

the WING FOOT CLAN

Goodyear Atomic Corporation

A Subsidiary of The Goodyear Tire & Rubber Company

Volume 33

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Number 5

President, Vice Presidents

Hurt, DeVito and Shepler promoted by GAT directors

Nathan H. Hurt has been named President of Goodyear Atomic Corporation by its parent company, The Goodyear Tire & Rubber Company (GT&R).

Vincent J. DeVito becomes Vice President, Business Services, and Richard L. Shepler has been appointed Vice President, Site Operations.

Hurt reports to Robert E. Mercer, Chairman of the Board and Chief Executive Officer of GT&R. DeVito and Shepler report to Hurt.

In his new position, DeVito will be responsible for planning, both long-

range and strategic, operations analysis and assistance to DOE in the marketing of enriched uranium.

Shepler now has responsibility for all plant operations including production, maintenance and security.

Hurt began his career with The Goodyear Tire & Rubber Company as an engineer in Akron, Ohio, in June 1947. Subsequently he was project engineer for various Goodyear chemical plant expansions. In 1952 he was transferred to Goodyear Atomic Corporation as Superintendent, Plant Engineering.

In February 1956, Hurt returned to the parent company as manager, Chemical Plants Engineering. He spent several years in Brazil managing the design and construction of a synthetic rubber plant there before returning to the United States first as manager of a rubber chemicals plant in Akron and later as manager of a new plant at Logan, Ohio.

Hurt returned to Goodyear Atomic in 1968 as manager, Plant Engineering and Maintenance Division. In 1972 he was promoted to deputy general manager. He was named general manager of Goodyear Atomic Corporation in 1977.

Hurt was graduated with honors from the University of Colorado at Boulder in 1947 with a bachelor of science degree in mechanical engineering. He also attended the Montana School of Mines at Butte and the University of Southern California and has completed executive management training at Penn State University.

Before joining the Goodyear Tire & Rubber Company in 1947, Hurt served four years with the U. S. Navy and was employed by the University of Colorado as an instructor of engineering mathematics.

He and his wife, Karin, live at Lake White, near Waverly. He has two sons and three step-daughters.

Hurt currently is vice president of the American Society of Mechanical Engineers, having served as chairman

(Continued on Page 2)



Carolyn J. Gallatin (D-479) was awarded an ice chest for being the newest employee to have a cost reduction idea accepted in 1984. William J. Lemmon, GCEP Production Division manager, made the presentation. There were 409 ideas submitted last year from 153 employees.

New submission record established in Cost Reduction "I"dea Program

A total of 153 employees had one or more ideas accepted in 1984 through the Cost Reduction "I"dea Program.

These employees were honored at the 16th Annual Cost Reduction Award Luncheon April 10.

Of these, 70 were honored for having their first idea accepted. The "Cost Reduction Club" now has 781 members.

In 1984, a total of 409 ideas were submitted by GAT employees. This represents a new record for a single year and is a 54 percent increase over the previous record of 265 in 1983.

Estimated annual savings in the first year of implementation of these ideas is more than \$800,000.

Carl R. Walker (D-512) had the most ideas accepted (6) and was awarded a battery charger.

Carolyn J. Gallatin (D-479) was the newest employee having an idea accepted and received a Playmate picnic cooler.

Gus Pelfrey (D-842) submitted the idea with the largest estimated dollar savings in the first year and was awarded a rechargeable vacuum.

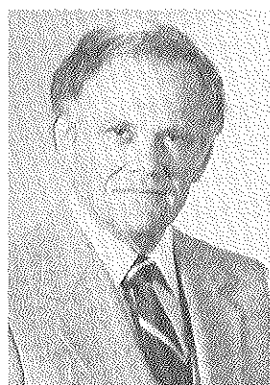
Ralph E. Poetker (D-728) received an ice cream freezer for his "most innovative" idea relating to fabrication of slotted washers for cooling tower handrail posts.

The Finance Division, for the second year in a row, received the Division Award for the most ideas accepted per employee.

