

The WINGFOOT CLAN

A Subsidiary of

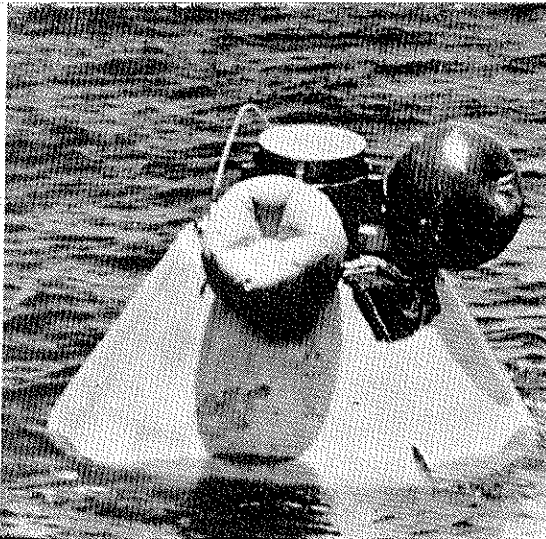
Goodyear Atomic Corporation

The Goodyear Tire & Rubber Company

Volume 15

Piketon, Ohio December, 1968

Number 11



IT FLIPPED! After hitch-hiking some 4.5 million miles, the three Goodyear Aerospace flotation balloons did their job. **THEY FLIPPED APOLLO 7.** At left, a flotation bag, part of the uprighting system, is just beginning

to break water; right, two nearly inflated balloons are visible after having righted the command module. The escape hatch is now pointing up and the heat shield is submerged.

Goodyear Products Are "Out of this World" – Literally

While the world "held its breath" for word from the Apollo 7 astronauts, they were upside down in the middle of the Atlantic Ocean with their radio silenced.

Then three Goodyear Aerospace balloons, which had hitch-hiked on the 4.5 million mile voyage, did just what they were supposed to do. Bursting into action from beneath the metal covering on the command modules nose, they quickly inflated and righted the hapless space craft.

The three astronauts emerged for the first time in the 11 days, because three urethane balloons built by Goodyear had done their job.

The balloons—to borrow an expression one of the astronauts used—had turned in a "hunky-dory" performance.

The Atlantic splashdown was right on schedule, but communication between the recovery ships and the craft was lost for some 20 minutes because the Apollo was floating upside down. When the craft was righted, exposing its antenna, communication was re-established.

The Apollo 7 crew righted the craft with flotation bags made expressly for that purpose. Hidden from sight, the balloons merely tag along on the various orbiting missions. At splashdown, they turn from hitch-hikers to life savers by righting the command modules and keeping them upright in the water while the astronauts emerge.

The flotation bags are mounted in the forward compartment of the nose cone. Should this end settle into the water, instead of the aft heat-shield end, a crew member ac-

tivates the switches which turn on compressors and inflate the balloons, righting the spacecraft and keeping it upright. Actually only two of the spheres are required, the third acts as a backup.

Each of the balloons is about 43 inches in diameter and has a volume of 24 cubic feet when inflated. The spheres were produced under sub-contract to North American

Rockwell's Space Division, Downey, California, principal contractors for NASA on the Apollo spacecraft command and service module.

Three more Goodyear Aerospace Corporation balloons are slated to be tucked under the skin of Apollo 8 scheduled for late this month. They will ride along on the flight, which may take American astronauts on a trip around the moon.

GT&R Third Quarter Sales and Earnings Tally New High

Nine-months sales and earnings of The Goodyear Tire and Rubber Company were the highest in history, Russell DeYoung, Chairman, and Victor Holt Jr., President, announced today.

Third quarter sales and earnings topped those of any previous July-September period, they reported.

Goodyear's nine-month sales totaled \$2,148,115,000 topped by 10.4 per cent the previous nine-

months sales record of \$1,946,368,000 achieved a year ago.

Earnings showed an even sharper rise, the two executives disclosed. The current nine-months net income of \$105,872,000 equivalent to \$2.94 a share, was 12.5 per cent greater than last year's net of \$94,099,000 or \$2.62 a share, the previous nine-months earnings record.

Sales in the third quarter of 1968 were \$738,404,000, up 12.3 per cent from the \$657,581,000 posted in the third quarter of 1967, when the previous record for this three-month period was achieved.

