

THE WINGFOOT CLAN

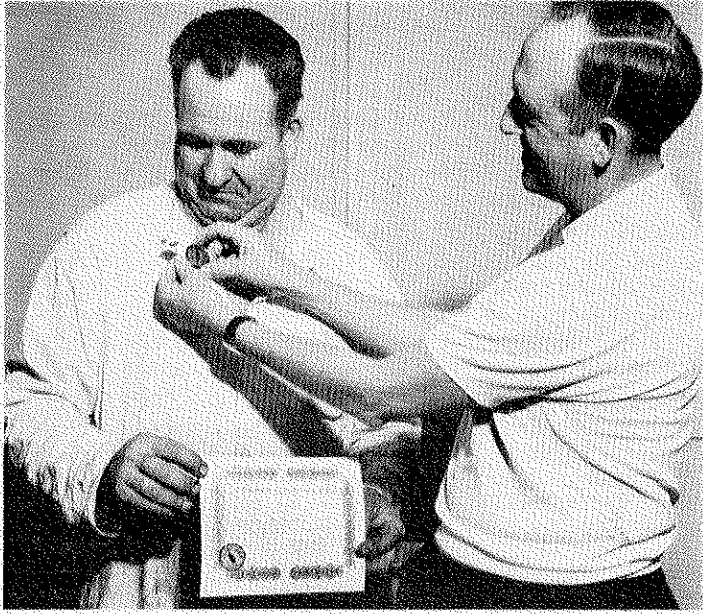
GOODYEAR ATOMIC CORPORATION

A Subsidiary of THE GOODYEAR TIRE & RUBBER COMPANY

VOLUME XI

PIKETON, OHIO, WEDNESDAY, FEBRUARY 19, 1964

NUMBER 11



WISE USE OF SAFETY SHOES — Dave Connery (right), Superintendent, Process Maintenance, presents K. T. McManis, Utilities Maintenance, a certificate of membership in the Golden Shoe Club. The certificate is presented to employees who, by wearing safety shoes on the job, prevent serious foot injury.

It Pays To Wear Safety Shoes! Ask This Employee

K. T. McManis, utilities maintenance department, is Goodyear Atomic's latest member enrolled in the Golden Shoe Club.

McManis and Charlie Flaig, utilities maintenance department, were performing a routine job of lowering a motor shaft from an upright position to the floor. Flaig lost his footing, causing him to fall to the floor. McManis was left holding the entire weight. He held the weight long enough for Flaig to move free of the danger area and then let the shaft fall. The shaft fell approximately three feet, striking his right foot. The steel shaft weighs approximately 500 pounds.

The force of the blow to the toe of McManis' shoe forced the edge of the metal cap out of the right side of the shoe.

He received fractures of three toes.

IN MEMORIAM

Robert A. McDermott, 40, died February 8, 1964, in University Hospital, Columbus, Ohio. A son, Roger D., is a cooperative student attending the University of Cincinnati.

Eugene D. Rickey, 58, died February 12, 1964, at Portsmouth General Hospital, following a heart attack. A son, Rawland, is in the police department.

"If I hadn't been wearing safety shoes," stated McManis, "no doubt I would have suffered more serious injury to my foot."

IT PAYS TO WEAR SAFETY SHOES!

Goodyear's '63 Sales — Earnings Highest In Company's History

Goodyear achieved the highest sales and earnings in its history in 1963, E. J. Thomas, chairman of the board, and Russell DeYoung, president, announced February 11.

Consolidated net sales amounted to \$1,731,099,211, an increase of 8.7 per cent over 1962 sales of \$1,592,462,625, the previous record.

Net income for 1963 increased 14.1 per cent to \$81,128,535, or \$2.32 per share of common stock, as compared with \$71,112,965, or \$2.03 per share, in 1962, based on the number of shares outstanding on December 31, 1963. Previous record earnings were \$76,189,093 in 1961.

The final quarter of 1963 established records in both sales and earnings for that quarter. Sales totaled \$468,823,427, compared with \$416,000,451 in the final quarter of 1962, an increase of 12.7 per cent; and

earnings in the final '63 quarter increased to \$21,700,487, compared with \$20,012,224 in the same 1962 quarter, an increase of 8.4 per cent.

Profits of foreign subsidiaries amounted to \$29,972,515 after providing \$6,700,000 for foreign currency devaluation.