Nate Hurt, GAT president, expressed appreciation to those that helped the corporation experience a record

(Continued on Page 2)

Hurt



DeVito



Shepler



Talda's bluebird

This photo shows one of the bluebird inhabitants of boxes built and placed around plantsite by Albert M. Talda, now retired from GAT. Talda's bluebird boxes yielded a total of 1,063 fledglings from 1973 through 1984. The most was 190 from 37 nests during 1982.



Ralph E. Poetker (D-728) returned from leave of absence to learn he had been awarded an ice cream freezer for submitting the most innovative idea accepted during 1984 through the Cost Reduction "I"dea Program. Roger McDermott, GDP Maintenance Division manager, made the late presentation.



New submission record established in Cost Reduction "I"dea Program

(Continued from Page 1)
year in terms of employee participation in the program.

"Of the 409 ideas submitted, 78 came from employees assigned to Gas Centrifuge Enrichment Plant (GCEP) operations," Hurt noted. "This represents 19 percent of the total and is a significant increase over GCEP participation in 1983."

"The Cost Savings Committee has set a goal of 30 percent from GCEP areas in 1985."

"Because of the emphasis today on cost management and cost containment, innovative ideas are needed more than ever," Hurt said.

"The Cost Reduction 'I' dea Program is an important part of our cost reduction efforts at GAT and has the complete support of management. I urge you to continue submitting ideas as you look for ways to make our operations at GAT more cost effective."

The Cost Reduction "I"dea Program began in 1969 and is the primary means through which Goodyear Atomic conducts its cost savings efforts. Forms for submission of ideas are available at various locations throughout the plant.

Retirees

Carl E. Bauer, Portsmouth, Chemical Operator (D-823), May 1, after more than 31 years of service.

David C. Conley, Jackson, Welder 1/C (D-723), May 1, after more than 21 years of service.

Franklin P. Gibson, Waverly, Power Operator 1/C (D-851), May 1, after nearly 31 years of service.

Clarence E. Lyons, Lucasville, Production Process Operator (D-812), May 1, after more than 30 years of service.

Benjamin Murnahan Jr., Lucasville, Sheet Metal Mechanic 1/C (D-722), May 1, after 31 years of service.

Hurt, DeVito and Shepler promoted by GAT directors

(Continued from Page 1)
of its Executive Committee, Management Division, in 1982, and previously as an officer of its Rubber and Plastic Division. He is a member of the American Institute of Chemical Engineers, the American Society for Engineering Management and the Atomic Industrial Forum and holds memberships in Tau Beta Pi and Pi Tau Sigma, engineering and mechanical engineering honoraries, respectively. He is a Professional Engineer registered in the State of Ohio.

DeVito joined Goodyear Aircraft (now Goodyear Aerospace) in August 1950 as a member of its Training Squadron and was the recipient of the P. W. Litchfield award as its outstanding member. He worked in Manufacturing, Planning and Scheduling until 1953 when he was transferred to Goodyear Atomic as a materials accountability engineer. DeVito was one of the original Goodyear Atomic Start-

up team members to transfer to Southern Ohio.

He was named assistant to the superintendent of Uranium Control in 1962, and then became superintendent, Nuclear Materials Control, in 1970.

DeVito was named division manager with the formation of Goodyear Atomic's Safeguards and Security Division in 1978. He became Gaseous Diffusion Plant (GDP) Production Division manager in February 1983, and was promoted to plant manager, Gaseous Diffusion, in May 1984.

A U. S. Army Air Corps veteran, DeVito received a degree in business administration for the Ohio State University in 1949. He has served as secretary of the 800-member Institute of Nuclear Materials Management (INMM) since 1973. The Institute is an international organization designed to further the advancement of nuclear materials management in all aspects.

He and his wife, Jeanne, are residents of Lake White. They are the parents of five children.

