilot plant in Akron are compared with chips before processing (left tray) and a drawer made from the recycled material. Goodyear built the low-cost facility to illustrate the relative ease of reclaiming polyester from the lightweight, shatter-resistant bottles.

System designed to demonstrate recycling of polyester bottles

A pilot-scale plant designed to demonstrate the recycling potential of polyester soft drink bottles has been built by Goodyear.

Built with existing technology, the Akron facility demonstrates "the relative ease with which these bottles can be recycled into a variety of new and useful products," said Brian W. Pengilly, Goodyear's director of fiber and polymer research.

A leading producer of polyester for the lightweight shatter-resistant bottles, Goodyear estimates that almost 1.6 billion polyester bottles will reach stores' shelves this year. These bottles, the company believes, represent a significant potential supply for recycle facilities, particularly in metropolitan areas.

"Empty polyester bottles can be an excellent source of raw materials to make new products," Pengilly said. "Independent studies have shown polyester bottles, when recycled, to be as energy efficient as any container now used to package beverages. This includes refillable glass bottles."

The low-cost Goodyear recycling system consists of grinders, air separators and water separators. The plant works by using gravity to separate each component of the bottle. Paper, aluminum, polyester and the polyethylene used to make the base cup on some bottles each have different weights, or specific gravities.

After the bottles are ground into small chips, these differences in weight cause the paper to be blown off during air separation, and the polyester to be separated from the polyethylene during water separation. Polyester is heavier than water, so it sinks. Polyethylene is lighter than water, causing it to float.

A similar procedure will be used to separate polyester from the aluminum caps.

"The demand for recycled polyester far exceeds the supply," said Pengilly. "Recycled polyester can be sold profitably at prices competitive with many different types of plastics.

"And because recycled polyester performs almost as well as the virgin material and can even outperform other plastics, this competitive pricing difference has created a large demand," he said.

Goodyear research also has developed potential markets for recycled polyester. Filling for pillows, containers for non-food products, auto parts, fiber for clothing, machine housings, building materials and insulation are some of the products produced by Goodyear researchers from recycled polyester bottles.

Two Goodyear Atomic scientists receive patents for inventions

Dr. Anthony J. Saraceno, Process Technology department (D-521), and Clair O. Langebrake, Engineering Development staff (D-530), each recently received a U. S. patent. Both inventions are classified, so they have been allowed, but not formally issued. They have been recognized as patentable, but will not be available to the public until such time as they are declassified.

Dr. Saraceno's invention is a method for "Drying of Used Barrier," and has already been utilized on standby converters being restored for service.

Langebrake's invention is a leak control mechanism for compressors. The Langebrake invention reduces gas leakage and eliminates manual operations associated with previous designs.

After he conceived the device, Langebrake proposed that Mechanical Technology, Inc. (MTI), of Latham, N. Y., be consulted for possible improvements. Two engineers from MTI recently received a patent for their improvements to the Langebrake design.

The MTI invention improved the reliability and ease of assembly of the Langebrake design. Prototype mechanisms incorporating all the improvements have been prepared for testing.

Both inventors recently were awarded plaques commemorating their patents.

Dr. A. J. Saraceno and Clair O. Langebrake recently were awarded plaques commemorating their recent patents. Those present at right were Dr. Frank E. Woltz, superintendent, Engineering Development; Roy W. Brown, manager, Technical division; Saraceno; Langebrake; Paul R. Seufzer, superintendent, Development Laboratory; and Sam W. Wolfort, supervisor, Process Technology.

OBITUARIES

Lucille Medley Smith, Chillicothe, June 16. Mother of Lanny W. Smith (D-829) and Gregory J. Smith (D-902).

Benjamin F. Sexton, New Boston, July 6. Father of Marvin F. Sexton (D-817).

Flossie Horsley, New Boston, July 12. Mother of Ronald J. Horsley (D-905).

Shirley W. Thompson, Piketon, July 23. Wife of Ray F. Thompson (D-621).

William L. Sams, Chillicothe, July 30. A 33-year Goodyear Tire & Rubber Company employee, most recently at the Jackson plant, Sams was Finance division manager at Goodyear Atomic before transferring to Motor Wheel Corporation in April 1965.

George F. Cooke, Akron, August 6. Cooke began his 37-year career with Goodyear in 1942 and came to GAT in 1953. He was superintendent, Cascade Operations, before beginning retirement in October 1978. Cooke was a former resident of Lucasville.