Third quarter earnings this year were \$37,820,000 or \$1.05 a share. This was 12.4 per cent gain over the company's previous third quarter high of \$33,648 or .94 cents a share, established a year ago.

DIVIDEND DECLARED

Directors of the Goodyear Tire and Rubber Company declared the regular quarterly dividend of 37½ cents a share on the common stock, payable December 16 to shareholders of record November 20.

The dividend is at the new annual rate of \$1.50 a share, established by the directors three months ago and made effective with the September 16 payout.

GAT Fringe Benefits Include Many 'Extras'

Some worthwhile "extra" benefits are available to GAT employees, with the Company paying either all or part of the cost.

These "extras" are in addition to the benefits of the hospitalization and medical program, life insurance, and retirement.

The "extras" for hourly and salary employees include paid vacations, holidays, military duty pay, leave of absence, funeral absence, jury duty, sick leave, Monthly Investment Plan, and college tuition assistance.

You are entitled to two weeks vacation after completing one year of

service and these can accumulate as high as 4 to 5 weeks with continuous service longevity.

If you take military leave, either National Guard or Reserve duty, the company makes up the difference between your military pay and your regular Goodyear pay. The maximum military duty allowance is four weeks a year and this is in addition to regular paid vacations and holidays.

The Monthly Investment Plan enables you to buy Goodyear common stock through the payroll deduction system. It is entirely voluntary and the company pays brokerage commissions. Under the MIP, employees may have a minimum of \$5 and a maximum of \$99 per month deducted from their paychecks.

Full details, including authorization forms, are available in Payroll.

To encourage employees to continue their formal education, GAT provides three types of educational assistance programs: non-degree, Bachelor's degree, and graduate study.

The non-degree program is open to eligible employees who have completed high school. It includes a

(Continued on Page 2)

Buckner to Head Engineering Dept.

J. N. (Jim) Buckner was named supervisor of the newly created General Engineering Department (D-761). N. H. Hurt, manager of Plant Engineering and Maintenance, announced the promotion effective November 1.

The newly formed General Engineering Department will be responsible for general type operational, expense, and minor capital engineering projects.

Buckner will report to Henry McComb, Superintendent, Plant Engineering.

Jim joined Goodyear Atomic in April, 1953, and was first assigned as Area Engineer during plant construction. He was responsible for coordinating activities between GAT and construction personnel. He was made senior engineer in 1957 and promoted to Section Head, Electrical Engineering in 1958.

Prior to joining GAT, Jim was employed by Standard Ultramarine and Color Company, Huntington, West Virginia, as supervisor of Utilities Engineering and Maintenance. He also worked briefly for the Appalachian Power Company in 1950.

Jim graduated from the University of Kentucky in 1950, with a B. S. degree in Electrical Engineer-

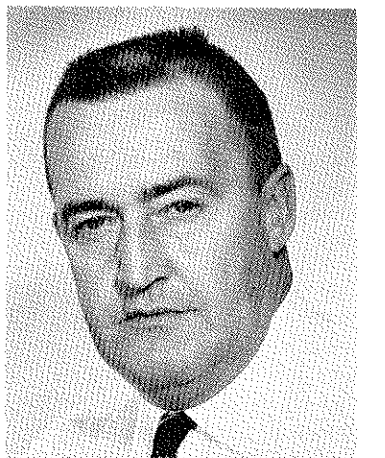
All per share earnings are based on the average number of shares outstanding.

The two executives noted that the acceptance of Goodyear's new polyglas tire both in the new car and replacement market is unprecedented in tire history and that this new tire of polyester and fiberglass has made substantial contributions to the 1968 results. They added that polyglas tires should make an even greater contribution next year.