Shepler joined The Goodyear Tire & Rubber Company in 1959 as a member of its Training Squadron in Akron, Ohio. He then served as a member of the Technical Services staff at the Jackson, Michigan, plant before being transferred to Philippsburg, Germany, in 1967 as Technical Service manager.

Shepler was transferred to Argentina in 1970 to serve as production superintendent and to Luxembourg in 1971 as assistant to the production director. He served as production director in a Goodyear plant in Turkey from 1973 through 1976 before being named plant manager of Goodyear's Scotland facility. He was named plant manager of Goodyear's tire production facility in Los Angeles in 1978.

Shepler was transferred to Goodyear Atomic Corporation in January 1980 initially on special assignment in the Production Division, and subsequently was named assistant general manager, Operations, in August 1980. He was named plant manager, Gaseous Diffusion Plant, in April 1981, and became plant manager, Gas Centrifuge Enrichment Plant, in May 1984.

Shepler received a bachelor of science degree in mechanical engineering from Purdue University in 1959. He also served four years with the U. S. Navy.

Shepler and his wife, Lori, have two children and live in Chillicothe.



Members of the 1985 Goodyear Atomic Top Ten Club

Members of the 1985 Goodyear Atomic Top Ten Club are (front row) Bernie Allen; Rich Leeth; John Maple; Chip Walder, secretary; John Wolford; Karl Smith; Bill Bayless; Richard Day; Bob Munn; Damon Waldron; (back row) Bill Poor, Advisor; Bob Uhl; Ron LeBrun, chaplain; Bill

Bellaw, treasurer; Elmer Beasley; Rick Hairston; Leo Woods; Denver Bellomy; Bob Scowden; Dick Shepler, vice president, Site Operations; Larry Montgomery; Charley Slater, president; John A. Oppy; and Henry Smith, vice president.

Transportation seminar participants



Representatives of Goodyear Atomic, DOE-ORO, Oak Ridge Associated Universities (ORAU) and Martin Marietta Energy Systems (MMES), Inc., (including the Y-12 plant and ORGDP) who attended the DOE-ORO Transportation and Traffic Management Meeting, hosted by GAT, in April included (front row) R. S.

Shirley (GAT), J. M. Dinsmore (GAT), C. L. Ford (ORGDP), V. K. Hook (MMES), R. Snyder (MMES), L. G. Blalock (DOE-ORO), (back row) F. M. Kovac (GAT), E. V. Clarke (GAT), R. D. Horsley (GAT), R. D. Yarbrough (Y-12), D. McMurtry (MMES), D. L. McCarty (GAT) and C. W. Flegel (ORAU).

Traffic seminar sponsor is GAT

Goodyear Atomic Corporation's Traffic Department had a unique opportunity in April in serving as the host for the Department of Energy, Oak Ridge Operations, Transportation and Traffic Management Meeting at the Portsmouth Ramada Inn April 16-18.

The meeting marked the first transportation and traffic management meeting outside the Oak Ridge area.

Representatives of GAT, DOE, Roadway Express, Emery Worldwide and Numerax were among the attendees.

Tours of GAT's transportation facilities and Emery Worldwide Hub facilities in Dayton were included during the three-day meeting.

Several topics were covered during the meeting, including an overview of current issues, rates, carriers, regulations, rules and requirements.

Bloodmobile scheduled June 26-27-28

Goodyear Atomic Corporation has scheduled the next visit of the American Red Cross Bloodmobile to the Portsmouth Uranium Enrichment Plant for Wednesday, Thursday and Friday, June 26-27-28.

The schedule is as follows:

Wednesday, June 26 11:30 a.m. until 5:30 p.m.

Thursday, June 27 11:30 a.m. until 5:30 p.m.

Friday, June 28 6:30 a.m. until 12:30 p.m.

The location of the Bloodmobile will be the private and semi-private dining rooms of the X-102 Cafeteria.

Please complete the form included in this issue of The Wingfoot Clan and return it to Public Communication, X-100 Building, M/S 1220. If you have any questions, please call extension 2863.

Additional registration forms will be made available to all employees.