E. A. Carver, Phoenix, Ariz., September 12. Father of Dale E. Carver, assistant general manager, Administration.

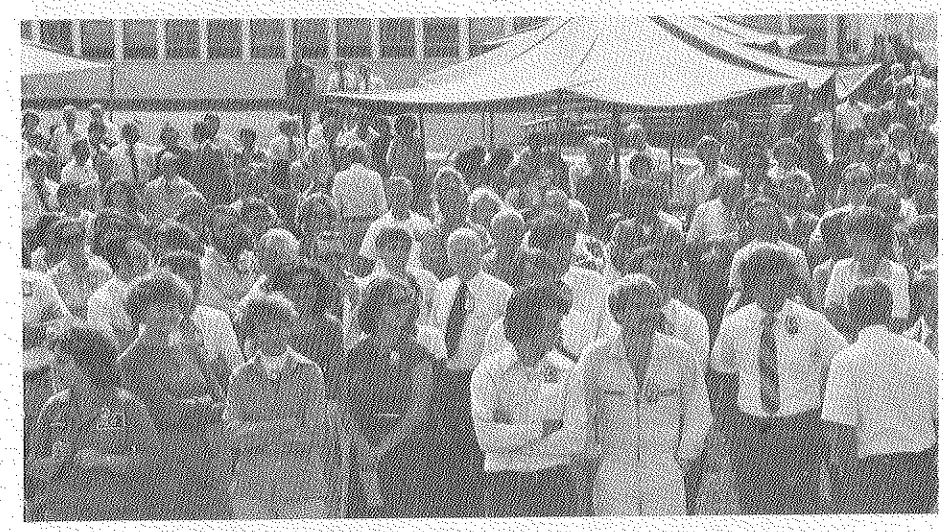
Effa M. Hodgson, Troy, September 15. Mother of George O. Hodgson (D-122).

Emerson P. Yocum, Wooster, September 17. Father of James L. Yocum, manager, Industrial Relations division.

Mary L. Woodrum, Portsmouth, September 24. Wife of Charles D. Woodrum (D-552).

Grover C. Little Jr., Kenova, W. Va., September 24. Little was a production process operator with more than 25 years of service to Goodyear Atomic Corporation.

A LOOK AROUND



Employees enjoy "Fall Fest"

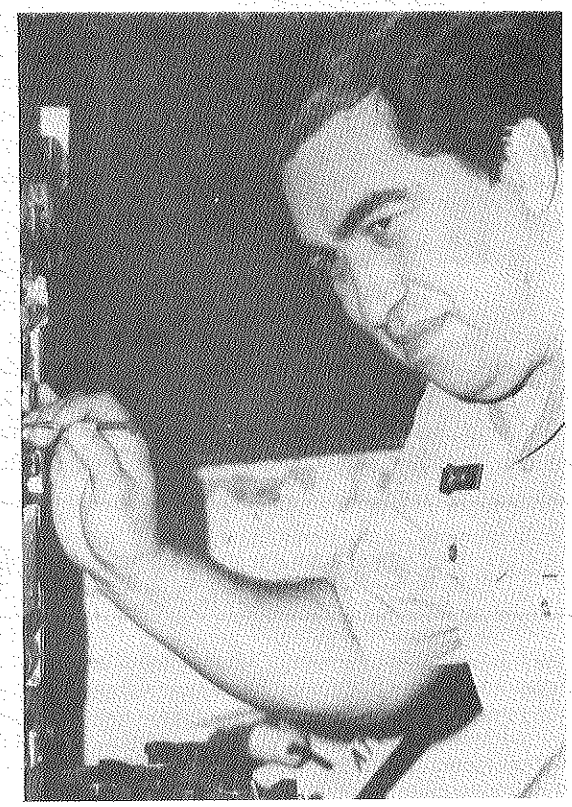
In lieu of recreational events that could not be realized during the summer, the Recreation Committee sponsored a "Fall Fest" for salary employees and plant guards on September 19. The outing featured a buffet lunch, entertainment and prizes. At the grandstand are Gary Crandall, Recreation Committee chairman; Mary Idzakovich (D-120); Beckee Tudor (D-311); and V. J. Decito, committee member and manager, Safeguards & Security division. General Manager Nate Hurt chats with a group of employees (above). At left, the crowd.

Plant campaign for United Way is successful

The 1979 Goodyear Atomic "All-In-One" campaign for United Way realized more than $70,000 for local agencies. Terra Webb (far left) and Angie Preston (far right), each a Miss United Way, toured plantsite during campaign week. They stopped to visit with Sue Fulk, Ruth Fullen, and Debbie Young of the Human Resources department. A third Miss United Way was Denise Smith, D-122.

Flores spends Reserve time at Rickenbacker

Daniel S. Flores, designer in Electrical & Instrument Engineering (D-611), brushes up on his electronic skills at Rickenbacker Air Force Base near Columbus. Flores spends one weekend a month with the Navy Reserve at Rickenbacker AFB as a chief petty officer.

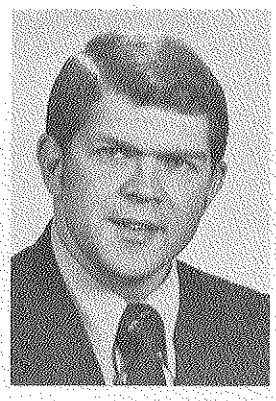


Don Rockhold's American Legion baseball team, sponsored by Chillicothe Post 757, has made three consecutive state tournament appearances. This year's tournament was played on the campus of Ohio University at Athens. American Legion baseball teams play more than 50 games during the summer between June 1 and the tournaments in August.

Rockhold coaches team to three state tourneys

It's congratulations time again for American Legion Chillicothe Post 757's baseball team.

