

the WING FOOT CLAN

Goodyear Atomic Corporation

A Subsidiary of The Goodyear Tire & Rubber Company

Volume 33

Piketon, Ohio

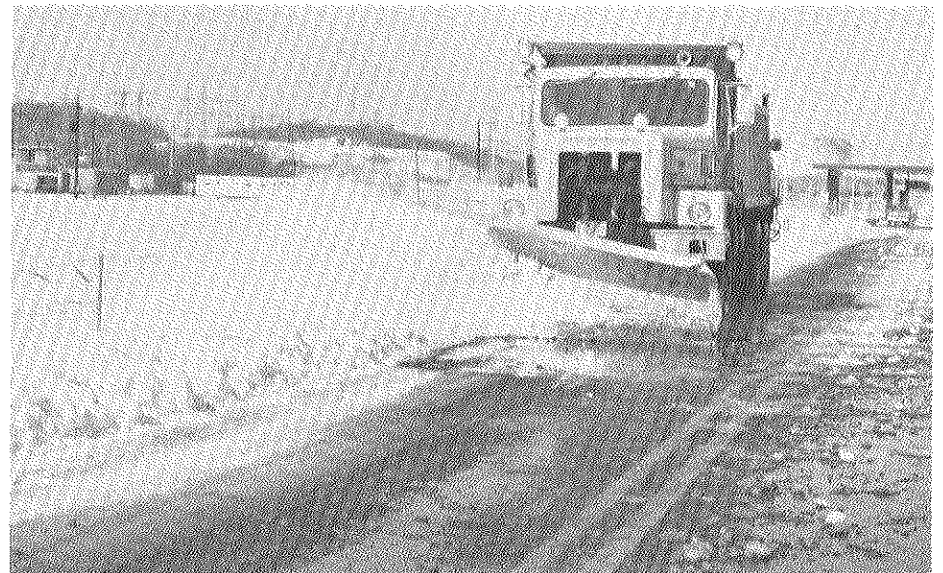
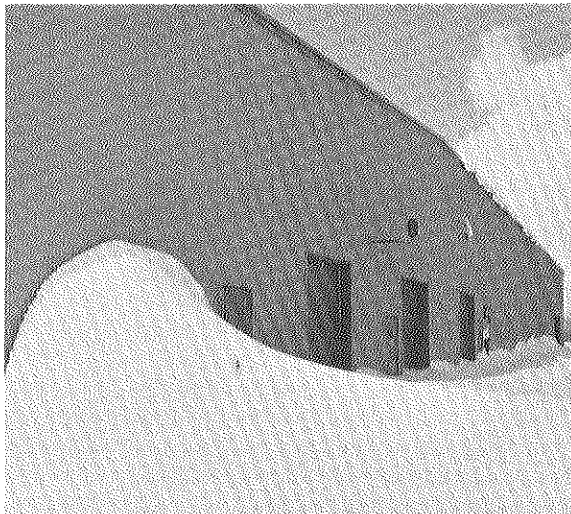
February 1985

Number 2



February snowstorm results in extensive clearing operations

The "Blizzard of '85" which struck Southern Ohio Tuesday night and Wednesday, Feb. 12-13, dumped almost a foot of drifting snow on the Portsmouth plant. Clean-up required many hours of work on the part of the Buildings & Grounds crew — a job which its personnel performed admirably and thoroughly — to open up roadways and sidewalks throughout the plant.



Employees recognized for essays describing seat belt benefits

Goodyear Atomic Corporation retiree Homer C. Dyer has taken first place honors in the Goodyear Atomic "How Seat Belts Have Helped Me or My Family!" essay contest.

He received a \$100 savings bond for submitting the winning entry, which is published elsewhere in this issue and portrays a good example of the merits of wearing seat belts.

Judging of the seat belt essay competition was completed Feb. 4.

Second place honors and a \$75 savings bond went to Miriam J. Clausing (D-711). Carol F. Thompson (D-014) and Martha A. Sampson (D-310) tied as the third place winners. Each

received a \$50 savings bond.

Other essays will be published in future issues of The Wingfoot Clan.

In addition to the plant contest, many GAT employees submitted entries for the Goodyear corporate seat belt/sober driving slogan contest which offers as the first-place prize a trip to Disney World in Florida.

Judging of this competition is being completed by Brouillard Communications, the New York firm which handles Goodyear's corporate advertising account.

Entrants are anxiously awaiting the results, which will be made known as soon as they are compiled.

PHOTO CONTEST

Winners receive savings bonds

Mark Pelfrey, Distribution & Inspection Operator (D-852), has taken first place honors with his slide of a monkey face barn owl in the 2nd Annual GAT Employee Photo Contest.

In second place was Jane Wyskiver, Operations Systems Technologist (D-105), for her print of wild turkeys.

Third place went to Ed Stambaugh, Centrifuge Operator (D-115), for his print of a deer.

Savings bonds were awarded in the amounts of \$100, \$75 and \$50. Dale Carver, director, Management Services, presented the bonds on Wednesday, Feb. 2.

The panel of judges included Sandy Graves, Kermit Prince, Sheri Rupert, Julie Thompson, John Polhamus and Angie Strickland.