The Bloodmobile is able to process at least 215 donors each day. That's a total of 645 potential units. Please help us fill the schedule for the upcoming visit.

You can help save someone's life!

Visit the next BLOODMOBILE!



TO: Public Communication, X-100 Building, MS 1220

BLOOD DONOR REGISTRATION FORM

Yes, I will donate a unit of blood!

NAME _____ DEPT. _____ SHIFT _____ Day _____ Afternoon _____ Midnight _____
BUILDING _____ MAIL STOP _____ EXTENSION _____

Please check applicable boxes

- ☐ Please schedule me for any available time
☐ I would prefer to be scheduled at one of the following times:
1st choice _____
2nd choice _____
3rd choice _____
☐ I do not have a "Q" Clearance

A card which specifies your exact appointment time will be forwarded to you at least one week prior to the Bloodmobile visit.

Photo contest

Be looking for photographs to prepare for the 3rd Goodyear Atomic photo contest.

The topic this year is flora. Judges will be considering photos of wildflowers, plants, trees, local flower and vegetable gardens, etc. Entries must be of plants which grow in Ohio.

The contest is open to all employees and retirees of Goodyear Atomic Corporation. Deadline for entries is Friday, November 15.

First place will receive a \$100 savings bond. Second place earns a \$75 savings bond, and a \$50 savings bond goes for third place.

Entrants must submit a 35mm or larger negative, accompanied by a print, which measure at least 3 x 5 inches. Slides of a 35mm or larger format will also be accepted. Prints are not required for entries in slide format.

The employee's name, department number, extension, mail stop and description of the photograph must accompany each entry.

Entries are to be submitted to Mary Idzakovich, M/S 5025, in the X-1000 Building, or to Theresa Wright, M/S 1219, in the X-100 Building.

The competition has goals of recognizing talents of employees as well as visual enhancement of conference rooms and lobbies.

As was the case following the first two contest, winning photos and other select entries will be enlarged and mounted for permanent display.

Negatives, prints and slides then will be returned early in 1986.

As photographic opportunities occur this spring, summer and fall, remember the contest and keep cameras ready for use.

Hupp promoted

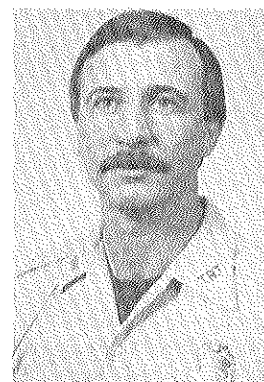
Daniel A. Hupp has been promoted to Supervisor, Plant Protection Services (D-312). He reports to H. M. Cutright, superintendent, Security.

Hupp joined GAT in 1975 as a police officer. He was promoted in 1978 to police sergeant and in 1981 to police captain.

He received associate degrees in mathematics and computer programming from Norwalk Technical College in Connecticut and has attended Marshall University.

Hupp served in the U. S. Army from 1968 until 1971 and then as a trooper for two years in the Ohio State Highway Patrol. Prior to joining GAT, he was employed by the Veterans' Administration Hospital in Chillicothe.

Hupp and his wife, Janet, are residents of Chillicothe and have two children.



Hupp

Strawberries provide income, activity for Hieneman family

Quoting the title of an old Beatles song, it sometimes seems to be "Strawberry Fields Forever" for Janet Hieneman (D-411) and her husband, Curtis.

The Hienemans operate a "pick-your-own" strawberry patch to provide strawberries to residents of Greenup, Lewis and Boyd counties in Kentucky as well as Lawrence and Scioto counties in Ohio.

Curtis is an environmental specialist with the Greenup County Health Department, while Janet has been an employee of the Goodyear Atomic Purchasing Department for 16 years.

The 1985 season will mark their seventh year of operation. Both play active roles in the business. Janet is in charge of the bookkeeping and managing the patch while Curt is in charge of all the physical aspects of the operation. Both take vacation during picking season, which usually begins on the traditional Memorial Day and can continue through the third week of June.

