

THE WINGFOOT CLAN

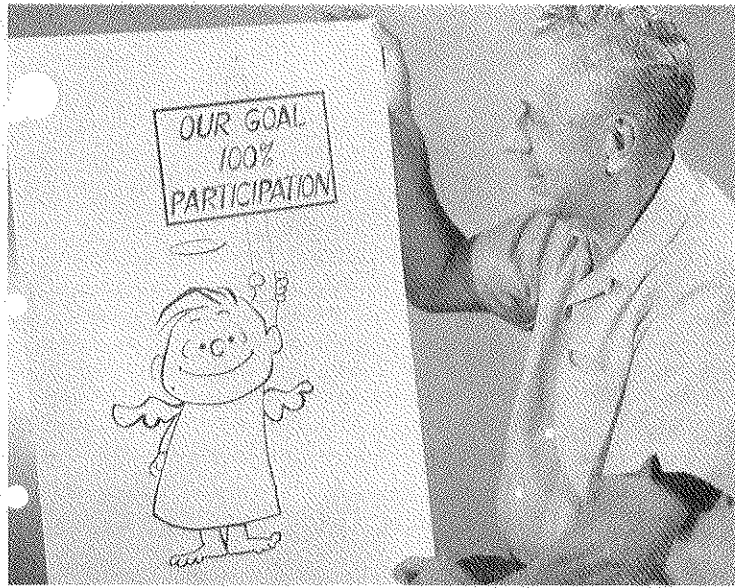
GOODYEAR ATOMIC CORPORATION

A Subsidiary of THE GOODYEAR TIRE & RUBBER COMPANY

VOLUME XII

PIKETON, OHIO, WEDNESDAY, SEPTEMBER 22, 1965

NUMBER 12



WANT YOU BE A PARTICIPANT? W. A. Brown, manager, Plant Engineering and Maintenance division, is chairman of GAT's All-In-One campaign for 1965. He has recruited help for this year's campaign from Charley Schulz, creator of the national syndicated comic strip, Peanuts. Mr. Brown is anxious for all employees to know GAT's campaign mascot, the Little Angel. Normally, a happy little guy, but if you want to see his big grin broaden, give him what his sign is asking for.

Past 14 Months Busy Time At GAT

Fiscal year 1965 and the first two months of fiscal year 1966 have been busy periods for GAT.

Last fiscal year the amount of uranium hexafluoride shipped by GAT for peaceful nuclear projects throughout the world was valued at \$121,960,000.

Champs' Banquet Scheduled Nov. 6

The 1965 Banquet of Champions will be held at the Holiday Inn in Chillicothe on Saturday, Nov. 6.

Approximately 130 people will be eligible to attend. Invitations to the Banquet will be mailed in the near future.

This amount of material left plantsite in 920 containers, most of which were five inch cylinders. The total number of shipments was one hundred and seven.

In July of this year, \$6,044,000 worth of material left plantsite. Of this amount \$2,600,000 was shipped for foreign use and \$3,444,000 for domestic projects.

August shipments were somewhat lower. The value of material for foreign use was \$976,660 while the remaining \$1,528,400 was used by industry in United States.

During the two-month period of this fiscal year, uranium users returned to GAT, for credit, over \$8 million worth of material. This amount is determined after the material is converted back to uranium hexafluoride.

One Gift Works Many Wonders

Labor-Management All-In-One Campaign Set For October 4-11

GAT's All-In-One Campaign for 1965 will be held Oct. 4-11. It will be the 12th consecutive year in which the campaign has been conducted on plantsite.

This joint Union-Management solicitation is headed by W. A. Brown, Manager, Plant Engineering and Maintenance division. Brown's right-hand men are J. F. Wettstein, president, OCAW, and F. E. Pickens, coordinator, community relations.

The first All-in-One campaign at GAT was conducted in October, 1954. The purpose then, as it is today, was to concentrate all charitable solicitations into one annual drive.

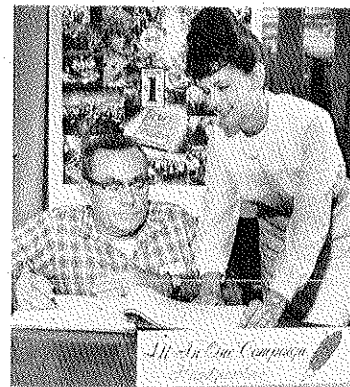
During the past 11 years, GAT employees have contributed \$224,318 to the United Fund. The company's contribution has been \$115,600. Needless to say, the total amount of \$339,918 has been of great beneficial help to the people in the four-county area surrounding plantsite where 94.5 percent of GAT's employees reside.