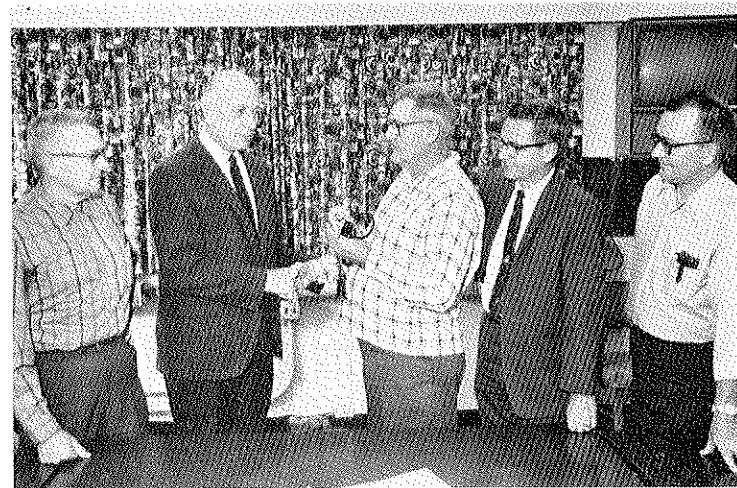
ing. He is a member of the Kentucky Society of Professional Engineering and is past president of I.E.E.E. (Institute of Electrical and Electronic Engineering.)

Civic activities include: Member of Official Board of the Trinity Methodist Church, Portsmouth; and member of F & AM and Portsmouth Elks.

Jim and Mrs. (Helen) Buckner reside in Portsmouth. They have two children, Steven and Jennie.



J. N. Buckner



E. E. (BUD) MOORE, popular janitor in the Police Department, retired after 14 years service with GAT. "Bud" received a watch and an electric drill as gifts at a farewell luncheon held in his honor. Division employees wishing Moore well are (left to right): Bernie Haas, Clyde Jenkins, Manager Purchasing and Materials; Moore; Morris Ziqler, and Charles Horner.

Review of Labor Relations

The following arbitration awards were received from Marlin M. Volz who acted as arbitrator and heard the cases August 22.

GRIEVANCES 11-26-66 and 11-34-66

Grievance: The Union claims the Company violated the contract by paying time and one-half only for the first eight hours worked on the grievants' change in work schedule and not for the hours worked in excess of eight in a twenty-four-hour period.

The Company denied such payment under the anti-pyramiding provisions of Article X, Section 14.

Discussion: These grievances present two principal questions for decision. First, in filling the temporary job vacancies in question, did the Company properly utilize changes in the weekly work schedules of the grievants? Second, if so, does the anti-pyramiding Clause of Section 14, Article X, apply where eight of the sixteen hours worked in a twenty-four-hour period are compensated at time and one-half under the schedule change provisions of Section 16 of Article X? With reference to the first point, it must be found that, if the scheduled changes in question were contractually proper, then the restrictions upon work assignments made by the several overtime provisions referred to by the Union would be inapplicable, except as they may have a bearing in determining the propriety of the schedule changes. Inapplicable would be the prohibition in Section 10, Article X, (which is essentially an overtime-pay provision) against requiring an employe "to take off corresponding amount of time before the end of his regular shift." Inapplicable also would be the direction in Section 11 (2), Article X, that, when the necessity for overtime work is determined during a shift, "it shall be offered to those on the shift which is working."

Under its authority to direct the workforce, confirmed by Article IV, the Company has the right to schedule work and to make schedule

this right is circumscribed by the Agreement. In the instant case the right to change "an employe's working schedule from one shift to another" is implicitly recognized in Section 16, Article X.

The Union's arguments are imaginative and appealing; but, unless he were to indulge, the Arbitrator must find that such specific prohibition is found in the anti-pyramiding provisions of Section 14 of Article X.

Award: The grievances must be, and are, denied.

GENERAL GRIEVANCE 8-66

Grievance: The Union claims the Company was in violation of Article XVI, Section 3, when it refused to approve three Union posters for posting on designated Company bulletin boards. The Union further contended that this was in violation of rulings by the NLRB and the United States Supreme Court.

The Company replied that NLRB rulings are immaterial since no problem of representation exists and that the only question is whether its action under Article XVI, Section 3, in refusing to post the posters, was arbitrary or capricious. The Company asserts its action was reasonable since it has a contractual duty to protect non-union members from intimidation.

Discussion: The Company properly may seek to safeguard the con-

(Continued on Page 4)

Fringe Benefits

(Continued from Page 1)

variety of approved college courses. GAT will refund up to \$200 tuition upon satisfactory completion of an approved course.

In the Bachelor's degree program, tuition costs for graduates will be paid by GAT up to \$200 per year upon satisfactory completion of each approved course. The remaining cost will be paid to the employe in one sum upon receipt of his Bachelor's

Lombardo Named As GAC Manager

John F. Lombardo was named manager of the Goodyear Aerospace Jackson, Ohio plant October 1.