Construction of a new tire plant in Italy will be completed in 1964, bringing to 75 the number of Goodyear production facilities world-wide.

Thomas attributed Goodyear's record results to "a record volume of tires to automotive manufacturers and the replacement trade; an alertness to changing market conditions and thorough study and planning for new markets; modernized manufacturing facilities; new and improved products through research and development; intensified sales, advertising and public relations programs;

DeYoung said.

"It should be clearly understood," he explained, "that Goodyear does not accept unqualified people, regardless of their color. The applicant must be able to do the job at hand, or he must be capable of learning to do it. Our policy has always been to train and develop our own people, and we expect to follow this practice in hiring Negroes."

DeYoung told the White House gathering that the company has made it a practice to give the Negro employment opportunity when "we are convinced he can deliver an adequate performance."

He said he felt that a company which demonstrates it is ready to hire and promote Negroes on the basis of ability will find more and qualified Negroes seeking employment with it.

At Goodyear Negroes are employed in a variety of jobs — chemists, engineers, draftsmen, accountants, technicians, instructors, secretaries and stenographers. Negro salesmen are selling products in the South as well as in the North.

In White House Meeting

Goodyear Management Charts "Plans For Progress" Experience

About two years ago Goodyear and many other companies signed a "plan for progress" to provide equal opportunity for all, regardless of race, creed or color.

What's happened since then?

Last month President Lyndon B. Johnson invited Goodyear management to a White House meeting to describe the company's experience with its "plan for progress."

Goodyear President Russell DeYoung and officials from the Aluminum Company of America and American Airlines told of the progress being made in bringing about equal opportunities.

DeYoung said Goodyear has not embarked on a crusade. "As a matter of principle we have always attempted to hire people without regard to race, creed or color, and I am not talking only of Negroes."

Through the *Wingfoot Clan* and other means, employees company-wide were informed of the pledge signed by the company.

"We then broadened our college recruiting program to include an additional number of Negro schools,"

"Every one of these persons," DeYoung said, "like their white counterparts, is qualified for the job he or she is doing, to the best of our ability to determine. We sincerely hope that many of them will prove themselves capable of achieving greater progress with our company."

"Our participation in the 'plan for progress' has convinced us anew," he said, "that American industry must support the principles of fair play and freedom of opportunity for which the United States has become known throughout the world."

Litchfield Scholarship

Award Will Be Known In April

Announcement will be made in April of the winner of the second P. W. Litchfield Merit Scholarship, according to Mrs. P. W. Litchfield, widow of the late board chairman.

The winner of the Litchfield Scholarship is selected on the basis of attainment in the annual National Merit Scholarship examinations. The National Merit Scholarship Corporation administers the Litchfield Scholarship program for The Paul W. Litchfield Foundation.

Commencing in 1963, one four-year scholarship is awarded annually by the Litchfield Foundation over a period of four years. Amount of the scholarship is based upon the student's individual need. It can be used at any accredited college of the winner's choice.

Candidates for the award must be children of Goodyear employees, retirees or deceased employees.

Mrs. Litchfield reminded all Goodyear employees with children who are high school juniors that the 1965 National Merit Scholarship qualification tests will be given in March. Students should check with their principals about the exact time and place.

The Litchfield Award was established by the family of the late Goodyear board chairman as a memorial to the role he played in guiding and shaping the lives of young people during his lifetime.

Death On Our Highways:

What's The Answer?

When Congressman Kenneth A. Roberts of Alabama suggested back in 1957 that automobile manufacturers install seat belts in new cars, nobody thought anything would come of it. Now (as of January 1), automobile manufacturers are installing seat belts in new cars.

There are now federal standards for brake fluids. There were no such standards before 1962, and many accidents were caused by brake fluid failures. The legislation was introduced by Congressman Roberts.

There's an office in Washington that keeps files on drivers whose licenses have been suspended or revoked. State officials use the National Driver Register Service to check on driver license applicants from other states. The bill setting up the system was sponsored by Congressman Roberts.

This soft-spoken, amiable southerner has probably done almost as much for traffic safety as stop signs or four-wheel brakes. As chairman of the House subcommittee on Public Health and Safety, he campaigns so strongly for traffic safety measures that a less aggressive congressman once complained, "That man just won't take 'wait' for an answer."