Early warm weather in 1985 is producing early yields.

They are now planting another 20,000 plants for next year. This year, there are approximately 45,000 plants (eight acres) bearing fruit.

Three varieties are available, including Guardian, Cardinal and Red Chief. A new variety, the All Star, will be introduced in 1986. These varieties were selected for their excellence in freezing and for making jam.

Strawberries take a lot of work,

Janet notes, both by hand and by machine. Plants are set by machine and many weeks are spent by hand hoeing, pulling weeds, picking off blossoms, spreading straw, etc.

The three Hieneman children—Mary, 12; Carrie, 8; and George, 4; help in the planting process and then in picking berries for customers who are not able to pick berries for themselves.

Strawberries are sold by the pound; a quart weighs from 1.0 to 1.25 pounds. During picking season, their patches are open 12 hours per day, seven days per week. They have two locations, one near the entrance of the Greenup Dam on old U.S. 23 in Lloyd, Kentucky, and the other on State Route 827, approximately four miles south of U.S. 23 in Greenup, Kentucky. Next year they plan to open a patch on Route 7 in Lynn, Kentucky, approximately 14 miles from South Shore.

The Hienemans explained that successfully raising a large quantity of strawberries depends on the weather. When the plants are in bloom, heavy frosts in the spring will result in losses, and March winds sometimes blow the straw away from the plants (straw is used to protect them from frosts).

Rain, or the threat of rain, and extremely hot weather will keep pickers away.

"Sometimes all of the berries seem to get ripe at once," Janet says. "It's difficult to predict what picking conditions will be from day to day; therefore, we encourage customers to phone about picking conditions the evening before or early on the morning before they plan to pick."

The Hienemans also pass out recipes for strawberry freezer jam and "the best" strawberry pie recipe that Janet has found.

While their fields yield strawberries, their business yields other benefits, Janet notes.

"We enjoy working together as a family and the opportunity to meet and become acquainted with our many customers."

Piles of paper

The quality assurance documentation for the Diablo Canyon nuclear project (paperwork which verifies that construction work has been inspected and found to meet specific standards) runs to more than 1.2 million documents (9 million pages). There are not that many books in the entire Atlanta public library.

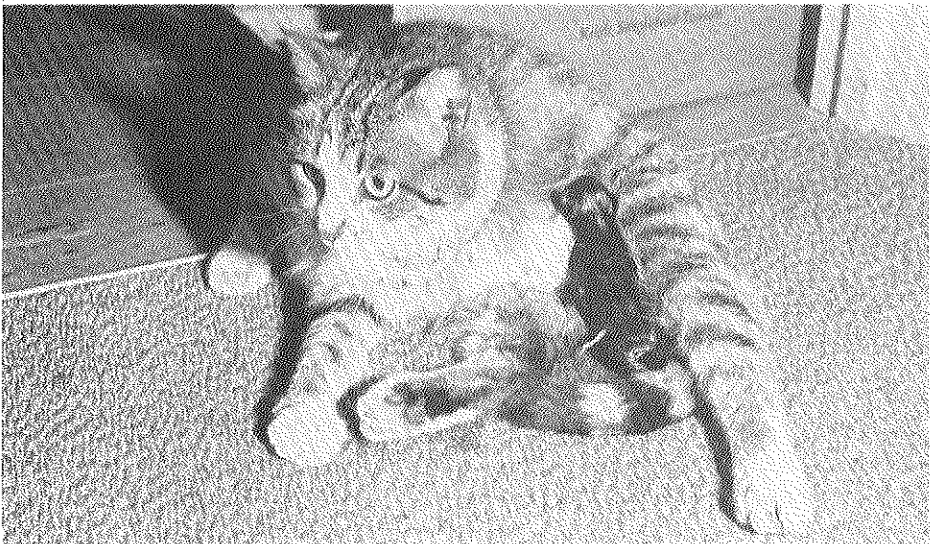


A lot of work is involved in planting 20,000 strawberry plants. A mechanical "setter" helps to a degree, but straightening and hilling the plants requires some additional work by hand. The Hienemans are expecting that a total of almost 65,000 plants—located in three strawberry patches—will bear fruit in 1986. Daughter Mary, 12, likes to pick strawberries for customers. Janet says her son George, 4, enjoys "supervising".