The average contribution by all employees per year has been approxi-

mately \$20,000. What a huge success the campaign would be this year if this amount could be reached.

This year's campaign is to be conducted in much the same manner as last year.

An advisory committee will select 50 solicitors. The solicitors will attend a meeting Oct. 1, at which



RECORDERS ARE READY. Esther O. Swope, community relations, and J. F. Hall, engineering records, are ready to receive the All-In-One contributions.

Technical Writing Courses Are Being Taught On Plantsite

One of the most important facets associated with technical work is technical writing — saying in writing what one means to say. Realizing this importance, management gave its approval to hold on plantsite seminars and courses in technical reports writing.

Since these courses are intended primarily for the benefit of techni-

cal people, the majority of individuals selected to attend classes are from the Technical Division. However, all divisions are represented.

Forty-five people, divided into three classes of 15 each, are meeting on Mondays, Wednesdays and Fridays for one and a half hour sessions.

The first class met Sept. 13, with the last one scheduled for Sept. 24.

In addition to the above classes, 30 members of management meet twice a week. These meetings are in the form of a seminar. Classes are held each Tuesday and Thursday for a two-weeks' period. The last class is scheduled for Sept. 23.

Associate Professor Mrs. Margaret Blickle of the Ohio State University English Department is teaching the courses.

time promotional material, etc., will be distributed. A film entitled "Moment of Truth" will be shown and a speech to kick-off the campaign will be given by Mr. Edwin Deering, Scout Executive, Chief Logan Council.

On Monday, Oct. 4, employee solicitation will begin. Throughout the week the progress of the campaign will be posted on bulletin boards for all to see. On Oct. 21, the United Fund Chairmen of the participating counties will attend a luncheon at which time they will be notified as to the amount of money each county will receive.

The total amount of money requested by the United Fund in the four-county area is \$452,820. This is \$5000 less than the amount asked for last year. The breakdown for each county is as follows: Jackson (\$30,000), Pike (\$15,500), Ross (\$144,200), and Scioto (\$263,120).

If you turn on your television set and see a GAT employee, don't be surprised — it will be H. H. Stoops, standard practice department, making his TV debut. "Mike," president, board of trustees, of the United Fund of Scioto County, will appear in spot announcements on channels 3 and 13 prior to and during the 1965 United Fund drive.

Goodyear Produces New Type Natsyn

Goodyear announced this month it is in commercial production of a new type of natsyn, its synthetic duplicate of natural rubber.

Volume production of the new polyisoprene rubber coincides with completion of a \$4-million expansion at the Beaumont plant, which increases the capacity for production of natsyn from 28,000 to 45,000 long tons annually.

The new product, called natsyn 400, is light and uniform in color, according to Robert E. Workman, General Manager of the Chemical Division, and is in line with the company's plan to produce polyisoprene rubbers of varying characteristics to meet differing product needs,



TECHNICAL WRITING CLASS. Mrs. Margaret Blickle, Ohio State University professor and instructor of the plantsite technical writing courses, stresses a point while lecturing to one of her classes. Listening intently are,

(l-r), R. H. Soit, B. W. Shugert, G. E. Bobo, P. S. Mellinger, B. J. Clark, D. L. Scott, L. E. Storms, C. A. Cottle, J. A. Brackett, Jack Lang, M. T. Oakley, P. I. Davis, and Jack Feuerbacher.

Nuclear Weapons Are Handled Safely

(Editor's Note: This is the third of four articles on certain phases of nuclear energy.)

Over the years, numerous articles on atomic energy and related subjects have been carried in the *Clan*. It should be noted that though these articles may not present any new information, they will refresh your memory on some of the elementary aspects of nuclear materials.)

America's arsenal for national defense is not only formidable but potentially very destructive. It is meant to be. In fact, any weapon is meant to be destructive. The problem is to make it safe until it is deliberately used against the enemy. By its very mission the Department of Defense deals with weapons, all kinds of weapons; conventional as well as nuclear. But of all the Nation's formidable weapons, rightly or wrongly, nuclear weapons have created the most public concern over the possibility of their accidental detonation.

Upon detonation, the energy of a conventional bomb appears as blast and heat. These are familiar effects and are generally understood. When a nuclear bomb detonates, about 85% of its energy appears as blast and heat. However, the remaining portion, about 15%, appears as nuclear radiation which is a new effect not so generally understood. If, to this general unfamiliarity with nuclear radiation is added the tremendously increased destructive capability of nuclear bombs, the public's apprehension is understandable. A generally held belief is that the greater a weapon's destructive power, the less safe it is to handle. In the case of nuclear weapons, this belief is entirely erroneous.