Roberts admits he tends to be impatient about traffic safety.

"I can't accept calmly the fact that upwards of 40,000 Americans die on our streets and highways every year," he said, "—not when I know we could cut that figure 'way down. Since 1950, when I was first elected to Congress, more than 400,000 persons have died in traffic. I think of the good people who elected me then, the 301,000 men and women in the fourth district of Alabama, and I'm appalled at the senseless waste of life. Do you know that most traffic victims are under 45? As a nation we simply can't afford this loss. These are husbands, wives, youngsters — productive people with so much to contribute. Maybe we all need to get impatient; maybe then we'd find some of the answers."

Roberts believes the greatest need in traffic safety is public support for constructive measures.

"There's no cheap, easy road to safety," he said, "and the public is going to have to pay the bill. They may have to pay more for safer cars and better tires and better maintenance. They may have to junk some old cars that still have some miles left in them. There may be higher taxes for law enforcement, and some people with disabilities may have to give up driving. Unless people are willing to do these things, the death and injury toll will just keep going up."

The Congressman is encouraged by the mail he receives. Seven years ago, as chairman of a special House subcommittee on traffic safety, he seldom got a letter on the subject of safety. Now, stacks of letters come to him every day from all over

(Editor's Note: The following article appeared in the February issue of MINUTES magazine of Nationwide Insurance. The GAT Safety Department feels that the safety philosophy it explains should be of prime interest to all employees. Permission to reprint the article has been given by MINUTES Editor Bill Chambless.)

the country — expressing concern about the accident toll, urging that something be done, pledging support. Roberts sees in these letters a growing demand for action and predicts that, unless state and local authorities move soon to correct abuses and strengthen laws, federal intervention is inevitable.

As a strong believer in state's rights, he isn't happy about the prospect. "I'm not one of those who believe that passing a law is an easy way to solve any and all problems," he said. "As a nation, we don't like regulations, particularly those that lead to interference at long range by some Washington bureaucracy. But the states have responsibilities as well as rights. They have the responsibility of making and enforcing traffic laws, setting safety standards, issuing permits to qualified drivers. Most states aren't meeting these responsibilities, and it looks to me as though the federal government may have no choice but to step in and fill the gap."

As an example of how the states have shirked their responsibilities, Roberts cited the case of the Uniform Vehicle Code. Drawn up in 1926 and updated periodically since then, the code is an attempt to standardize traffic laws and ordinances, signs and signals, licensing of drivers, and other regulations and procedures.

"In the years I've been working in the highway safety field," Roberts said, "I have yet to meet anyone who doesn't believe adoption of the code would be a substantial contribution to safety. Yet, after 37 years, many states still haven't adopted it, and at least five states have so little interest in the code that they don't even make an effort to check proposed new laws against it."

The Congressman sees inaction such as this as almost an invitation for federal intervention. "But in some cases there's an alternative," he said. "What happened with seat belts is an example."

Roberts first became interested in seat belts nearly ten years ago, shortly after he was married. He and his wife Margaret were returning from their honeymoon trip when a truck ahead of them stopped suddenly. Roberts stopped, too, but the car behind theirs didn't, and there was a crash. Mrs. Roberts' arm was bruised, but her main concern was for the wedding presents in the back of the car.

"She was so upset about the china and the other things being shattered," Roberts said, "she didn't even want me to open the packages. But I did open them

that night, and nothing was broken. That got me thinking: if packaged china can come through a crash, why not package people, too? In a collision, the car stops but the passengers keep moving; that's what does the damage. I got interested in seat belts as a way to prevent this."

It wasn't long after this that scientists doing auto crash injury research at Cornell University began to reach some conclusions about seat belts. In test after test, dummies restrained by belts survived crashes without damage or with only minor damage. It was obvious that seat belts could save lives.

The researchers' findings were published, and Congressman Roberts' subcommittee devoted five days to hearings on seat belts, concluding with a recommendation that they be installed and used.

Next, government agencies installed seat belts in their cars. Police in a number of states did the same. Individual citizens began to be interested, and groups such as the General Federation of Women's Clubs and various safety organizations came out in favor of the belts. In response to the public's interest, growing support from sources (including government agencies, state and national), the auto industry installed attachments for front seat belts in 1962 cars. Finally, after Wisconsin and New York passed laws requiring belts in new cars, the industry reached a decision: they'd put seat belts in '63 models.