Interest high in blood pressure screening

May is National High Blood Pressure Month, and the GAT Medical Department offered blood pressure screenings for an hour each day May 13-24 in the X-102 and X-1000 cafeterias. In addition, many pamphlets were made available. High blood pressure has no symptoms. The only way to detect it is through a blood pressure check.



The first of six

The Purchasing Department office area in the X-100 Building was transformed into a maternity ward one warm day in April. Department personnel speculated that entrance to the building by the stray expecting mother was through the lobby door, which had been opened for ventilation. Delivery of the six kittens in the litter lasted from 9:00 a.m. until mid-afternoon. The whole family went to a new home at the end of the day with buyer Don Rhoads.



Janet and Curt Hieneman's daughter Carrie, 8, points out strawberry blossoms which appeared early this year because of warm spring weather. Their patches were opened for picking on Monday, May 13 (about two to three weeks earlier than usual).

Goodyear enters Wingfoot Express in continental race

Mixing its pioneering heritage in trucking with decades of racing experience, Goodyear will enter its restored 1917 Wingfoot Express truck in this year's \$250,000 Great American Race from Los Angeles to New York City.

The Great Race, as it is commonly called, is a time/speed distance road rally with a \$100,000 first prize and special awards to the oldest vehicles to finish.

Using an index of performance equation, the oldest vehicles complete evenly with the newest eligible vehicles during the 3,000 plus-mile journey. The approximately 100 entrants were built between 1899 and 1936.

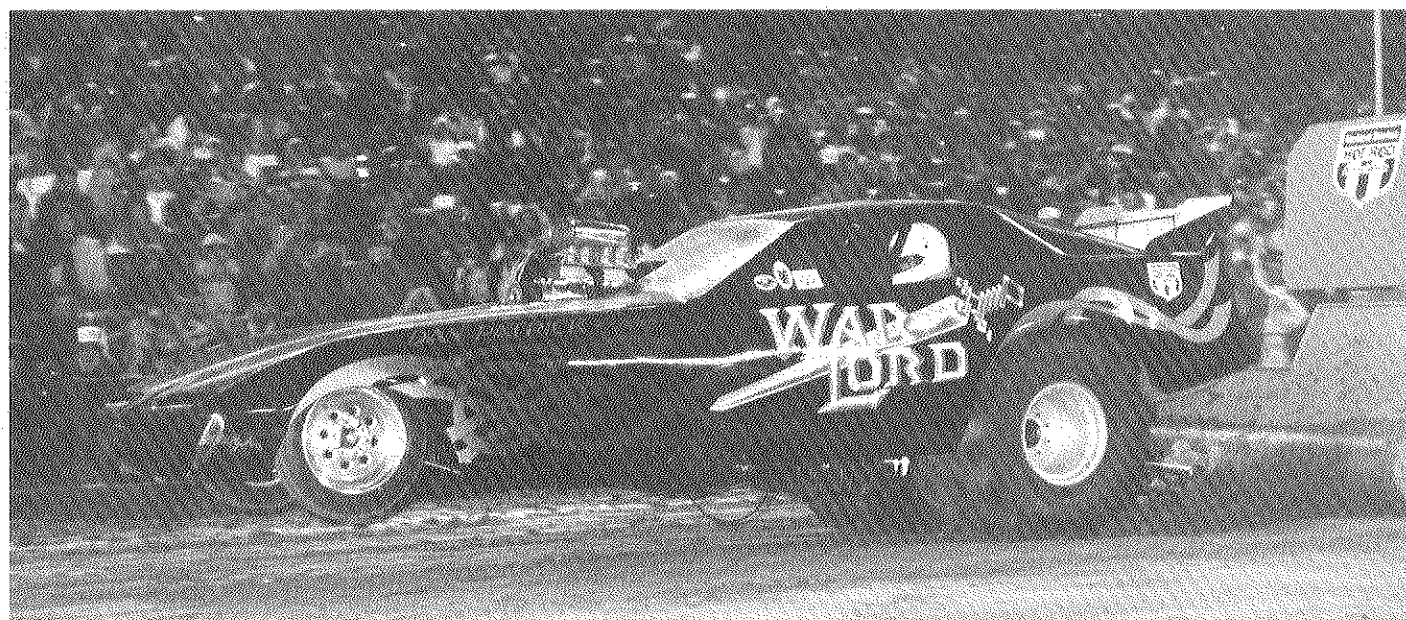
The race begins June 24 in Los Angeles and ends in New York July 4. In 1983 and 1984 vintage cars raced between California and Indianapolis, with the race culminating at the Indianapolis Motor Speedway.