The nuclear bomb is actually more safe to handle than most other military explosives.

Conventional bombs obtain their destructive power by detonation of certain chemical compounds, known as High Explosives, or simply as HE. The reaction is purely chemical in nature, involving only outer portions of the atoms. Nuclear bombs, on the other hand, obtain their tremendous destructive power by a physical reaction involving the central portions (or nuclei) of the atoms.

To help understand why nuclear bombs are inherently more safe to handle than conventional bombs, a brief description of the operation of an atomic bomb is presented. First, a nuclear detonation cannot take place unless a certain amount of nuclear material is compressed into a small mass so as to produce what is called a multiplying or self-sustaining chain reaction. Such an explosive reaction cannot take place in anything except a nuclear explosive device designed to achieve a nuclear detonation.

No matter how much active material may be in the bomb, or how severely the bomb may be abused in an accident, unless this nuclear material is brought to supercriticality

no nuclear detonation can take place. This supercriticality is achieved by compressing the active nuclear material by means of an implosion wave of tremendous force.

The implosion wave is created at the desired instant as follows: The active material in a subcritical configuration is surrounded by a sphere of conventional high explosives (HE). On the outer surface of the sphere are a number of detonators. The configurations of the HE and detonators is such that, when at the desired instant all detonators are simultaneously fired, a compression wave is generated which moves inward — implodes — to squeeze the active material into a small volume. This is shown in the illustration following this article.

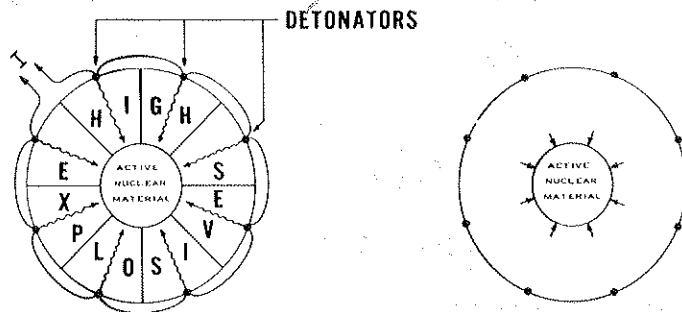
This squeezing action brings the subcritical active material to supercriticality. The multiplying nuclear chain reaction results in a nuclear detonation.

A nuclear bomb contains conventional HE as well as the active material. The hazards associated with HE are, therefore, present in connection with a nuclear weapon. In an accident involving severe impact, or high octane fuel fires, the HE portions of the bomb may catch fire and some or all of the HE may detonate. Unless all the HE in the bomb is made to detonate at the same time—a highly unlikely occurrence in such an accident—the chance of a significant nuclear yield is extremely remote. The HE detonation could, however, scatter nuclear material in a number of directions from the

point of detonation. Even if that were to occur, the radioactive contamination would not be as great a hazard to people as are many of the hazards we find in our daily living.

Nuclear weapons are made with many built-in safety features. The design of these bombs is such that if only part of the HE is accidentally exploded, it cannot trigger a nuclear detonation of the bomb. Tests have been made which prove that it is practically impossible to obtain any significant amount of nuclear yield except when the bomb is intentionally detonated to produce a nuclear explosion.

To verify the safety built into our nuclear weapons, a comprehensive testing program is conducted. This program includes field testing during which components of nuclear weapons are subjected to such abuse as dropping from an aircraft, impacting against a concrete wall and even enveloping the components in the intense flames of an aviation fuel fire. In no case has there been a nuclear detonation. As a matter of fact, in more than 19 years of storing, transporting, flying, overhauling, modifying, inspecting and otherwise working on and with nuclear weapons, the safety record in this major area is perfect. The nuclear part of the weapons has never contributed to an accident or injury or resulting damage.



MAKING THE ACTIVE NUCLEAR MATERIAL CRITICAL BY IMPLOSION.

Picture taken from "Radiological Emergency Procedures For The Non-Specialists" — Published by USAEC

Volleyball League Starts In October

The men's volleyball league will start play the first week of October. The league will play at the Waverly North Elementary School on Monday or Tuesday evenings.

As in the past, teams will be as equally balanced as possible. Teams will be selected after all players have stated their desire to participate.

Employees wishing to compete in the league are urged to contact the recreation department.