"No federal legislation was necessary," Roberts said. "In fact, all we've had to do is pass legislation setting up standards for the belts. I believe this approach — holding hearings or indicating concern in other ways — could be used by Congress or state legislatures more often."

Unfortunately, however, some safety measures are so badly needed that this gradual, no-laws-required method isn't very practical. A case in point: the licensing of drivers.

Many states, the Congressman believes, look on driver licensing largely as a source of revenue. Little or no effort is made to weed out unfit drivers. There's no physical examination, and no age limit.

A while back, Roberts was driving with his family when they came upon the scene of an accident in which several young children had been killed. The accident had been caused by an elderly man who, according to police, "had no business driving."

Roberts wondered what could be done about such drivers, and decided to introduce a bill requiring that a person driving in interstate commerce have a permit

from a state whose driver licensing law agrees with licensing provisions of the Uniform Vehicle Code.

The bill raised a storm of protest.

"They said it was interference with state's rights," Roberts said, "but I don't see it that way. The code's licensing requirements aren't drastic, but they would keep many unfit drivers off the highways. If a state adopted such a licensing law — which they should have done long ago anyway — there'd be no problem."

Roberts plans to keep pressing for the law, since there's little or no indication that states are concerned enough about licensing inadequacies to act on their own.

Another area where federal action may be required, the Congressman believes, is the designing of safer cars. For several years, he has tried to get Congress to act on a bill setting minimum safety standards for government-owned cars. This, he believes, would set a good example for the auto industry and would lead to safety improvements on all cars.

"The industry is doing a better job in this area every year," he said, "but there's room for much improvement. Several years ago the American Medical Association recommended eight safety features that would save thousands of lives — improved door locks, crash padding, safer steering wheels, safety glass all over, eliminating protruding knobs and handles, and so forth. Some of these wouldn't cost any more than what's being used now, but the industry hasn't paid much attention."

In research, too, Roberts believes the federal government could meet a need. His proposed National Accident Prevention Center would coordinate research efforts and promote more research by public and private agencies.

"We simply don't know enough about the causes of traffic accidents to find the cure," he explained. "When a plane crashes, we spend an average of \$100,000 per victim to find out why, but in a fatal auto crash less than five dollars per victim is spent to determine the cause. The result is, we're in the dark about a lot of things connected with the 'whys' and 'hows' of traffic deaths. How can you solve a problem when you don't know what the problem is? Safety legislation can only be effective if it's based on reality."

Is there anything the individual citizen can do to promote effective traffic safety legislation?

"Definitely yes," Congressman Roberts said. "They can care about the awful toll of deaths and injuries. That's the start. Then they can organize safety groups, they can write letters to their legislators and congressmen. This is an area where the public can have tremendous influence. With their support, I have no doubt in the world that we can save thousands of lives each year."

Juvenile Delinquency Whose Responsibility?

It's been proved that juvenile delinquency, wherever it is found, can be traced to the home environment. Not to the school, neighborhood, or any other factor. And here's proof:

Not long ago a New York City judge wrote the **NEW YORK TIMES**, saying that in the 17 years he had been on the bench not one Chinese teen-ager had been brought before him on a juvenile delinquency charge. P. H. Chang, Chinese Consul-General in New York commented that he had heard this many times from many judges. Love of the family is a cardinal virtue among the Chinese people living here. A Chinese child, no matter where he lives, is brought up to recognize he cannot shame his parents. Before a Chinese child makes a move, he stops to think what the reaction of his parents will be. Will they be proud, or will they be ashamed? Above all other things, a Chinese teen-ager is anxious to please his parents.

The amazing record of the Chinese children shows that it is in the home that the cure for juvenile delinquency will be found — and in no other place.

If children love and respect their parents, they're going to think a long time before they'll do anything that could make them look bad in their parent's eyes or hurt them in any way.

A father and mother must be respected by their children. This is the only way parents can impress upon their youngsters that what they tell them is true. Then, when the youngsters hear distortions of the truth from other youngsters bent on doing something wrong, they can quickly decide as to the right course of action. If they do not respect and admire their parents, they will follow the lead of someone they do respect and admire. If it's a teacher or wise friend, they're all right. But if it's a companion with the wrong slant on life, they're going to get in trouble.