In the 1985 Great Race, Goodyear's team will get a chance to break its ancestor's transcontinental record. In 1919, the Wingfoot Express drove the distance between New York and Los Angeles in 13 days, five hours.

In 1917, Goodyear formed the Wingfoot Express, the nation's first interstate truck line. The seven-truck fleet made routine trips between Akron and Boston, Mass., in addition to many cross-country runs.

Early in 1983, Goodyear discovered the rusting remains of a three-ton Packard truck identical to the first Wingfoot Express truck.

After 4,000 hours of detailed restoration work, the truck now tours North America for Goodyear's truck tire marketing, advertising and public relations departments.



Pulling car is pattern for toy company

GAT employee responsible for final chassis welding

In an indirect but definite way the welding expertise of Goodyear Atomic GCEP operator Roger Landrum (D-115), has caught the eye of a major toy company.

Playskool, the well-known toy maker, now is manufacturing a toy patterned

after Danny Patrick's War Lord pulling car. Landrum, a resident of Jackson, did all final chassis welding for the unique vehicle.

Patrick is a regular on the circuit with his two pulling cars, War Lord and The Red Baron, which are so uni-

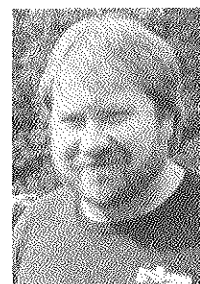
que that Playskool approached him about patterning a toy after War Lord.

Tractor pulling has come a long way as a motorsport since the days when farmers first began competing at county fairs. And Patrick, of Circleville, has come a long way in sport since his first pull in 1969.

Between five and six million fans will watch him and his cars this year.



Landrum



He recently spent three days at an international toy fair in New York, where a prototype of his car was on display. Orders are currently being taken by the manufacturer. It will go into production this summer and be on store shelves and in catalogues for Christmas.

About three years ago SLR Promotions of Chicago saw what crowd pleasers Patrick's pullers were and talked to him about exhibition pulling at events around the nation.

The sport is becoming increasingly popular in cities that have an indoor facility large enough to stage the pulls.

The pulls are quite different from those seemingly interminable events at the fairs. The field is limited to just a handful of the more popular pullers and the show is designed to last only about three hours.

Patrick's War Lord puller would be worthless in the cornfield. It has a body that is a fiberglass replica of a 1985 Pontiac Trans Am, and is powered by a modified Chevrolet 454 cubic inch motor.

Coast to coast again

In 1919, Goodyear pioneered interstate trucking when it sent its pneumatic-tired Wingfoot Express trucks from New York to Los Angeles in a record-breaking 13 days, five hours. Once during the trip, a truck crashed through a wooden bridge spanning a desert gully. On June 24, an identical restored 1917 Goodyear truck will make a similar run when it challenges 100 other pre-1936 vehicles in the Great American Race to begin in Los Angeles. The Wingfoot Express will attempt to beat the field, and its own record, arriving in New York on July 4.

the WINGFOOT CLAN

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New message board now complete

With the arrival of warm weather, finishing touches were added to the new message board on the GDP access ramp. The board was installed in late 1984 to replace one damaged by wind in July 1983. The GAT buyer responsible for procuring the new board was Judy Mahoney. Planning and design work was done by Keith Lewis and Bill Farley. John Thompson coordinated installation work, and Paul Broomhall was maintenance planner. Kermit Prince and Roy Borland in the Sign Shop painted the title and logo. Several Maintenance Division crews were involved in placement.