Lombardo, 32, succeeds M. P. Peterson, who has headed the plant since its opening in June, 1966. Peterson has returned to Akron for further assignment.

A native of New Castle, Pennsylvania, Lombardo received a bachelor of science degree in industrial administration and production from Kent State University in 1961 and a master's degree in business administration from the University of Akron in 1967.

He joined the parent company in 1962 and transferred to Aerospace a few months later as an electronics production supervisor.

In 1966, he was named foreman of the tactical reconnaissance shelters program (TRIPPI) and also served as program director of intelligence data handling before being sent to Jackson on temporary duty several weeks ago.

Under Goodyear sponsorship, he also attended an advanced industrial dynamics session at Massachusetts Institute of Technology's Sloan School of Management in the summer of 1966.

He served as a sonar and electronics operator and technician in the U. S. Navy from 1954 to 1958, visiting 30 foreign countries during his tour.

Lombardo, his wife, Felicia, and four children plan to move to Jackson in the near future.



John F. Lombardo

degree. A maximum of 14 semester hours per school per participant will be paid.

The graduate study program pays 100% of tuition for approved applicants.

For the 1967-68 school year, company records show that 166 employes participated in the tuition assistance program at a cost of \$13,224.75.

Details concerning the educational assistance program can be obtained by contacting Training.

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GOODYEAR ATOMIC CORPORATION

A Subsidiary of THE GOODYEAR TIRE & RUBBER COMPANY
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Give Thanks for the American Way

As its name implies, Thanksgiving is a day upon which all Americans can express their gratitude, publicly and privately, for the unprecedented advantages they enjoy as American citizens. Though the American system is not perfect, it has bestowed more freedom, more happiness, more privileges and more benefits upon more people than any other system in the history of the world.

The American Heritage Foundation, which conducts the Freedom Train tour of 1947 and 1948, points out that Thanksgiving is a day for assessing our blessings, but a time for determining to do everything to preserve and enrich them. The Thanksgiving of words must be backed up with a Thanksgiving of action, and there is no better way to prove our appreciation for the freedoms of our American Heritage than by working at being full-time citizens.

There is no more sincere way to work at being full-time citizens than by unwaveringly living up to the "Nine Promises of a Good Citizen."

- Vote at all elections, intelligently and honestly.
- Serve on a jury when asked.
- Respect and obey the laws.
- Pay taxes understandingly.
- Work for peace, but accept all duties in time of War.
- Avoid group prejudices.
- Work for better schools.
- Make the community a better place in which to live.
- Practice and teach good citizenship at home.

TAKE THE BELT FOR SAFETY! Melonie Battle, Department 224, and everyone at Goodyear Atomic would like you to take a little extra time to fasten your seat belt when you enter your car. It only takes six seconds to fasten your safety belt. These few seconds could mean the difference between life and death. The next time you get into a car, — do something important — buckle your seat belt. YOUR LIFE IS WORTH SIX SECONDS!



Increasing Capacity Poses Problem for Nuclear Plants

EDITOR'S NOTE: Dr. Glenn T. Seaborg, Chairman of the U.S. Atomic Energy Commission, recently spoke to the Financial Forum on Nuclear Energy. Excerpts from his talk will be of special interest to GAT employes.

I should like to discuss with you the recent and prospective growth of nuclear power in the United States, the outlook for associated industries.

Within the past four years the growth of nuclear power has been nothing short of remarkable. During this time it was realized that the key to the economic success for nuclear plants was their size. Units ranging from 500,000 up to and exceeding 1,000,000 kilowatts could compete with fossil fueled plants in some areas, and would later compete successfully even in areas where these fossil fuels were naturally abundant.

Another important event that occurred just before the surge in orders for nuclear power plants was the passage of a revision to the Atomic Energy Act to permit the private ownership of special nuclear materials (uranium and plutonium) effective August 1964.

One of the most significant provisions of the new policy under this legislation is that beginning January 1, 1969, the nuclear industry can purchase uranium from a private source, and have it enriched in the Government's gaseous diffusion plants by paying toll charges. This legislation opened the way for private enterprise to participate more fully in the nuclear power business. At the present time, the AEC will not provide enrichment services for foreign uranium intended for use in

domestic reactors but it will provide such services for uranium of foreign origin for use in foreign reactors.