But it's good to remember that respect can only be earned by example and time. It cannot be commanded by force or simply by saying, "You do what I tell you to do." That brings up the old line, "What you are speaks so loudly, I can't hear what you're saying."



THE ATOMIC ENERGY MERIT badge was presented to these three Explorer Scouts at a Father-Son Banquet last week in the Waverly First Presbyterian Church. The occasion commemorated the 54th anniversary of the Boy Scouts of America and the 25th anniversary of Troop 76. The three Scouts, all sons of Goodyear Atomic employees, were among five receiving Scouting's newest Merit Badge, the 105th in the Merit Badge series. From left: H. M. McInerney, Industrial Hygiene & Health Physics, Counselor for the Merit Badge; Earl Woltz, son of Dr. F. E. Woltz, Operations Analysis; Henry Steinhauer, son of Henry Steinhauer, Instrumentation Development; Robert A. McInerney, son of H. M. McInerney; and G. H. Reynolds, GAT General Manager, who presented the Merit Badges. Dr. Woltz is Post Advisor.

To Visit Nuclear Installations

U. S. Scientists Depart For Moscow

A team of United States scientists—including two from Oak Ridge—left February 7 for a visit of nuclear installations in Russia, and a Soviet delegation will make a reciprocal visit to Oak Ridge and other U. S. atomic energy sites this month.

Announcement of the exchange was made in Washington by Dr. Glenn T. Seaborg, Chairman of the U. S. Atomic Energy Commission. He said three other such exchanges are planned for later this year, and all will concern only the peaceful uses of nuclear energy.

Oak Ridge participants in the visit are Arthur M. Snell and T. Kenneth Fowler, both scientists at the AEC's Oak Ridge National Laboratory. The

10-member U. S. team consists of experts in plasma physics and controlled thermonuclear reactions.

In March, U. S. and USSR power reactor specialists are scheduled to make reciprocal visits. A U. S. solid state physics group and a USSR delegation on controlled thermonuclear reactions will exchange visits in June. Experts in the field of radioactive waste disposal are scheduled for visits in the fall, with U. S. scientists going to the Soviet Union in October and the USSR team coming here in November.

The exchanges are being conducted under the provisions of the memorandum which was signed by Dr. Seaborg and Mr. A. Petrosyants, Chairman of the USSR State Committee on the Utilization of Atomic Energy, while the AEC Chairman and a group of U. S. scientists were touring Soviet installations in May, 1963, as guests of Mr. Petrosyants. At the invitation of Dr. Seaborg, Mr. Petrosyants and a Soviet delegation toured U. S. facilities last November.

The U. S. scientists are scheduled to visit the following Soviet installations over a period of about 15 days: Kurchatov Institute of Atomic Energy, Moscow; Physical-Technical Institute of the USSR Academy of Sciences, Leningrad; Scientific Research Institute of Electro-physical Apparatus, Leningrad; Institute of Electronic Physics of the Georgian Academy of Sciences, Kharkov, and Institute of Physics, Siberian Academy of Sciences, Novosibirsk.

Review of Labor Relations

The following employees have been certified by Local 3-689, OCAW, to serve as Shift Safety Representatives:

- H. M. Keys, electrical maintenance department, "O" Shift
- G. R. McConnell, electrical maintenance department, "A" Shift
- C. R. Seagraves, fire department, "B" Shift
- R. J. Wolfe, Jr., steam plant, "C" Shift
- E. L. Hill, cascade maintenance department, "D" Shift

The regular members of the Safety Review Committee will be "O", "A", and "B" Shift Safety Representatives. Alternate members will be the "C" and "D" Shift Representatives.

The Company and Local 3-689, OCAW, have selected Dr. Paul N. Lehoczy as the Arbitrator to hear two cases on March 6, 1964.

THE WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION
A DIVISION OF THE GOODYEAR TIRE & RUBBER COMPANY
A DIVISION OF THE GOODYEAR CHEMICAL COMPANY

Published semi-monthly in the interest of employees of the Goodyear Atomic Corporation.

Publication Office...
Community Relations Department,
Industrial Relations Division,
X - 100 Bldg.,
Box 628,
Piquette, Ohio

Telephone.....Waverly 947-2171
Editor.....F. D. Hyland

Member - Association of Nuclear Editors
and affiliated with the International Council
of Industrial Editors.