"How Seat Belts Have Helped Me or My Family"

By Martha Sampson

Crash! A nighttime head-on collision between a dump truck traveling with only one headlight on the wrong side of the road and our family car. Survivors?

Yes. My mother (the driver) and my grandmother (front-seat passenger) were both wearing their seat belts. All of us survived. I am convinced I would have lost them both if it hadn't been for those "inconvenient" seat belts.

A second crash came a few years later. This time a sideswipe. Our car went rolling and came to rest on its side. To get us out, the windshield had to be removed, but we were all right — we were wearing our seat belts.

Both of these accidents were caused by drunken drivers. These are the accidents you don't avoid by your safe driving. And they do happen! Keep yourself and your family as safe as possible — Wear those seat belts!



Information servicing

Information is processed in many ways at the Portsmouth plant. Goodyear Atomic's "voice" to those on the outside world will be one of its telephone operators—Caroline Dalouis, Betty Wyatt and Pam Wingo. Kevin Scott and Jeff Puckett (below) perform binding operations following printing of separate pages of a document.

Goodyear introduces new Tiempo

Goodyear has introduced a new Tiempo all-season radial to replace the tire that launched the all-season concept in 1977 and changed the way the world buys tires.

The new Tiempo, like its namesake, the original all-season tire, is a steel-belted radial tire for all seasons and qualifies for mud and snow service as defined by the Rubber Manufacturers Association. It became available in March in nine popular sizes, all with white sidewall styling.

The original Tiempo will be retired, some 17 million tires after its 1977 introduction. It had been produced until March, when the new Tiempo became available.

The new Tiempo is designed for price-conscious tire buyers who need a quality all-season tire that offers long tread wear and responsive handling, Goodyear states.

Its name capitalizes on the 60 percent brand awareness of the Tiempo name, which means time, weather and temperature in Spanish. When introduced, the Tiempo, with its unique dog biscuit-like tread pattern, immediately caught the attention of the tire-buying public.

Tiempo launched the all-season era, Goodyear states, with a concept which was universally accepted because it substantially reduced the need for the annual changeover to winter tires for motorists in snow areas and appealed to drivers in all areas of the country because of its performance on both wet and dry pavement.

All-season tires accounted for about 25 percent of total replacement tire shipments last year and are expected to reach 31 percent in 1985. The tire's impact in the original equipment market is even greater—55 percent last year, 75 percent on 1985 models and expected to be up to 90 percent on 1989 vehicles.

Goodyear introduced its third all-season tire, the Vector, last year, and now sells all-season tires overseas.

New Tiempo sizes are:

P155/80R13	P185/80R12
P185/75R14	P195/75R14
P205/75R14	P205/75R15
P215/75R15	P225/75R15
P235/75R15	



Goodyear's new Tiempo is a steel-belted all-season radial tire is now available in nine sizes. The new Tiempo replaces Goodyear's original Tiempo introduced in 1977, which has been phased out of production. All-season tires will account for about 31 percent of all replacement tires sold this year.

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Coal costs more

Within the 10-nation European Community, coal plants entering service in 1990 would produce electricity for 30-88 percent more than nuclear plants. Coal-fired electricity would cost 51 percent more than nuclear electricity in Belgium, 74 percent more in the Federal Republic of Germany, 88 percent more in France, 30 percent more in Italy, 36 percent more in The Netherlands, and 43 percent more in the United Kingdom.

Goodyear Atomic Corporation

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Address Correction Requested