The only step in the nuclear fuel cycle that is not in the hands of private industry now is the operation of gaseous diffusion enriching plants now done entirely by the Government.

The Government diffusion plants are located at Oak Ridge, Tennessee; Portsmouth, Ohio; and Paducah, Kentucky. Improvements in these plants have considerably increased their capacity in the past and can provide substantial additional increases in the future. Separative work is the highest component cost in the fuel cycle, and with the current price of \$26 per kg the total separative work business is projected to be over a billion accumulated sales of over \$6 billion by the mid-1970's.

After the uranium is enriched in the government diffusion plant, it is shipped to a reactor core manufacturer for fabrication into the finished nuclear fuel. It is estimated by 1980 the annual replacement fuel sales will be about twice that of the initial fuel. A recent survey indicated that the electric utilities have already ordered or have option for over fifty percent of the replacement fuel fabrication work that will be needed through 1980.

There has been some concern whether present enrichment capacity is adequate to meet demands for enriched uranium fuel. Currently plan-

ned operating schedules and the incorporation of presently planned improvements to the existing gaseous diffusion plants will assure meeting the estimated separative work required for domestic and foreign power reactors through about 1980. The exact timing for additional capacity or facilities is dependent upon many factors; for example, the extent of plutonium recycle. As additional enriching facilities are required for the post-1980 period, arrangements for their construction can be made sufficiently in advance to assure they will be available when needed.

The AEC currently is studying the desirability of private ownership and operation of some or all of its enrichment facilities. The enrichment process is the only phase of the nuclear fuel cycle still exclusively in Government hands. One of the stated attractive features in considering operation of enrichment facilities by private enterprise is the stimulation of competition in this major phase of the fuel cycle to possibly further reduce prices and to provide financial capability for the timely addition of productive capacity as it is needed.

I am sure that many of you have seen the Atomic Industrial Forum study published in June concerning the possible transfer of the gaseous diffusion plants to industry. The Forum's study concluded that private ownership of the three existing gaseous diffusion plants is both feasible and desirable and the Government should commit itself soon to an orderly transfer of the enrichment business to private hands. They expressed the view that the best way to accomplish the transfer would be to sell all three plants simultaneously with minimal conditions and restrictions to three separate private organizations.

Another suggested course for transferring these diffusion plants to the private sector is to establish a single privately owned but Government-regulated organization to operate all three existing plants. The ownership of this corporation would be open to both public and private utilities, the major customers of the plants product, enriched uranium.

Still another manner of operation of these plants that has been proposed is the establishment of an interim Government-owned corporation with the flexibility of issuing bonds to finance future expansion and plant improvement. These three approaches are being considered very carefully along with possible transition arrangements to a complete transfer to industry.

There are, of course, many complex issues to be considered by the Government is examining the transfer of the gaseous diffusion plants. We wish to achieve ideally both competition and maximum efficiency.



OLD SAINT NICK makes his first appearance December 7, when the GAT Women's Club holds its annual Poinsettia Ball. Santa's helpers are (Seated): Mrs. Arturo (Ann) Cardenas, Mrs. David (Marlene) Hicks, Mrs. George (Barbara) Zoellner, Mrs. Joe (Helen) Hale, Standing: Eileen Ward, D-554, Mrs. Ed (Marie) Paul and Mrs. Jim (Lucille) Shoemaker. Dance tickets may be purchased from Womens Club members or Recreation.

Plans Complete for Goodyear Women's Club Christmas Ball

GAT spouses trot out the old fox and cha-cha down to the GAT Women's Club Annual Poinsettia Ball. The gala affair is scheduled for December 7, at the new American Legion Hall in Portsmouth.

Dancing will be from 9:00 p.m. to 1:00 a.m. with music provided by the "Tune Timers" from Columbus. Tickets will cost \$5 per couple. The annual dance is co-sponsored by Goodyear Atomic Corporation. Proceeds will be used to assist the Happy Hearts School for the Mentally Retarded of Scioto County.

Heading up this year's dance are: General Chairman, Mrs. Louis Donini; Co-Chairman, Mrs. Arturo Cardenas; Dance Tickets, Mrs. A. B.