In Memoriam

Robert S. Jones died August 31, 1965, at his home in Minford, Ohio. Mr. Jones was a member of the materials sampling and testing department.

Mrs. Paul Benner died September 4, 1965, at Mercy Hospital in Portsmouth, Ohio. Mrs. Benner had been a secretary to the manager of the production division. Her husband, Paul, is a member of the purchasing department.



1965 TRAINING SQUADRON. The orientation program for members of the Training Squadron is reviewed by R. C. Fleming of the employment department. Squadron trainees are given work assignments in both the production and technical divisions prior to being assigned a permanent position. Members of the 1965 Squadron are, seated, left, K. W. Berry and R. L. Whitlow. Standing, left to right, W. J. Lemmon, Jr., J. E. Wells and C. W. Goddard.

Here and There in the Nuclear Field

A new method of disposing of liquid radioactive waste by pumping it underground into bedded shale will soon be in routine use at the Atomic Energy Commission's Oak Ridge National Laboratory.

The new and comparatively inexpensive system — called hydraulic fracturing — entails basically the blending of medium level liquid waste with concrete mix, fly ash and other additives and injecting it into bedded shale formation 700 to 1000 feet underground.

In hydraulic fracturing, water is initially injected under pressure down a well to create a horizontal crack in the shale formation at a

predetermined depth. The crack is then filled with the waste-cement-ash mixture to form thin, horizontal sheets several hundred feet in circumference. The mixture solidifies and permanently holds the radioactive waste in the shale formation.

Seven test injections have been made at the Laboratory's disposal well. The latest injection consisted of a mixture of 85,000 gallons of liquid (35,000 gallons of actual waste mixed with 50,000 gallons of synthetic waste) and 600,000 pounds of solids. The actual waste contained cesium-137 at a concentration of approximately one-tenth curie per gallon.



DRESSED FOR THE OCCASION. Left to right: Karen, Terri, Robin and Lynn, daughters of D. J. Blanton, standard practice department, took an active part in Pike County's Sesquicentennial celebration over Labor Day weekend. For the girls to dress in the style of the year 1906, it was necessary to find high button shoes. The shoes were purchased in a small store located in the hills of Ohio. To the surprise of everyone, printed on the rubber heels were the words — GOODYEAR — JUNE 1915.

Around The World In 30 Days

(Editor's Note: The following is an account of the highlights of a world tour that I had the opportunity to take two months ago.)

On July 17, my wife Charlotte and I, and 30 other people associated with the Goodyear organization, joined the "jet set" as we took off on a flying trip around the world.

This world-wide adventure was sponsored by the Damon Gourmet Club of GT&R's recreation department under the supervision of Charles Bloedorn, Goodyear's recreation director.

We left Kennedy International Airport at 10 p. m., on July 17, having climbed aboard Air India Airlines 707 jet. We were not alone as this particular flight carried 155 passengers.

Flying at an altitude of 33,000 feet and 510 ground miles per hour, we landed at Heathrow Airport in London at 10 a. m., July 18. Traveling eastward, it is necessary to move the hands of the clock forward as London time is six hours different than ours. After a short stay in the airport, we boarded a British Airways jet to continue to the first designated tour stop — Paris.

We had read many words about this beautiful city and all were found to be true.

Paris is a city of wide streets, magnificent stores, beautiful flowers, excellent restaurants, and attractive women.

We saw the Eiffel Tower, third largest structure in the world; the Arch of Triumph, through which General Pershing and his men marched at the close of World War I; Notre Dame Cathedral with its most beautiful stained windows; the Louvre which houses among its art treasures Leonardo De Vinci's famous Mona Lisa, the paintings of Van Dyck and Rembrandt, and the famous statues — Venus De Milo and Winged Victory; sidewalk cafes where one may sit day or night and watch Paris walk by; Montmartre, the Greenwich Village of Paris, where painters paint in the open market and sell their reproductions to the visiting public; and the Concorde, center of government buildings, and the place where, during the French Revolution, the guillotine was constructed and used to behead thousands of Frenchmen.

A trip to Paris would not be complete if one did not have dinner at one of the famous restaurants. Frenchmen are the greatest cooks in the world and a full course dinner with a different wine for each course is a pleasure that can only be enjoyed in Paris.

A visit to the nearby city of Versailles is a must for all tourists. In this beautiful city is the 17th century castle of King Louis XIV. The castle, constructed in the middle 1600's, has more than a thousand rooms. During the reign of Louis XIV, over 2500 people worked within the castle grounds.