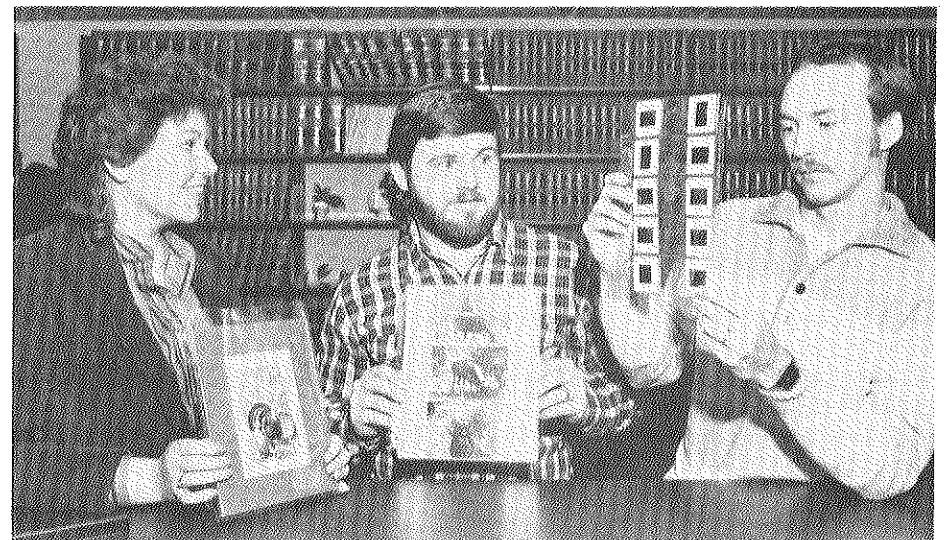
Judges' selections for honorable mention were submitted by Bob

Holland, Judy Arn, Melonie Veach, David Hamilton, Dave Delabar, James Shoemaker, R. P. Sully, D. K. Mullins, Peter Gross, Kathy Odle, Jack Jenkins, N. J. Boesch, Frank Barbarits, Shirley Bates and Jim Spriggs.

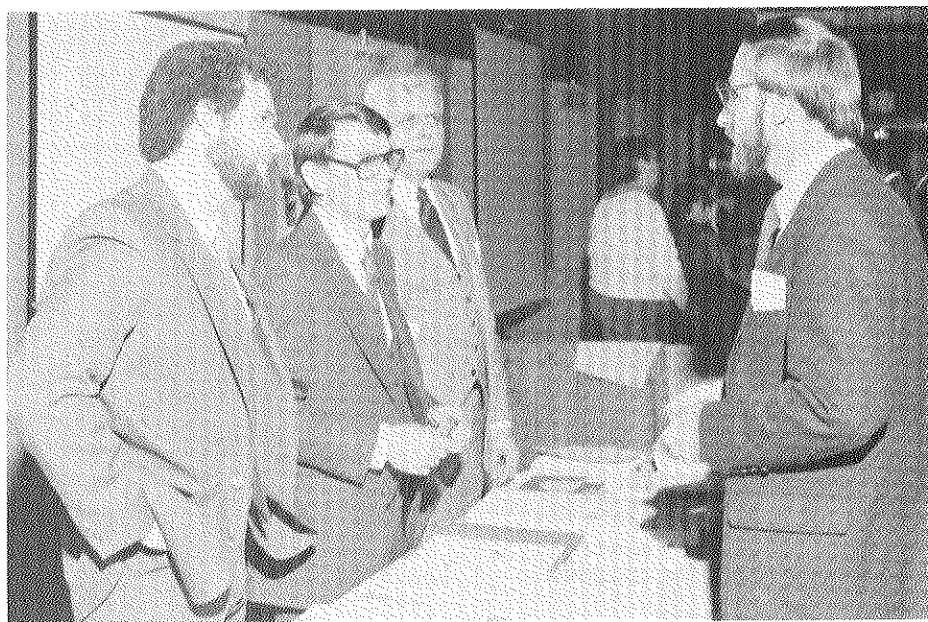
The subject of the second annual photo contest was animals. The annual competition was established to recognize the photo talents of employees and visually enhance plant conference rooms and lobby areas.

A total of 50 entries out of 133 submitted during the first contest were enlarged for plant display.

A total of 163 entries were received for the second annual contest. Additional prints are needed for other locations and will be made from the winning and other select entries, utilizing the same frames, mats and specifications.



Winners of the 2nd Annual GAT Employee Photo Contest were Jane Wyskiver, Ed Stambaugh and Mark Pelfrey (above, left to right). Jane's print of wild turkeys earned second place, one of Ed's several prints of a deer earned third place, while one of Mark's slides — that of a monkey-faced barn owl — earned the top prize. The trio gathered Feb. 12 for presentation of savings bonds.



Goodyear Atomic Corporation and National Lead of Ohio, Inc., along with other agencies conducted Small and Small Disadvantaged "Business Opportunity" Fairs in Columbus and Cincinnati during February to enable suppliers to discuss how they might do business with the companies represented. Almost 500 supplier personnel attended the two fairs. Three of the members of Goodyear Atomic's Purchasing Department (above) stationed at the company booth at the Columbus event included Don Rhoads, Dane Clark and John Pittenger.

Opportunity fairs completed

Goodyear Atomic Corporation and National Lead of Ohio, Inc., conducted Small Business and Small Disadvantaged Business Opportunity Fairs in early February.

All suppliers of industrial equipment, supplies and services were invited to attend the opportunity fairs, the goal of which was to identify new sources of supply of materials and services to the plants as well as to increase the volume of business being done with present suppliers. Special emphasis was directed toward expanding volume done with small and small disadvantaged businesses.

The fairs were conducted on Thursday, Feb. 7, at the Sheraton Columbus Plaza in Columbus and on Wednesday, Feb. 13, at the Terrace Hilton Hotel, Cincinnati.

Oron Gleim, GAT Purchasing Agent, described the opportunity fairs as a tremendous success, having totally served the purpose intended.

"All participants were pleasantly surprised," Gleim said. "The turnout exceeded all expectations."

"For example, at the Columbus fair, we had hoped for a turnout of at least 300 people. There were about 350 who registered, and many more who were there but did not sign in," he noted.

"The hotel informed us that at least 100 rooms had been reserved by out-of-town guests."

National Lead of Ohio (NLO) is the operating contractor of the Department of Energy's Uranium Metals Processing Plant at Fernald, northwest of Cincinnati.

Several other companies and agencies had booths at the fairs with representatives available to discuss the needs of their organizations as well as how attendees would be able to do business with them.