Mills, Jr.; Special Tickets, Mrs. Jerome Gable; Door Prizes, Mrs. David Hicks; Refreshments, Mrs. Edgar Paul; Decorations, Mrs. Joseph Hale; Entertainment, Mrs. Charles Beaumont; Goodyear Liaison, Mrs. Ralph Ward; Publicity, Mrs. James R. Shoemaker.

Mrs. Charles Trivisonno, President of the Portsmouth Women's Club, extends a special invitation to Goodyear employes and their guests to attend this year's festivities.

Any system followed must be capable of undertaking an expensive cascade improvement program almost immediately. Further, the system must be able to meet our domestic and foreign commitments on reasonable terms, within price limits, and to maintain the confidence of these customers. And of course all of this must be consistent with the concept of the non-proliferation of nuclear weapons.

For the period beyond 1980, we are concerned about a more efficient use of uranium to conserve our resources and to permit us to use higher cost ore economically. Therefore, we are assigning the highest priority to the development of advanced converter and breeder reactors to accomplish this.

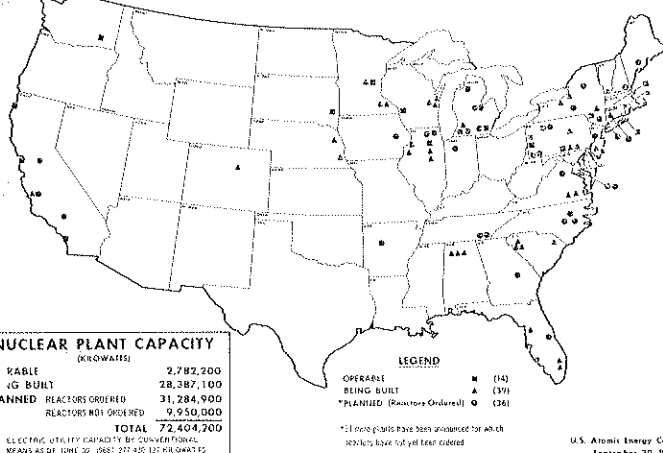
While I would like to conclude my talk on a completely optimistic note, there is one aspect of nuclear energy that I must touch on to be realistic about its future development. In spite of the bright outlook for developing the peaceful applications of nuclear energy we cannot overlook their relationship to the military applications of the atom. This is particularly true regarding two aspects of nuclear energy. One concerns the fact that nuclear power plants, while generating electricity, produce plutonium. And plutonium is a basic ingredient of a

nuclear weapon. Therefore, based on the projected growth of nuclear power here and abroad, we could be producing by 1980 sufficient plutonium to make potentially dozens of nuclear weapons per day. This is indeed a sobering thought and one that should emphasize the importance of the nuclear non-proliferation treaty and the application of international safeguards through the International Atomic Energy Agency (IAEA). Both this treaty and this organization requires our strongest support.

I have tried to summarize for you some of the progress that we have made recently in the nuclear field and indicate the direction in which we seem to be going. The picture is promising. The potential is enormous. However, I would caution you to delve into the background of new companies that may come on the scene and not to assume that, if the company includes in its name the words uranium, atomic, or nuclear, it provides an opportunity to "get rich quick." I am sure that in the days and years ahead prudent investing in our nuclear future will prove profitable not only to the financial community but to men and women everywhere who will gain by our fullest development and use of the peaceful atom.

NUCLEAR POWER PLANTS IN THE UNITED STATES

The nuclear power plants included in this map are ones whose power is being transmitted or is scheduled to be transmitted over utility electric power grids and for which reactor suppliers have been selected.



NUCLEAR POWER PLANT STATISTICS released by AEC on the U. S. civilian nuclear power program as of September 30, revealed that during the first three-quarters of this year, electric utilities made known plans for 16 nuclear power plants with a total capacity of 14,727,600 kilowatts. (KW).

In the first three-quarters of 1967, utilities made known plans for 26 nuclear power plants with a total capacity of 21,750,500 kilowatts. As of September 30, fourteen power plants were in operation, 39 under construction, and 47 in the planned stage—a total of 72,404,000 kilowatts.

Labor Relations

(Continued from Page 2)

tractual rights of non-union members. It may withhold approval for the posting of notices or announcements which, it reasonably can be anticipated, would lead to the intimidation or coercion of non-union members to join the Union or which could reasonably be expected to cause such friction between Union and non-union members as to result in an intimidation of the latter or the disruption of employe morale.