After three days of sightseeing in and around Paris, our group boarded an Air France jet and in 50 minutes landed in Zurich, Switzerland.

Our destination was Lucerne and to travel to that city it is necessary to take a bus. The ride through the countryside of Switzerland is a sight to behold. The towering snow-peaked mountains, the green fields, and the Swiss chalets decorated with red geraniums are inspiring sights.

The city of Lucerne borders beautiful Lake Lucerne. Because of the beauty of the city and lake, it has been said that Lucerne is "the place for the newlywed or the nearly dead".

From our hotel balcony we viewed Mt. Pilatus which towers 7000 feet above sea level. To reach the top we took the tram railroad car which literally climbs the side of the mountain. It is a breath-taking ride. To descend the mountain, it is necessary to take the cable car. As the car swings free and starts its descent, the height is so great that it is almost impossible to let your eyes scan the view that stretches more than a mile below.

It was with regret that we left Switzerland and headed south over the Alps to the Eternal City of Rome. Rome is called the city of churches and fountains. This is rightfully so, because within the city walls are 400 churches and 200 fountains.

As one travels throughout this city, he is captured by its beauty and by its history. The Roman Forum, which over 1500 years ago was the center of government for the vast Roman empire; the Coliseum which is the most important monument of ancient Rome — it was dedicated in 80 A. D. and at the dedication more than 500 wild beast and countless number of gladiators were slain — the arena seated in excess of 50,000 people; the Circus Maximus which was built in second century B. C., and was enlarged and

decorated by Caesar Augustus and Constantine, and could accommodate 250,000 people.

In Rome, within the Italian Republic, is Vatican City, the world center of the Catholic Church. It has its own radio station, railroad station, newspaper, stamps, and money.

Within the walls of the City is St. Peter's Cathedral, the largest church in the world, built on the site where St. Peter was buried. The facade of the church is 570 feet wide and over 225 feet high. The interior is built in the form of a Latin Cross. The center aisle is 1057 feet long, with the cross arm 940 feet. Also within the church are 229 marble columns, 533 of travertine, 16 of bronze, 90 of stucco, and 44 altars.

Located a short distance from St. Peter's Cathedral is the famous Sistine Chapel, the chapel of the Popes. It is considered one of the most sublime masterpieces in the history of world art. The chapel is 200 feet long, 65 feet wide, and 100 feet high.

The work of the great Michelangelo in all its grandeur can be appreciated here. His paintings on the ceiling of the Chapel are world masterpieces. He started the work in 1508 and finished in 1512. The physical effort expended was considerable, as the artist, standing on a scaffolding, had to work with his head continually thrown back.

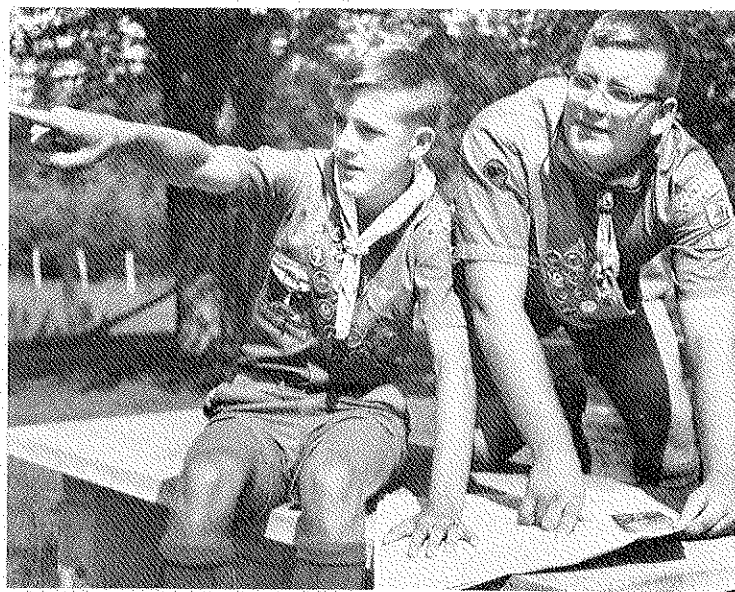
On the central portion of the ceiling are scene subjects, in alternately small and large oblong compartments, with scenes of the Old Testament.

The Sistine Chapel and St. Peter's Cathedral were the most impressive sights I saw throughout the tour.

(In the October issue of the *Clan* the concluding article of the trip will be published. It will include Athens, New Delhi, Bangkok, Hongkong, Tokyo, and Hawaii.)