These agencies included Stone and Webster Engineering Corporation; The Goodyear Tire & Rubber Company; Goodyear Aerospace Corporation; the Department of Energy's Portsmouth Project Office; the Small Business Administration, Columbus District Office; and the Regional Minority Supplier Development Council.

"How Seat Belts Have Helped Me or My Family"

By Homer C. Dyer, GAT Retiree

My son, John, who is an electrical engineer with an electronics research firm in Virginia Beach, Virginia, was driving to Manassas for three days of radar schooling. A drunk driver drove off an exit ramp the wrong way, causing a four-car head-on collision.

John's was the last car involved in the terrible collision, and he was the only person in the four cars wearing a seat belt. Although the entire front of his car was torn off from the windshield forward, he was able to help occupants in the other cars by using shirts from his suitcase to apply pressure on injuries to their heads, caused because they had been thrown through the windshields of their cars.

Only after the medical helicopter evacuated the critically injured did John realize he was injured. Although he is scheduled for surgery on his leg, he is very thankful to God and his seat belts for saving his life.

TIRE SIZES

Nomenclature confusing to consumers

Consumers often have difficulty identifying the characteristics of the tires they own or need to buy for replacement on their vehicles.

Load-bearing capacity, size, type of construction and wheel size application for auto and truck tires are identified by a letter and number designation on the sidewall.

New vehicles are factory equipped with tires of sizes which have then been selected following extensive design, engineering and testing to insure best possible general performance for normal operation.

These sizes are provided for buyers and subsequent owners in the vehicle owner's manual and on a metal plate found on the driver's doorpost or glove compartment door. This can serve as a reference for replacement applications.

When replacing a worn or damaged tire, it is essential that the vehicle owner use replacement tires of similar size and load rating capacity as those with which the vehicle was originally equipped.

ALPHA-NUMERIC

Examples of alpha-numeric tire size designations are E78-14, H78-15 and FR78-14.

The first letter in the code of an alpha-numeric tire designation identifies its load and size relationship. The lower the letter in the alphabet, the smaller the size and load-carrying capability of a tire at a given inflation pressure.

An "R" following the first letter indicates that the tire is of radial construction. An alpha-numeric tire that does not have an "R" in its designation is not a radial ply tire.

The first number indicates the tire's approximate section height-to-width ratio ("78" means that the tire is 78 percent as high as it is wide. The lower the aspect ratio, the wider the tire. The second number indicates that the rim size is inches ("14" indicates that the tire fits a 14-inch rim).

METRIC

An example of a metric tire size designation is 195R/14. Metric uses a three-digit number to indicate the approximate cross section in millimeters, followed by "R" for radial and "14" for the rim diameter in inches.

"P" METRIC

The "P" metric designations for automobile tires are based on internationally recognized size nomenclature. An example of a "P" series metric tire size designation is P205/75R14.

The "P" identifies the family of tires — in this case, the tire would be for a passenger car. If the tire is one of the new temporary-use spare tires, the letter would be a "T".

The three-digit "205" number provides the section width of the tire in millimeters at its widest point. It has nothing to do with the number of

pounds the tire can carry.

The "75" provides the height-to-width aspect ratio, similar to the old system except that the so-called conventional sized tires will be 75-series instead of 78.

The "R" identifies the tire construction as radial. If the tire is bias-belted, the letter would be "B." If the tire is bias construction, the letter would be "D" — to stand for diagonal plies.

Again, the 14 identifies the rim diameter in inches. This number continues to be stated in inches, as the Europeans always have measured their wheels.

Another example of such a tire designation is P235/75R15.

PICKUP TRUCK TIRES

Light duty pickup trucks most generally are equipped with passenger car tires which bear one of those designations previously discussed. Pickup trucks designed and used for heavy duty work are equipped with tires capable of carrying heavier loads and bearing special designations.

LOAD RATINGS

A tire's load rating defines its weight carrying ability. Often this rating is included at the end of a tire size designation as a letter.

While most passenger car and light duty truck tires bear a "B" load rating, tires designed for heavier use may bear relatively higher rating up to "E".

On newer tires, there are Standard Load (SL) and Extra Load (XL).

SIZE CONVERSION

The right tires for any vehicle must be determined by how the vehicle will be used.

Converting from one size to another is a job best left to experienced salespersons, who have available size cross-reference and application charts.

By discussing your driving applications and load-carrying needs openly with them, they can provide recommendations in order to assist you in making the correct tire type and size choice.



Five-year rebadging incorporates new processes

Each employee of Goodyear Atomic Corporation now has received, or will receive in the very near future, a revised security badge with a new portrait and a new identification card.

A rebadging program is required by the U. S. Department of Energy of its contractors, noting specifically that security passes and badges issued to permanent employees shall be replaced by a new issuance having a different background design or color, with new photographs, every five years.

In compliance with this requirement, Goodyear Atomic began its latest rebadging effort in July 1984. Five months later, by the middle of December, photography of almost 3,500 Goodyear Atomic, Department of Energy Portsmouth Project Office (DOE-PPO), Ohio Valley Electric Corporation (OVEC), General Telephone Company, Valley Canteen and other personnel had been completed.

The program will be finalized this month with photography of Gas Centrifuge Enrichment Plant (GCEP) contractor personnel.

Distribution of badges and ID cards with the new photographs began on Jan. 15.

Goodyear Atomic conducted its previous rebadging program during the months of June-October 1980. The 1980 program extended past the five-year deadline due to problems with sizing of the badge, but the 1984-85 effort was right on schedule.

"This major effort is now being completed having progressed very smoothly and suffered no serious problems," noted Bud Bond, supervisor, Personnel and EEO.

Photography for the revised badges took place in a specially renovated room of the south corridor on the first floor of the X-100 Building.

A new procedure instituted for the current program involved the use of 35mm cameras and film and the subsequent required processing rather than instant portrait systems which had been utilized in the past.

Significant improvement in quality control, plus the ability to retain negatives, were the result.