Award: In applying this reasoning to the facts of the instant case, it appears that the Company properly withheld approval for the posting of one poster and improperly withheld it for the posting of the other two.

GRIEVANCE 1-56-66

Grievance: The Union claimed the

Company violated Article XV, Section 2, of the Contract when it assigned to Laborers instead of to Truck Drivers the driving of a pick-up truck for the purpose of transporting an AEC display to and from several off-plant site locations.

The Company cites and stresses Article XI, Section 4, as confirming its authority to make temporary work assignments across classification lines irrespective of the negotiated job classifications and job descriptions.

Discussion: In this case the Arbitrator had the benefit of a voluminous and thorough review of the practices followed by the parties and of their bargaining history. From an analysis of the many documents submitted, the Arbitrator finds that, as a general rule in making work assignments, the Company respects job classifications where their duties

have been well defined by past practice (and/or job descriptions) and that it utilizes its authority under Section 4, Article XI to make temporary assignments across job classifications, where the duties in question are clearly identified therewith, only where it has good reason to do so and not indiscriminately. Such reasons, as the parties agreed in the 1966 negotiations, need not be occasioned by an emergency.

It is apparent from the evidence and past grievances that other classifications than the Truck Driver drive pick-up trucks where their use is necessary or incidental to their primary functions. The driving of such a vehicle is within the skill level and competency of almost all employes. The handling of the movement of the AEC display was a task falling logically within the Laborer classification since a wide variety of "laboring service" activities are appropriately assigned to it. The use of a pick-up truck was essential to and incidental to this primary task. It did not involve the driving and operation of a heavy truck, which assignment customarily is made to Truck Drivers.

Award: Grievance 1-56-66 must be, and is, denied. Changes except to the extent that

Preparation Can Ease The Effects of Winter

Ice and snow will soon be teaming up to create problems for GAT employes and their families.

Some positive preparations *now* can protect your car and yourself from the headaches and dangers of winter driving. It's good advice to be ready ahead of time and avoid being caught off guard when the first really cold weather or snow suddenly arrives.

THE CAR

— Have the family car winterized early. Particularly important are the conditions of tires, brakes, windshield wipers, lights, exhaust system, engine and chassis lubrication, and, of course, anti-freeze.

— Make sure a good ice scraper is in the car. And when it is necessary to use it, be sure to clear all windows, not just a portion of the windshield and rear window.

— If you place extra weight in the trunk during winter, make sure it is over or ahead of the rear axle. Weight behind the rear axle can reduce vehicle stability and front wheel traction.

THE TIRES

— Check inflation pressure frequently, and maintain recommended pressures. The popular idea that reduced inflation pressure increases traction is completely false, for underinflated tires actually get less of a grip on the slippery stuff.

— Also check inflation whenever a major change in temperature occurs. For every nine-degree drop in temperature, inflation pressure will decrease by one pound. A nine-degree increase will boost inflation by one pound.

— If you've been tempted to install metal studs in those winter tires you bought last year, don't do it. The depth of the stud holes molded into winter treads and the length of the studs themselves are carefully matched. In even a few miles of travel, tire treads wear enough, and fill with enough dirt and grip, to disrupt the precise relationship. Only new or newly retreaded tires should

be studded.

— If you install winter tires on your car and plan to store the regular highway tires until next spring, here are some storage tips. Use a clean, dry, cool and closed area away from water, petroleum products, electric motors and heat sources. Place the tires on their sidewalls on a flat surface; white sidewall tires should be placed whitewall to whitewall, one atop the other, to protect the white rubber. Inflation pressure should be reduced to 12 to 16 pounds if the tires remain mounted on wheels.

DRIVING

— Allow extra time to get where you're going. And don't get impatient in slow traffic.

— Good winter drivers are easy on the brakes, accelerator and steering wheel to avoid skids.

— Keep adequate distance behind the car ahead. It takes longer to stop on slippery roads.

— Don't drive with parking lights on—this is illegal in many states. If lights are needed, use your headlights. Parking lights can mislead other drivers.

— Be wary of shady spots, bridges and overpasses. Ice forms there more quickly and stays longer.

— Keep a window open at all times to safeguard against monoxide. This is a particularly deadly winter driving hazard—if it doesn't kill you, carbon monoxide can affect your driving awareness and make you drowsy.