'Round The World

The nation's oldest and most widespread program to recognize leaders in the conservation of natural resources will be sponsored for the 18th consecutive year by Goodyear.

The announcement was made at the 18th annual meeting of the National Soil and Water Conservation Districts in Kansas City.

The Soil Conservation Awards program was begun in 1947 to honor farmer-conservationists and soil conservation district leaders for their work. The current awards program runs from January 1 to December 1, 1964.

A new conveyor belt combining high strength with low cost through use of a new development in all-nylon fabric was announced by Goodyear.

Because of its strength and toughness, nylon has been used as the fill yarn in belt fabrics for years to give them resistance to tearing.

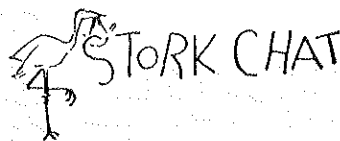
Now Goodyear's highly developed process controls the stretch characteristics of the fabric and makes it possible to use all-nylon reinforcement.

A revised concept of load support that places heavy layers of rubber between plies to supply necessary "bulk" to the belt was needed to use the thinner-gauge nylon successfully.

Goodyear has named the new belt "Pylon." It has been under development for three years, including two years of field testing in selected mines and quarries to substantiate laboratory findings.



ENTIRELY NEW concept of load support in Goodyear's Pylon belt is shown in this view of comparative cross sections with normal five-ply belt (bottom).



Mr. and Mrs. D. E. Roberts, (SS materials handling), son, Matthew Wayne.

Mr. and Mrs. W. E. Smalley, (chemical operations), son, Phillip Walter.

H. F. Aeh, timekeeping and payroll department, completed ten years continuous service with Goodyear Atomic Corporation on February 8, 1964.

Goodyear-Wide Safety Contest

Chemical And Development Wins Slusser Safety Trophy

The Chemical and Development Division, Goodyear Akron, has won first place in the 1963 Goodyear-wide safety contest.

Aerospace-Arizona, with 2,720,000 man-hours last year, came in second, and Java, only 20,000 hours back, received a trophy for third place. The top six plants in the world-wide organization recorded no lost-time injuries during 1963.

Presentation of the Slusser Trophies (named for the late Vice President Clifton Slusser) was made February 12 at the Annual Safety Awards Luncheon at Goodyear Hall in Akron.

F. J. Carter, vice president, industrial relations, presented the awards to representatives of the winning plants. Sam DuPree, vice president in charge of production, made a brief

address following the presentations.

Chemical and Development employees worked 4,360,000 accident-free man-hours last year. Fourth-place France recorded 1,210,000 hours, Brazil, fifth-place winner, had 642,000, and Muncie, Ind., which finished sixth, turned in 252,000.

Rounding out the safest 10 plants were Sweden, seventh; Metal Products-Akron, eighth; England, ninth, and Aerospace, Akron, tenth.

Robert A. Manning, manager of safety, commended the winners on exceptional safety records. "I hope other Goodyear plants throughout the world will take note of your achievements and take steps to improve their performance this year."

A compilation of 1963 safety figures shows that 446 lost-time accidents in all of the company's facilities accounted for 54,109 lost man-days. The frequency rating of 3.08 (based on the number of lost-time accidents per million man-hours worked) rose 30 per cent over the previous year. Severity, 373, (based on the number of lost days per million man-hours) climbed 122 per cent from a year ago.



Goodyear Bowling Doubles Champions

BARBARA COOLEY, Process Area 5 and CLARA PAYNE, Timekeeping & Payroll Department.

Looking For A Relaxing Weekend?

Interested in a weekend outing at the nationally known resort at French Lick, Indiana?

The recreation department has arranged with the French Lick Sheraton Hotel management for a GAT employee weekend in June.

June 12-13-14 have been reserved for GAT personnel at the special rate of \$30 per person.

This fee includes six meals — Friday dinner through Sunday lunch, and lodging for Friday and Saturday nights.

Two 18-hole golf courses are avail-

able. In addition, swimming, tennis, archery, ping-pong, shuffleboard, croquet, hiking, horseshoes, dancing and movies are included with a reservation.

Tentative plans are for GAT employees to drive — either individually or in carpools, arriving at French Lick at approximately 12:30 p. m. on Friday, June 12. The group will return after lunch on Sunday, June 14.

Employees are requested to contact the recreation department for further details.