Two cameras and a set of studio lights were purchased in order to complete the program.

The Personnel & EEO department was responsible for the photography of all personnel, which included scheduling and preparation of name plates for each person. Sharon Shirley and Michele Cunningham were assigned responsibility for the program under the guidance of Irma Blakeman.

Joe Newsom, taking the lead role, and Lee Lawson, photographers in the Office Services Department, were responsible for setting up the cameras in the rebadging area, the processing of all film and printing of all photographs under the guidance of Reggie Jarvis, supervisor.

A new automatic digital color printer was purchased and utilized to expose strips of print paper from processed negatives. Existing standard automatic processing techniques were used for development of both film and prints.

Strips of prints were returned to Personnel & EEO for trimming and distribution as well as preparation and laminating of the ID cards.

The Security and Police departments were responsible for developing and administering the program, distributing the identification cards and racking the badges at the portals.

Specific department personnel involved included Barbara Webb, Dean Hickman, Cheryl McRoberts and Pam Williams.

With assistance from Personnel and EEO employees, Webb and McRoberts — along with other security and police personnel — assembled the new badges, a procedure which required about one full week.

Hickman commended Webb's work in coordinating the program. He also noted that the Personnel and EEO Department "did an exceptional job" and that its having two people assigned full-time to the task proved very effective in maintaining schedules and effectiveness.

Several prints were made of each employee's portrait. Uses are for the badge, ID card, placement at the four entrance portals and for retention in Personnel Records.

At the request of the general manager, a work simplification team was established to study program organization, photography and scheduling procedures.

Members were Jerry Moore, Linda Ortman, Bane Sylvia, Cathy Amato, Alma Coriell, Julie Thompson, Barbara Webb, Carol Snively, Sue Remy and Shirley Couser.

Through utilization of the new equipment, significant savings are being projected for the next rebadging program.

Photographic badges and ID cards are the primary means of GAT employee identification to assure that only authorized personnel enter or leave a security area and to indicate limitations placed upon access to classified information. It is each person's responsibility to wear the badge in plain view at all times in the plant.

The second important purpose of the badges is to measure any possible exposure to radiation.

The revised badges in 1980 featured significant improvements in radiation monitoring. Prior to that time, badges contained radiation detection film which had to be chemically processed to determine exposure level. The new badges incorporated a set of Thermal Luminescent Dosimeter (TLD) chips more sensitive, more readily processable and capable of repeated use.

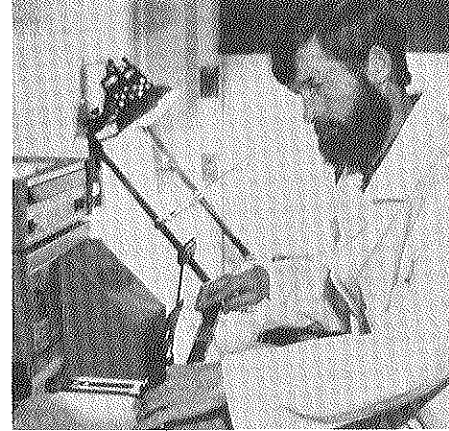
There were no changes in badge

components. Changes were made to badge frames and casing lettering and the appearance of the ID card.

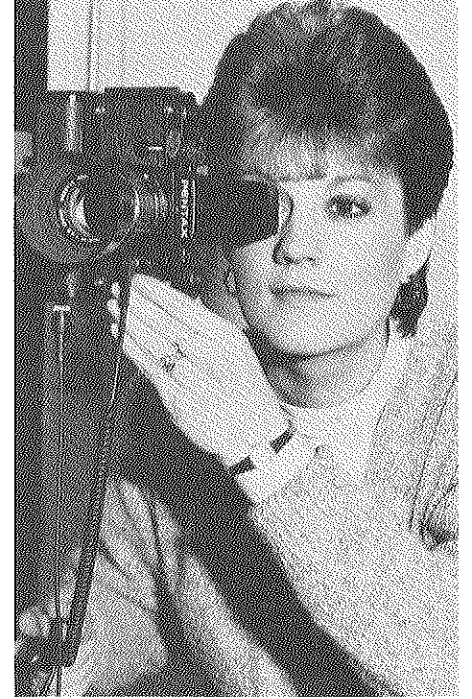
During the 1980 program, the badge size and format was significantly changed, providing for color employee

photographs for the first time in the plant's history.

Hickman noted that another total revision of the badge design is expected for the next five-year rebadging program.



Completion of the five-year rebadging program required the skills and participation of several GAT departments and employees, including (clockwise, from above) Joe Newsom (photo processing), Sharon Shirley (employee photography), Shirley McLaughlin and Pat Johnson (issuing ID cards based upon computer output), Pam Williams and Cheryl McRoberts (assembling badges) and Mickey Cunningham (affixing letters of an employee's name to the badge board).



New designs bring added lustre to GAT employee service awards

Goodyear is giving a new sparkle to the awards it presents to employees marking service milestones.

Beginning in April, the new Service Award Program will offer a newly designed service emblem, an expanded selection of jewelry accessories and — for the first time — the option of a mantel clock or a Longines watch for 25-year employees.

Letters from Goodyear Chairman Robert E. Mercer, accompanied by a full-color flyer describing the program, were circulated to all employees in early January.

Update addresses to receive mailings

Recent mailings of the Clan have resulted in returns as "NOT DELIVERABLE AS ADDRESSED — UNABLE TO FORWARD".

Each employee is responsible for notifying Goodyear Atomic's Personnel Department immediately of any change in address, telephone number, person to notify in case of emergency, marital status, number of dependents and education.

All changes can be made by obtaining GAT Form No. A-58 from your supervisor or department clerk. Active employee address changes must be sent to Personnel, Mail Stop 1131.

Changes sent to the Personnel Department are primary means for enabling Clan mailing addresses to be correct.