In the last three years, Don Rockhold (D-730) has coached the team to three state tournament appearances. This year the Post 757 team came in 4th place in the state.



Rockhold

American Legion has sponsored a national baseball program for almost 50 years.

Rockhold says there are about 180 posts in the state. The Chillicothe Post 757 team is a member of the South Central Ohio League, which is made up of eight teams in the area. As league winner, the 757 team represented the district inthe state tournament. State winners go on to regional tournaments and then the national "World Sories."

The American Legion season starts June 1 after the high school season is completed. There are about 50 games per year within the summer months for each team.

Rockhold's coaching efforts have resulted in a 121-64 record over the past four years. Several of his players now are playing college baseball on scholarships or have been approached by professional baseball scouts looking for future talent.

Baseball has been a big part of Rockhold's life from the time he began playing the sport at age 9. He started with Little League and moved through high school and American Legion play and then to Marshall University as a varsity letterman for three years. His coaching career started in high school.

HEALTH FARE

Canteen Corporation offers program as aid to nutritional planning

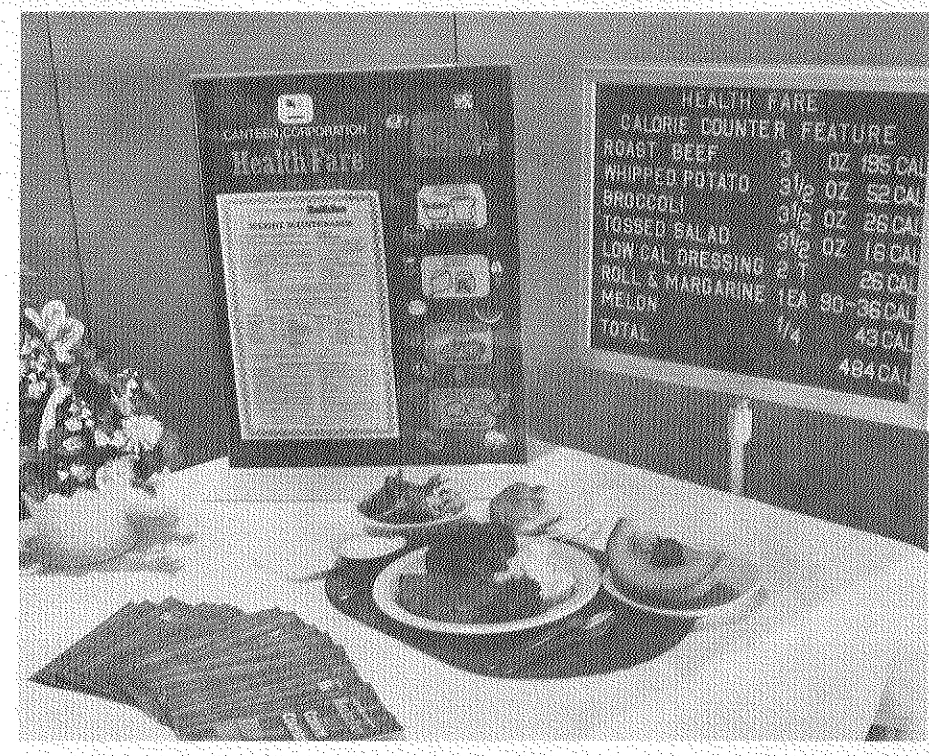
Responding on the occasion of its 50th anniversary to America's growing concern for good health through proper nutrition, Canteen Corporation has introduced "Health Fare", the first continuing nutrition program for adults offered on a national basis by a private sector organization.

Canteen Corporation operates the plant cafeteria for Goodyear Atomic Corporation and will be offering the program here in the near future.

George P. Zoellner, superintendent, Industrial Relations, noted that the management of GAT is pleased that Canteen Corporation has extended the "Health Fare" program to employees here as an aid to their nutritional planning.

Presented in the form of colorful memo sheets that are displayed in cafeterias, Health Fare offers practical, monthly tips on a wide variety of nutritional subjects ranging from weight control and proper luncheon menu selection to cholesterol problems and vitamin requirements. A calorie counter also is handed out to customers.

The program is being heralded as the only one workers can take home to share with the entire family. Canteen Corporation says it also is expected to increase productivity by cutting down on absences due to nutrition-related diseases such as heart trouble, high blood pressure, obesity and diabetes.



Valley Canteen, a branch of Canteen Corporation and the operator of the Goodyear Atomic plant cafeteria, is offering a "Health Fare" program soon to GAT employees. The program was introduced this year on the occasion of the 50th anniversary of Canteen Corporation. It features monthly nutritional tips and calorie counters.

Recreation Corner

The Goodyear Atomic Foremen's Club has planned a "Great New Years Party" for December 29 at the Homebuilder's Lodge, Chillicothe. The outing will feature music -- for listening and dancing -- as well as food, party favors and other attractions. Attendance will be limited to 150, so those interested should call for reservations now. The party begins at 7:30 p.m. and will last until 1 p.m. Call Stan Budzynski (X2346), Hank Eblen (X2972) or Dennis Williams (X5774). The cost is $5 for members, $5 for a date and $8 for invited guests.

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