Occupational Outlook

Last month the U. S. Department of Labor issued a 792-page sixth edition of its "Occupational Outlook Handbook," which gives some pertinent information on where to look for jobs in the future.

The information contained in this book is particularly valuable for young people, or parents of young people, who are trying to decide careers for the future.

Here is a brief summary of the outlook for future job opportunities as revealed in the massive book:

- Jobs for service workers, such as hospital attendants, waiters, firemen, will increase by 61 percent by 1975.
- Construction workers will increase in number by 52 percent by the same date.
- Government jobs, particularly at state and local level, will go up 51 percent by 1975.
- Jobs in finance, insurance and real estate will increase by 44 percent, with bank jobs especially becoming more plentiful.
- But jobs in manufacturing will increase very slowly, as will work opportunities in transportation, communications and public utilities. Automation no doubt is the reason for this.
- Farm jobs are going to continue decreasing, only more so.

Or, breaking it down a little more specifically, here's the outlook:

EXCELLENT PROSPECTS: High school and college teachers, technical writers, biologists, urban planners, computer programmers, economists, engineers, nurses, medical technicians, beauticians, vocational and rehabilitation counselors, accountants, oceanographers, gasoline service station attendants, policemen, cooks.

GOOD PROSPECTS: Kindergarten and elementary school teachers, industrial designers, social scientists, hospital administrators, industrial traffic managers, marketing research workers, barbers, stenographers, repairmen, truck drivers, insurance and real estate salesmen, floor covering installers.

POOR PROSPECTS: Radio and TV announcers, musicians, actors, compositors, typesetters, photoengravers, machinists, railroad firemen, petroleum refining and other petroleum industry workers.

Get Set For Golf; Season Opens Soon

The golf season is just around the corner.

Employees interested in playing in a GAT Golf League should notify the recreation department or a league secretary.

The Waverly Golf League has already issued a call for golfers. This league will play at the Waverly Skyline Course. Dick Schneider, document accounting, is secretary. Golfers interested in participating in this league should register with him.

Goodyear TV Sponsor

Starting with the Palm Springs Classic early in February, Goodyear stands out this year as the leading television sponsor of live golf tournaments in the history of the sport.

Goodyear is sponsoring nine tournaments in 1964, compared to five in 1963 and one in 1962. The schedule reflects the public interest in golf.

CLASSIFIEDS

FOR SALE

1954 Pontiac, 4-door Sedan, Automatic transmission, 8-cylinder, ideal for second car in family. Priced reasonably. Telephone Chillicothe 774-2444.

1960 Ford Galaxie (one-owner), 4-door Hardtop, Six cylinder with overdrive, Radio & Heater, Windshield washers, Back-up lights, Whitewall tires. In good condition. \$1,050. Telephone ELMwood 3-3473.

One of the nation's best known amateur basketball teams is marking a milestone.

The Akron Goodyears are 50 years old this year.

Few amateur teams are older. Not many have been as successful.

And probably only a handful are as widely traveled.

Goodyear organized the team in 1914. Since then, it has seen its players win two national titles and twice come within an ace of capturing the National AAU championship.

The Goodyears' 50-year roster includes 272 players — many of them collegiate or AAU All-Americans. Forty per cent of them still are associated with the company, which never has wavered from its policy that work comes first, basketball second. Goodyear never has recruited a new employee solely for his basketball ability.

The team's best season was in 1961-62 when Coach Hank Vaughn led it to a 42-7 record. Last year it won 45 and lost only nine.

This season in competition which includes the four-team Mid-West Industrial League, the Goodyears won 12 of their first 14 games and could be headed for their best record yet.

This year's squad includes outstanding center Lloyd Sharrar of West Virginia; 7-foot Mike McCoy, Miami (Fla.) University; Dick Davies, Louisiana State; Pete McCaffrey, St. Louis; Thornton Hill, Morehead (Ky.) State; Jesse Williams, Maryland State; Bill Small, Illinois; Hunter Beckman, Memphis State; Larry Brown, North Carolina; Otis Griffin, Union University (Jackson, Tenn.), and Darrell Whitford, Oglethorpe.

GAT Bowling

For the past several weekends Goodyear Atomic bowlers have been busily engaged in Company bowling tournaments. The March 4 Clan will carry complete details of Bowling Tournament activity.

Return Requested

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

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