Also, the person you have designated as beneficiary of your life insurance will collect the benefit, so it makes sense to review from time to time your beneficiary designations.

In cases of marriages, divorces, deaths, etc., life insurance beneficiaries possibly should be changed.

When changes in your dependent or marital status occur, it is your responsibility to immediately notify the Insurance Section of the Cashier's Department.

In some instances, failure to do so could have an impact on the effective date of coverage for benefits.

"We want to re-emphasize the company's appreciation for the conscientious service of its employees — and provide a lasting reminder of that appreciation," Mercer said. "With the new features, we accomplish this objective more effectively and attractively."

Fourteen jewelry accessories will be available, including watchbands, key chains, bracelets, necklaces and Cross pen and pencil sets.

The new program will utilize color brochures, complete with order forms, to assist eligible employees in making selections.

In order to allow time to process the orders and for the manufacture of awards, the brochures are mailed out about four months prior to each quarter. Employees eligible for service awards in the second quarter of 1985 received their brochures in January.

Employees eligible to receive awards make their selections and then return the brochures to Personnel and EEO. Orders are then placed with the manufacturer.

The new service awards will be produced by Gordon B. Miller & Company of Cincinnati, the company that produced the first such awards in 1909 for Armco Steel.

Goodyear was one of the first industrial companies to recognize its employees with service awards, presenting the first ones for 5, 10 and 15 years in 1915. Additional emblems were added as needed, resulting in a variety of emblem designs.

In 1978, a committee of employees began to review the program and formulate recommendations for improvements to increase the wearing of the awards by employees.

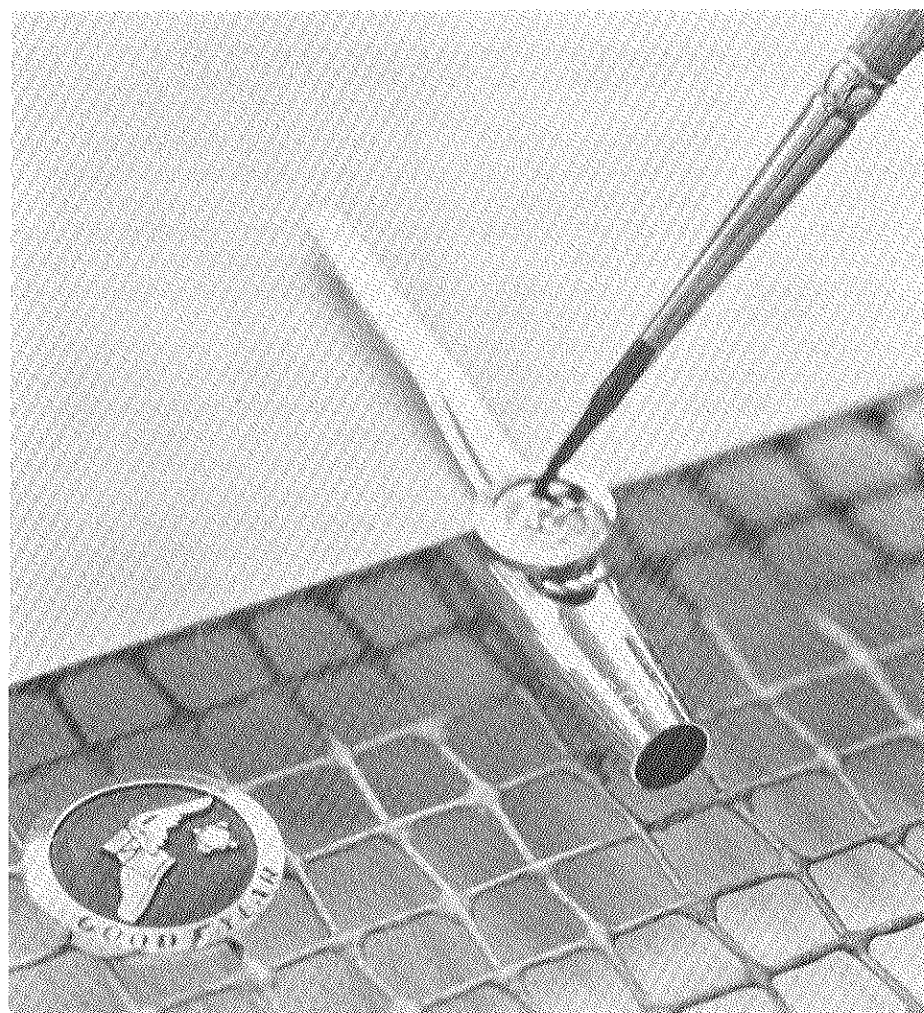
Its recommendations included a new design for emblems that would be more contemporary and consistent and the offering of additional jewelry accessories.

The result is a handcrafted circular emblem featuring a gold wingfoot on a black background surrounded by gold border with the Goodyear logo at the bottom.

Diagonal gold stripes through the background and diamonds, at 25-year and higher anniversaries, indicate the number of years of service.

Production of the Goodyear service awards involves 35 separate steps by experienced craftsmen — from rolling the gold to the proper gauge and striking the rough emblem to polishing, diamond setting, background painting and attaching finished emblems to the jewelry pieces.

Thirty-eight different dies are required for striking emblems for the nine service levels and the various accessory applications.



The finishing touch

Finishing touches are applied to a Cross pen, one of several new items introduced in the Goodyear Service Award Program. Beginning in April, employees will have an expanded selection of jewelry accessories to choose from on their anniversary that will feature a newly designed service emblem.

Litchfield began service program in 1915 by honoring 300 employees

The late Paul W. Litchfield began the tradition of recognizing employee attention to duty at the first service pin banquet on July 15, 1915, when he was factory manager.

Nearly 300 "service pin men" (factory and office workers with five, 10 or 15 years service, or those who had earned the Flying Squadron service pin) attended the banquet at the former Portage Hotel on Main Street.

The squadron, which Litchfield established in 1913, was a training program geared to giving broad exposure to 50 top factory workers so they would be knowledgeable about every manufacturing process.