REUNION IN INDIA. R. F. Jones, recreation department, seated, and his wife, Charlotte, right, returned last month from a round-the-world tour sponsored by the GT&R recreation department. Their trip took them to New Delhi where they visited two former GAT employees. Seated left are Mrs. Fuller (Gert) and Mrs. Wilkerson (Mary). Standing are J. D. Wilkerson, left, plant engineering, and L. E. Fuller, personnel services. The couples extend their good wishes to friends at GAT.



FINAL PLANS ARE MADE. Bill Hale, son of J. E. Hale, production division, points to the spot where he and his fellow companion, Steve Hale, will start their canoe trip to Cincinnati. The two scouts are members of Troop 27 of the McDermott Methodist Church.

Boys Make Canoe Trip Down Ohio River To Cincinnati

Many of us at one time or another have dreamed of taking a boat trip down the river.

Two boys from McDermott, Ohio, not only had a dream but saw that dream come true.

Bill Hale, 15, son of J. E. Hale, production division, and Steve Hale, 15, a fellow companion, took a canoe trip down the Ohio River.

Their journey, planned by the boys for more than two months, was made in quest of merit badges, although the adventure was not required and was not particularly encouraged by their Scout Troop.

The boys left Portsmouth at 9 a. m., on Monday, Aug. 2, in an 18-foot canoe laden with a week's supply of food, two bedrolls, and other camping equipment. In their possession was \$11 for emergency purchases. Their destination was Cincinnati, 120 miles away, and time of arrival was Saturday, Aug. 7, if they were to meet Bill's father and get a ride back home.

Their first day of travel which ended at 1 a. m., took them as far as Vanceburg, Ky. They had discovered that it was much easier to travel after dark than during the day. The wind which blew so strongly against their progress during the daylight hours abated during the night hours.

The end of their travels the second day found them in Manchester, Ohio, where they stayed overnight with a friend.

At 6:30 p. m., the third day, they set up camp near Maysville, Ky. — the half-way point of the trip.

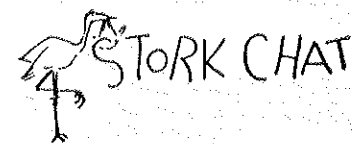
On Thursday they got as far as Augusta, Ky., and on Friday made preparation to camp at Moscow, Ohio, which is approximately 30 miles from Cincinnati. A telephone call home brought news that they had to be in Cincinnati early Saturday morning or they would miss their ride. At this point they spent \$2 for candy and soft drinks, leaving them just 11 cents. According to

their diary, they bought the candy to help keep them awake during their all-night trip.

At 7:45 a. m., hungry and tired, they paddled ashore at the Covington bridge in Cincinnati.

Bill's father can attest that the boys were hungry — because he took them out for breakfast and each boy ate 16 pancakes.

It was a grand and glorious experience. And when next summer rolls around you can bet the Hale boys will be ready for another adventure on the river.



Mr. and Mrs. J. B. Hicks, Jr., (electronics department), daughter, Melinda Kay.

Mr. and Mrs. J. F. Bailey, (SS materials handling), daughter, Dorothy Elizabeth.

Mr. and Mrs. J. F. Oates, Jr., (instrument maintenance department), son, Jeffrey Aaron.

Mr. and Mrs. J. L. Allen, (recirculating water department), son, John Howard.

Mr. and Mrs. R. E. Walker, (sheet metal & weld shops), daughter, Patricia Ann.

Mr. and Mrs. Dale Shackle, (chemistry department), daughter, Stephanie Lynn.

Mr. and Mrs. Earl Bradbury, (ACR 4), son, Brian Dean.

Mr. and Mrs. E. L. Salazar, (operations analysis department), daughter, Juanita Lucia.

Employee Honored By Local Newspaper

(Editor's Note: The following article was taken from the Jackson Sun-Journal.)