— Check frequently for ice and snow buildup on head lights and tail lights. Slush, snow and freezing rain can quickly coat the lenses, reducing illumination for you to see by and making it harder for other drivers to see you. The same effect on windshield wipers can reduce their ability to wipe the glass cleanly.



Activities Night Set Dec. 2

A number of people have expressed interest in reviving basketball activities, and a survey is being taken to determine if there is enough interest to organize a league.

If you or any of your associates are interested in playing in a league please contact Recreation, X-100 building.

Those who do not choose to play basketball may be interested in knowing that GAT Activities Night will be resumed December 2, and will continue throughout the winter. Activities consist of volleyball, ping pong and some basketball.

Plan to attend the activities beginning at 5:30 p.m. at Waverly North Elementary.

Goodyear employes will be interested in knowing that Ohio University-Portsmouth Branch is flooring its first interscholastic basketball team. The team consists of twelve players, one being John Vournazos, a GAT employe in Chemical Operations. The squad has a schedule of twenty regular season games beginning November 9 and State Tournament play with other University branches at Mansfield, Ohio.

Members of the Goodyear Akron Wingfoot's Basketball team helped the United States continue its domination of Olympic competition.

The key to this year's success, according to Olympic assistant coach and head Wingfoot coach, Hank Vaughn, was the steady improvement by all 12 members of the team.

Vaughn, who returned to Akron after the Mexico City games, reported that head coach Henry Iba of Oklahoma State said the contributions made by Goodyearites Jim King and Cal Fowler were vital to the success of the team. Both displayed an excellent brand of defensive basketball and backed it up with a strong game of offensive team basketball.

Fowler started all nine Olympic games and served as the "quarterback" of the Americans' offense. King, who started the semifinal and final games, was outstanding on defense.

Vaughn added that he thought the Russians were guilty of "overlooking" the Yugoslavians in the semifinals. The Russian squad had beaten the Yugoslavs 13 times in 14 games, this spring and summer. The Russians, who had to settle for a bronze medal for the first time in their cage history, were edged 63-62 in the semifinals by the Yugoslavian team.



Pictured above is the December poster caption contest cartoon. GAT employes and their dependents have the opportunity to win \$10 in cash plus \$100 merchandise award by submitting a caption.

Newlyweds

Miss Norma Nordman and Mr. Leroy F. Eilering were married November 23, 1968 in Saint Dominics Church in Breese, Illinois. Mr. Eilering is employed in D-222.

Connie J. Adkins and Olaf Jenkins were married November 8, 1968, in Waverly. Mr. Jenkins is employed in D-711.

CLASSIFIEDS

FOR SALE

Two (2) Goodyear Suburbanite Tires mounted on VW wheels. Call Chillicothe 774-5367.

1963 Corvette Sting Ray, \$2,000. 1962 Chevrolet, 300 hp, 327, 4 speed, \$650. 1964 Ford Country Sedan, 289, automatic, \$600. Phone 574-2135.

FOR RENT

One nice furnished room, carpeting on the floor and a new bedroom suite. Close to bath, 200 Morningside Drive, Waverly, Ohio. Call 947-5374.

Bowling Tournament Dates Set

The following tournaments have been scheduled by the GAT bowling committee:

Scotch Mixed Doubles	Jan. 11 - Sunset Lanes, Portsmouth
Men's Team Event	Jan. 25 - Sunset Lanes, Portsmouth
Women's Team Event	Feb. 1 - Jolly Lanes, Jackson
Men's Doubles & Singles	Feb. 15 - Jolly Lanes, Jackson
Women's Doubles & Singles	Feb. 22 - Weiss Recreation, Waverly
Women's Championship	Mar. 8 - Shawnee Lanes, Chillicothe
Men's Co. Championship	Mar. 15 - Shawnee Lanes, Chillicothe

Members of the 1968-69 bowling committee are:

Bob Schillinger, D-711; Wilma Redden, D-761, Barbara Cooper, D-817; Dee Horner, D-112; Lou Storms, D-523; Ernie Dardenne, D-228; Charlotte Yates, D-201; Linda Lee, D-224; H. McClelland, D-224; Elmer Litteral, D-552; Clyde Rice, AEC; and Judy Ray, D-501.

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