The theme of the banquet was cooperation between employer and employee and the service of both.

Twelve "service pin girls" also were recognized at a separate dinner.

Speakers at both events stressed the deeper meaning of work, noting that service meant much more than just so much time of employment, but years of duty faithfully performed.

Litchfield received a gold 15-year pin that night marking his 15th anniversary at Goodyear. Eligible employees later received 14K gold pins engraved with the Wingfoot.

An employee needed five years of service (not necessarily continuous) to earn a pin. Over the years, the criterion was changed to continuous service.

On the 10th anniversary of the pinning ceremony, 4,000 men and 150 women gathered at Goodyear Hall for a 25-year pin presentation to Litchfield.

The form of the service emblem along with the kind of celebration kept pace with the changing work force. For example, in 1945, persons with 25 years service received a diamond-studded pin and \$100 cash.

The '60s brought the added options of a woman's charm bracelet or a man's tie chain or clasp.

Large pin parties boasting crowds in the thousands during the '30s and early '40s shrank to small luncheons for 15 to 25 persons. Presently, pinning ceremonies are usually for the recipient and department staff.

The roster of eligible service participants also expanded to include all Goodyearites.

Despite the changes, the pin has the same meaning — an award for faithful, well-performed service.

the WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION
A subsidiary of The Goodyear Tire & Rubber Company
Acting Under

U. S. Department of Energy
Contract DE-AC05-76OR00001

Published Monthly in the Interest of Employees of the
GOODYEAR ATOMIC CORPORATION
An Equal Opportunity Employer

PUBLIC COMMUNICATIONS
X-100 Building
P. O. Box 628
Piketon, Ohio 45661

EDITOR.....Tim L. Matchett
Telephone...(614) 289-2331 Ext. 2863

With his father at the reins of a 1700-pound class team, Jim Whitt (far left) raises his arms as a signal to ask the crowd for quiet during pony pulling competition at the Lorain County Fair during the summer of 1982. "I was never aware that I raised my arms until it was pointed out by other competitors," Whitt stated. "It's just become a habit of the sport." Pulling ponies must pull the load in a straight line within established boundaries — the ropes seen in the photo.

Instant credit program offered

Quick Credit, an instant credit program for purchases up to \$500, now is available to retail customers of Goodyear.

The service is offered through the Silver Card program operated by Citibank.

To qualify for Quick Credit to purchase tires, auto service and products or other items at a Goodyear dealer or a Goodyear automotive service center, a customer must have a qualified VISA, Mastercard, American Express, or Diners Club card.

Other requirements include a monthly gross income of \$1,000 or more and a valid driver's license.

Quick Credit usually is granted within a few minutes after completion of an application form.

By completing the Quick Credit application, the customer also automatically applies for a regular Silver Card account. Provided requirements for a regular, revolving account are met, the customer will receive a Silver Card credit card by mail in approximately two weeks.

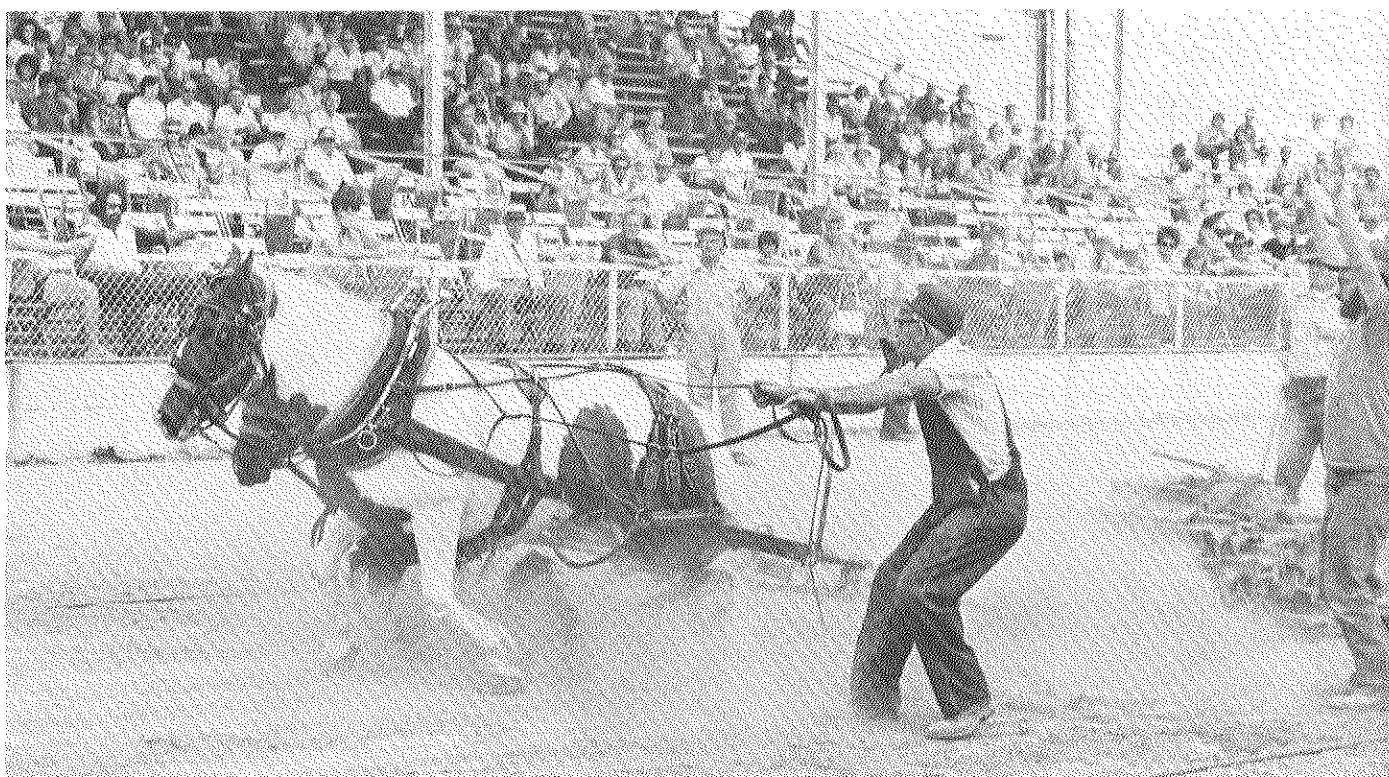
The Silver Card program is a nationwide credit card system for Goodyear's retail customers. The card is good at all Goodyear-owned outlets and participating dealers and franchises.