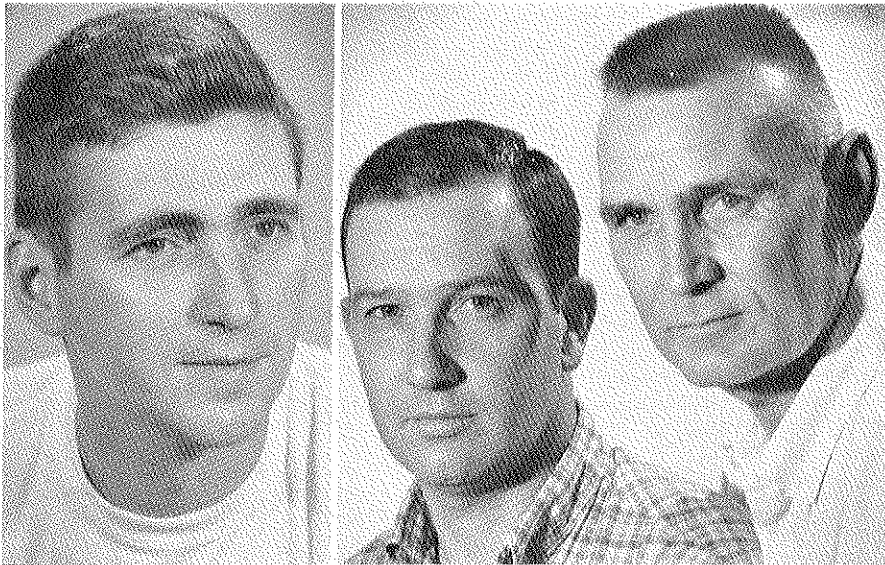
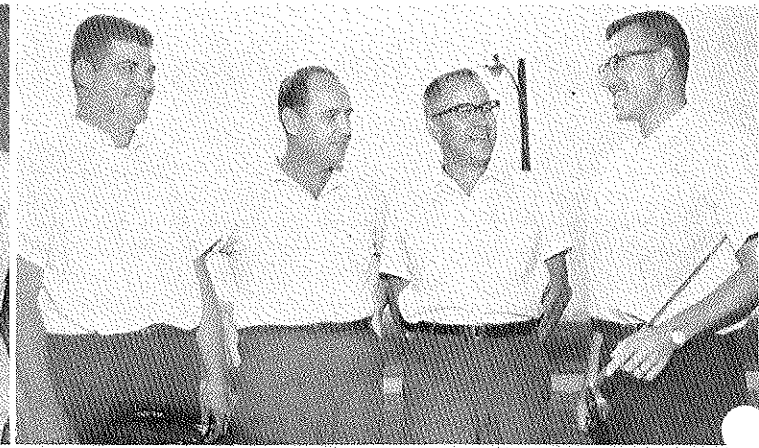
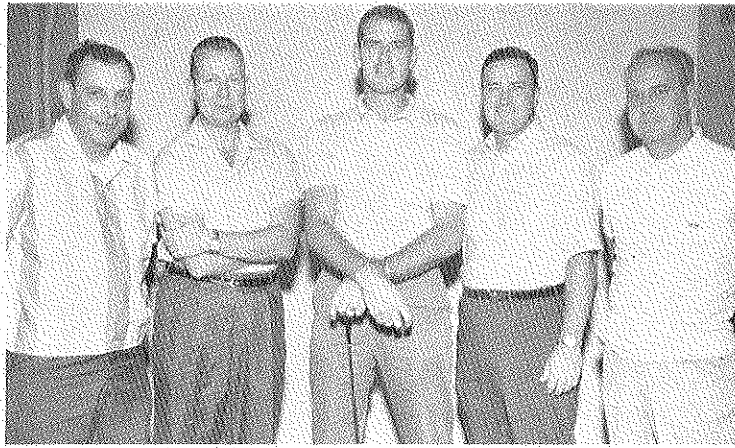
The sprawling Goodyear Atomic Corporation plant in nearby Pike County has had many influences on the city of Jackson.

Not the least of these influences has been the number of fine citizens, newcomers to southeastern Ohio, who have come here to work in Jackson. Many of these men and women have settled in Jackson and almost everyone of them have been fine additions to our community.

One of the most welcome of these GAT "adopted sons" of Jackson is Charley Tabor of Burlington Road. A dedicated and talented scientist, a fine gentleman, he and his family are citizens of which Jackson can be proud.

Charles Tabor and men like him believe in community service. A town is only as good as the people in it are willing to make it. And Charles Tabor has been willing to devote precious hours of his time to helping make this a better community. He has supported many community endeavors and has been particularly interested in the school field. He is currently serving as president of the Jackson city board of education. We note he has taken on another job — chairman of the United Fund drive in Jackson this year. This is no glory post, carries no prestige and no pay. It only means hours of work and its only reward is the satisfaction of doing something to help your fellow citizens.