The Silver Card program — from Citibank — was introduced last year to holders of existing Goodyear Car Cards and for other customers who might choose to apply. At the time, the Goodyear-operated credit plan was discontinued.

The Citibank plan provides consumers with a separate line of credit from other credit cards and a longer period of repayment than permitted under the old Goodyear credit plan.

Goodyear Silver Card customers are offered extended revolving charge terms of up to 24 months. In addition to the 1,200 company-owned retail outlets, the Silver Card is honored at as many of the more than 5,000 independent Goodyear dealers and franchisees who chose to participate.

Goodyear's Quick Credit program, as well as separate application forms and more information about the Silver Card program, are available at all company-owned automotive service centers and independent Goodyear dealers and franchisees who participate.



High-point pony pulling winner for past seven years

Whitt's care for animals leads to leadership

It's no wonder Jim Whitt has taken such an interest in breeding and training ponies and entering them in weight-pulling competition. His father has "pulled" most of his life, and Jim grew with love for the sport.

James L. Whitt, a Material Control Analyst in GCEP Systems Support and Contract Coordination (D-015), has won high-point trophies in pony pulling competition every year since 1979.

In this competition, a "pull" involves the hitching of a team of two ponies to a flat-bottom sled bearing weights of concrete or iron.

The three classes of point competition are determined by the combined weight of the two ponies. Team weight classes are 1100 and under (1100-pound class), 1101-1400 (1400-pound class) and 1401-1700 (the 1700-pound class).

Points are earned by placement in the competition: seven points for first, six for second, five for third, etc.

Over the past six years, Whitt has won seven high-point trophies — five in the 1700-pound class and two in the 1400-pound class.

Point competition locally is governed by the Buckeye Shoebenders Association, a 50-member group of pulling competitors based in Gallipolis. The association keeps track of points earned by all competitors.

The owner with the most points at the end of the season earns the "high point" award. Points are based on the owner's competition record, not on the ponies. Owners can change ponies from pull to pull, but most compete with the same teams, Whitt noted.

Since 1979, Jim has pulled 144 times in point competition. His teams have won first place 83 times, second place 42 times, third place 14 times and fourth place six times.

In addition to point contests, Whitt competes in other events not included in the association's record-keeping.

While all point competition is based on team weight, another type of competition is a "measure" pull, which is based on the height of the ponies. Whitt noted that measure pulls are usually reserved for larger animals.

Pony pulls are conducted at county fairs all around the state each year, Whitt said. He said there are also many local pulls, and that the association conducts at least two per month during the Spring-Fall pulling season.

Jim explained that owners must exercise ponies all year long. "Their conditioning programs involve cycles of exercise and rest, diet and weight control, much the same as for people. Owners have developed conditioning programs down to a science."

Whitt has his own scales, and knows the weight of his teams by measuring them every two or three days.

Jim competes along with his father, Marvin, who lives within a few hundred yards at Wakefield. They and their pulling teams share one barn and all trucks, trailers and equipment.

Years ago, Marvin competed with large Belgian work horses, but has confined his activity to pony competition over the past seven years. Jim and Marvin have collected more than 75 trophies over this period of time.

Marvin breeds, trains and sells pulling ponies and conditions them by hauling firewood during the winter.

He and Jim now have "more than 25" ponies and expect to have as many as eight teams ready for this season.

Jim's sons — ages 13 and 14 — also will be competing this summer. He has five brothers who also participate in pulling competition.

Both the Whitts' interest in ponies extends into other areas. They have

taken horse-drawn covered wagon camping trips lasting for up to a week over area back roads.

Jim and Marvin usually take two or three teams to pull in order to compete in all classes. Marvin competes in the 1100-pound class, while Jim's teams compete in 1400-pound and 1700-pound groups.

Jim noted that participants who travel around the state to compete are close socially, and often open their homes to opponents and share the use of barns, and equipment.

In actual competition, teams first pull a light "warm-up" load. As the contest progresses, a completed pull over a distance of 14 feet will qualify the team to pull the next load. There are three trials for each load. Once teams pull a load of the next weight — some can't pull the distance and are eliminated — 500 pounds is added.

Another 14-foot pull qualifies the team for the next load. When two or more teams of ponies don't pull a weight load for a distance of at least 14 feet in three attempts, the winner is the team which pulls the load the farthest distance on any single try.

Whitt explained that the weight of the load that the ponies pull in competition starts at 2500 pounds for the 1700-pound class and could increase to as much as 6000 pounds.

All contests have prize money and many also offer trophies.

"But we consider pulling as only a hobby and an activity for enjoyment because you don't usually do much better than break even," Jim said.

"The sport brings a lot of interesting people who love animals together."

"But what's most important is the enjoyment of being able to successfully work, and work with, your animals and the trust and confidence you share with them."

Foremen's club elects officers; continues sport, outing program

The GAT Foremen's Club completed its annual election of officers and trustees on Monday, Jan. 7.

New officers for the 1985 term are president, Steve Wamsley; 1st vice president, Pat Donini; 2nd vice president, Phyllis Zigler; 3rd vice president, Leesa McKenzie; secretary, Mary Idzakovich; and treasurer, Dave Shisler.