Jackson is fortunate to attract and



1965 GOLF LEAGUE CHAMPIONS. Upper left: Portsmouth league (l-r), E. E. Flinders, W. E. Wiehle, D. P. Goodman, W. G. Russell and L. W. Pollock. Upper right: Waverly League (l-r), L. R. Miller, F. C. Brewer, Walter Koester and G. D. Althouse. Lower left: Chillicothe League (l-r), C. O. Shoemaker,

R. W. Sparks and J. O. Sellars. Center: Jackson League, M. D. Wickline. On Aug. 11, 1965, Dale became the 14th employe to record a hole-in-one. His ace was scored on hole 5 at the Fairgreens CC in Jackson.) Lower right: Waverly League (l-r), E. L. Noel and M. E. Evans.

hold men like Charles Tabor. His work is such that he could easily, and perhaps more conveniently, live elsewhere — in Chillicothe, in Waverly, or Portsmouth.

He could easily reside in Jackson

and remain aloof from our town and its concerns and problems.

But he doesn't — and we thank him for taking an interest in our community and devoting himself to its betterment.

September Slogan - Caption Winners



Taye Schillinger was a summer employe. She was one of 12 students hired in response to the President's Youth Opportunity Campaign.

Her one ambition prior to leaving GAT's employment to enter Ohio State University this fall was to win the safety caption contest. Her determination paid off. Of the 78 captions submitted for the September contest, hers was judged the best.

Her caption was "ONE QUICK FALL CAN END IT ALL".

Taye is the daughter of R. E. Schillinger of the electrical maintenance department.



For the second time in the history of the Safety Slogan Contest, a wife of an employe submitted the winning slogan. Janet Noel, wife of B. G. Noel, chemical operations, won the September award.

Her winning slogan was as follows: "BET ON SAFETY — IT'S THE CHANCE OF A LIFETIME".

Janet has been an active participant in the Slogan Contest, having presented a number of slogans under her husband's name.

A total of 46 slogans were entered in the September contest.

Classifieds

FOR SALE

1957 4-door Chevrolet, 6-cylinder, straight stick, radio. Good condition. Telephone Chillicothe 774-5871.

Bundy clarinet, ebonite, with case. Excellent condition. \$60. Telephone Portsmouth 776-6307.

"Tent Dining Fly." 12' x 12'. Adjustable center pole. Purchased recently. Never used. Telephone Portsmouth 353-3365.

Automobile box top carrier 4'x4'x-1' with heavy steel braces. Custom made, rubber weather stripping and 1/2" plywood sides. 3/4" plywood top and bottom. Two brass hinges and hasps. Stained and shellacked and silicone sprayed for weather-proofing. \$35.00. Telephone Portsmouth 353-4697.

1963 Corvair Monza convertible. Excellent condition. Phone Portsmouth 353-1825.

Ben Pearson "Javeline" Bow — 66" semi-recurve — 35 lb. Phone Portsmouth 259-9442.

1960 Falcon station wagon. Good shape. Phone Portsmouth 353-0852.

Temco Gas Heater, 75,000 BTU. Used one year. In excellent condition. Sold for \$379.00. Will sell for \$110.00. Fully automatic. Phone SP 9-2196.

WANTED

U. S. Proof Sets, all dates. Telephone Portsmouth 354-7483 after 4:30 p. m.

The Safety Corner

Each year at this particular time, the hazard of driving to work in the early morning hours cannot be more dangerous. The fog that shrouds the hills and valleys, the highways and crossroads cuts normal visibility to near zero.

Why then, do the drivers of automobiles drive at such a high rate of speed.

The majority of GAT employes are members of carpools. In each car there are four or five persons who are heads of their household. They may have a wife or husband and children who depend upon them.

The responsibility of the driver of each of these automobiles therefore, is tremendous. In too many instances their responsibility is taken lightly.

If one were to observe traffic on Route 23 or on many of the other highways leading to plantsite, they would be aghast at the risks the drivers take.

With visibility near zero, drivers pay little or no attention to the fog as they race their cars at a dangerous rate of speed. It would be impossible to keep from hitting a car if one were to pull onto the highway from a crossroad or if one was stalled in the middle of the road.

We should all remember that excessive speed is the contributing factor in 37 percent of all fatal accidents. As vehicle speed increases, the chances of being killed in an accident increase. At a speed of 35 miles per hour, the chance of being killed is 50 percent higher than at a speed of 25 miles per hour. At 55 miles per hour it is about 300 percent greater. This coupled with the fog or other unfavorable weather conditions, adds another 15 percent to the 37 percent speed factor. In other words, always stay within the speed limit but let weather conditions dictate what is a safe speed.

The safety record established by GAT drivers going to and from work is good. Let's keep it that way.

Return Requested

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

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U. S. Postage
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