Division representatives are as follows: 000—Bob Bush; 100—Marty Drennen, Mary Idzakovich, Dave Larson, Larry Latta, Leesa McKenzie, Teresa Osborne, Jeff Pessell; 400—Pat Donini, Cindy Rice; 500—Gary Doerr, Bill Johnson, Greg Smith, John Thompson, Steve Wamsley; 600—Dian Patrick; 700—Don Ferryman, Tom Houk, Russ Johns, Dave Shisler, Phyllis Zigler.

Bill Johnson has volunteered to serve as a full-time reporter for the Foremen's Club in order to notify the Coordinator, Public Communication, of upcoming events and write feature articles concerning club activities.

The Foremen's Club is an organization designed to promote fellowship among Goodyear Atomic salaried employees, their families and guests, through social mixers, recreational outings and civic activities.

Its past activities have included free spring, fall and membership outings; a tennis "play day" and golf outing in conjunction with the spring outings; company golf championship in conjunction with the fall outing; a Tecumseh dinner theater family outing; Cincinnati Bengals football and Cincinnati Reds baseball outings; Memorial Tournament golf package

tickets; and Scioto Downs outings.

The club also has supported and helped to organize BIE Management conferences in Portsmouth.

Salaried employees of DOE, OVEC, the Atomic Employees Credit Union or Goodyear-Jackson are eligible for non-voting memberships. Lifetime non-voting memberships are available to retirees upon request, providing they have been a regular member for the three years preceding their retirement, or five years during the course of their employment with the company.

Retirees

Louis M. Donini, Portsmouth, Maintenance Mechanic 1/C (D-714), Feb. 1, after more than 31 years of service.

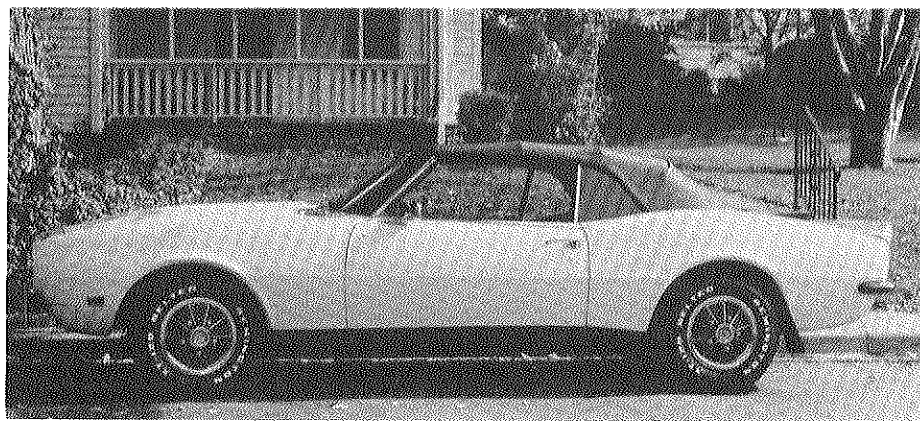
Walter E. Gordon, Melbourne, Florida, Foreman, Maintenance (D-728), Feb. 1, after more than nine years of service.

James E. Moore, Waverly, Car Driver (D-752), Feb. 1, after more than 30 years of service.

Frederick G. Bradford, Minford, Cascade Coordinator (D-817), March 1, after nearly 32 years of service.

Harlan G. Moore, Waverly, Laborer (D-727), April 1, after more than 31 years of service.

Gerald F. Johnson, Wheelersburg, Supervisor, Maintenance (D-710), effective July 1, after 31 years. His last day worked was Feb. 4.



Ken Brakenbury's 1968 Chevrolet Camaro recently took top honors in its class at the "AutoRama '85" Custom Car show in Columbus. Brakenbury worked on an intermittent basis over a little more than four years to restore the car.

AUTO SHOW WINNER

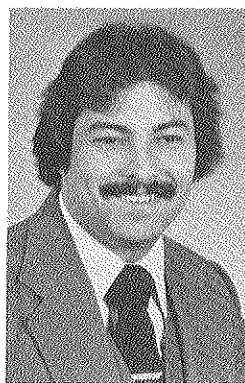
Following four-year restoration

Remember those beautiful Camaro convertibles made by General Motors in the first years of the production of the classy sports car.

Ken Brakenbury has, enough to have the interest and initiative to spend countless hours in restoration of one of them.

Brakenbury, Foreman, Process Area (D-115), for Goodyear Atomic, owns a 1968 Chevrolet Camaro convertible which took the top honor in its class at the "AutoRama '85" Custom Car Show in Columbus in mid-January.

Brakenbury completed the restoration of his butternut yellow 1968 Camaro to mint condition, returning it to nearly its original state, last summer.



Brakenbury

Brakenbury has been interested in auto restoration and customizing since high school, and has pursued the hobby ever since.

He purchased the Camaro about five years ago and began restoration processes, which included a complete new interior, body and engine.

He finished the project last summer and began showing the car shortly afterwards.

He has won a total of seven first and second place trophies in nine months of competition with the restored Camaro. One of the largest shows in which he has participated was the recent "Wheeler Dealer" activity in Columbus in which he took second place with the car in a class of 76 cars.

Brakenbury said auto shows tend to

have a wide variety of entries — everything from Model A Fords to new Corvettes.

His Camaro is basically stock with several hand-fabricated modifications. Its most outstanding feature is the engine and engine compartment, which feature lots of color and chrome.

In the recent Columbus competition, judges took the inner workings and general condition and cleanliness into consideration and awarded him the large trophy for first place in his class.

Piketon, Ohio
BULK RATE
U. S. Postage
PAID
Permit No. 11

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

Address Correction Requested



Demolishing the drifts

Within hours of the snowstorm of Tuesday night and Wednesday, Feb. 12-13, personnel of the plant Buildings and Ground crew began the task of initially clearing site roadways and sidewalks. Over the rest of the week, it was necessary for them to go back and clear drifts and the balance of the areas which had been partially cleared before.