



PUBLISHED BY AND FOR

ALL THE PEOPLE OF

UNITED STATES RUBBER COMPANY • MARCH 1947



THE YEAR 1946 IN BRIEF

WHAT WE RECEIVED

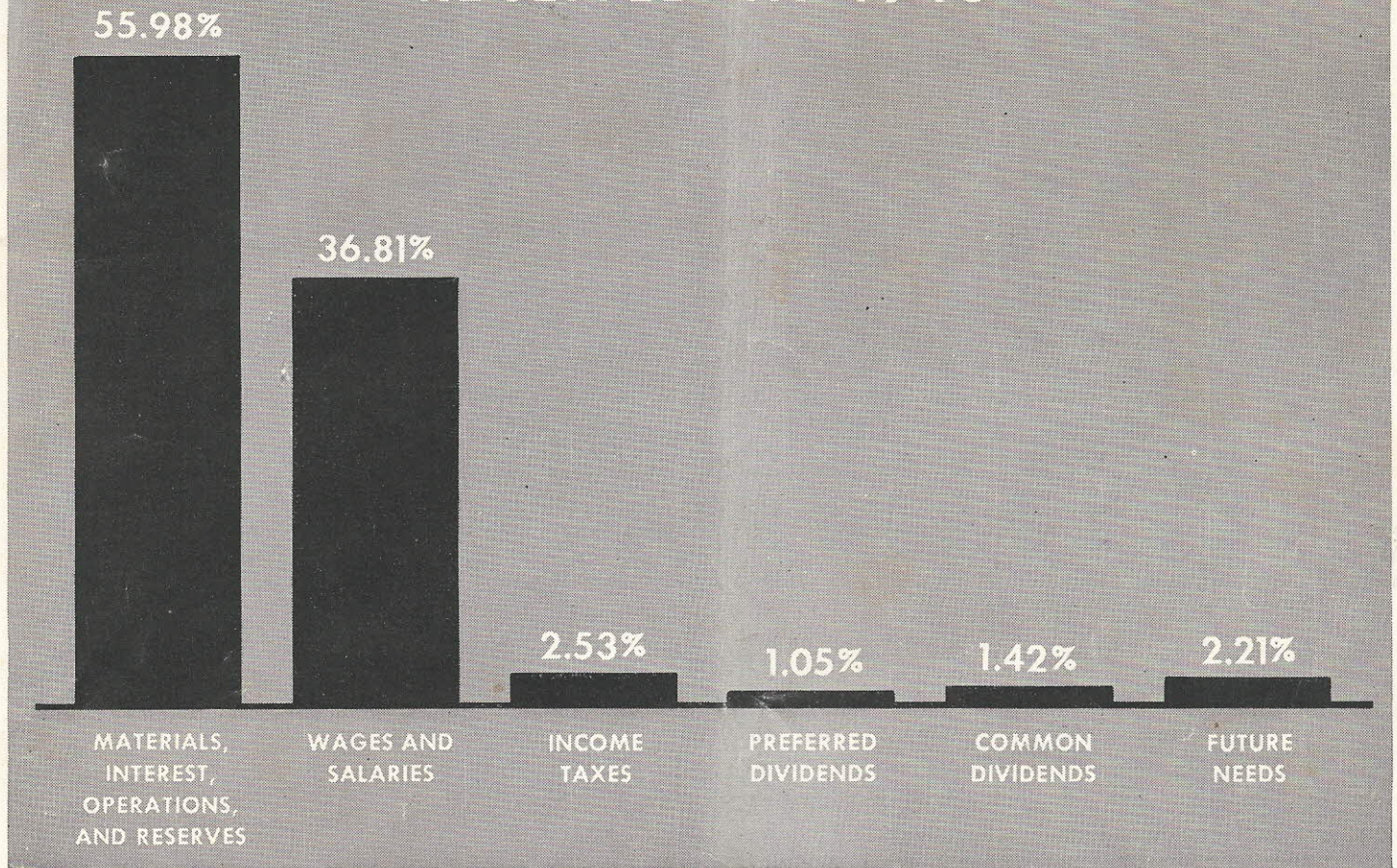
		%
For products made in our own plants, we were paid	\$494,753,028	99.71
For operating three Government-owned synthetic rubber plants, which had an output of more than \$47,000,000, we received fees of	1,423,004	.29
Total	\$496,176,032	100.00

WHAT WE DID WITH THE MONEY

To buy materials, pay interest, operate our business and set aside necessary reserves, it cost	\$277,746,422	55.98
Wages and salaries paid to an average of 61,499 employees amounted to	182,652,076	36.81
To pay our income taxes (not including amount applicable to the reacquisition of plantations) we set aside	12,569,593	2.53
To provide dividends of \$8.00 a share to preferred stockholders we paid \$ 5,208,728		1.05
To provide dividends of \$4.00 a share to common stockholders we paid \$ 7,035,728		1.42
To provide for future needs <u>\$10,963,485</u>		<u>2.21</u>
Net profit	23,207,941	4.68
Total	\$496,176,032	100.00

Part of the rubber plantations which were written off as a foreign war loss in 1942 were recovered in 1946. As treated in the accounts, the recovery of this investment has been eliminated from the net income for the year and therefore has been omitted from this summary until it has been determined that it is of sound value.

WHAT WE DID WITH THE MONEY RECEIVED IN 1946



PROFITS AND JOBS

THE above chart, along with the table on the opposite page, is presented in an effort to give as quickly and as simply as possible a picture of our Company's operations in 1946. It is hoped that these comments may help to round out that picture.

Sales reached a new all-time high of \$494,753,028. This was an increase of \$23,246,555 over 1945. It was equal to one-half of the business done by the entire rubber industry in an average prewar year.

This large volume of business enabled our Company to make a larger net profit than ever before.

The total was \$23,207,941, which compares with \$13,024,778 in 1945. This net profit was 4.68 per cent of the total money we received,

which amounted to \$496,176,032.

Our record amount of business provided jobs for an average of 61,499 employees, excluding those on our rubber plantations. Our employees received a total of \$182,652,076 in wages and salaries, which was approximately eight times as much as the Company's net profit of \$23,207,941.

Of each dollar of income received by the Company, 36.81 cents went to employees as wages and salaries. The average employee received \$2,970 for his year's work. In 1945 he received \$2,594.

Of each dollar of income, 2.47 cents went to our stockholders, the men and women who own our Company. The amount paid to stockholders was about one-fifteenth of the amount paid to employees.

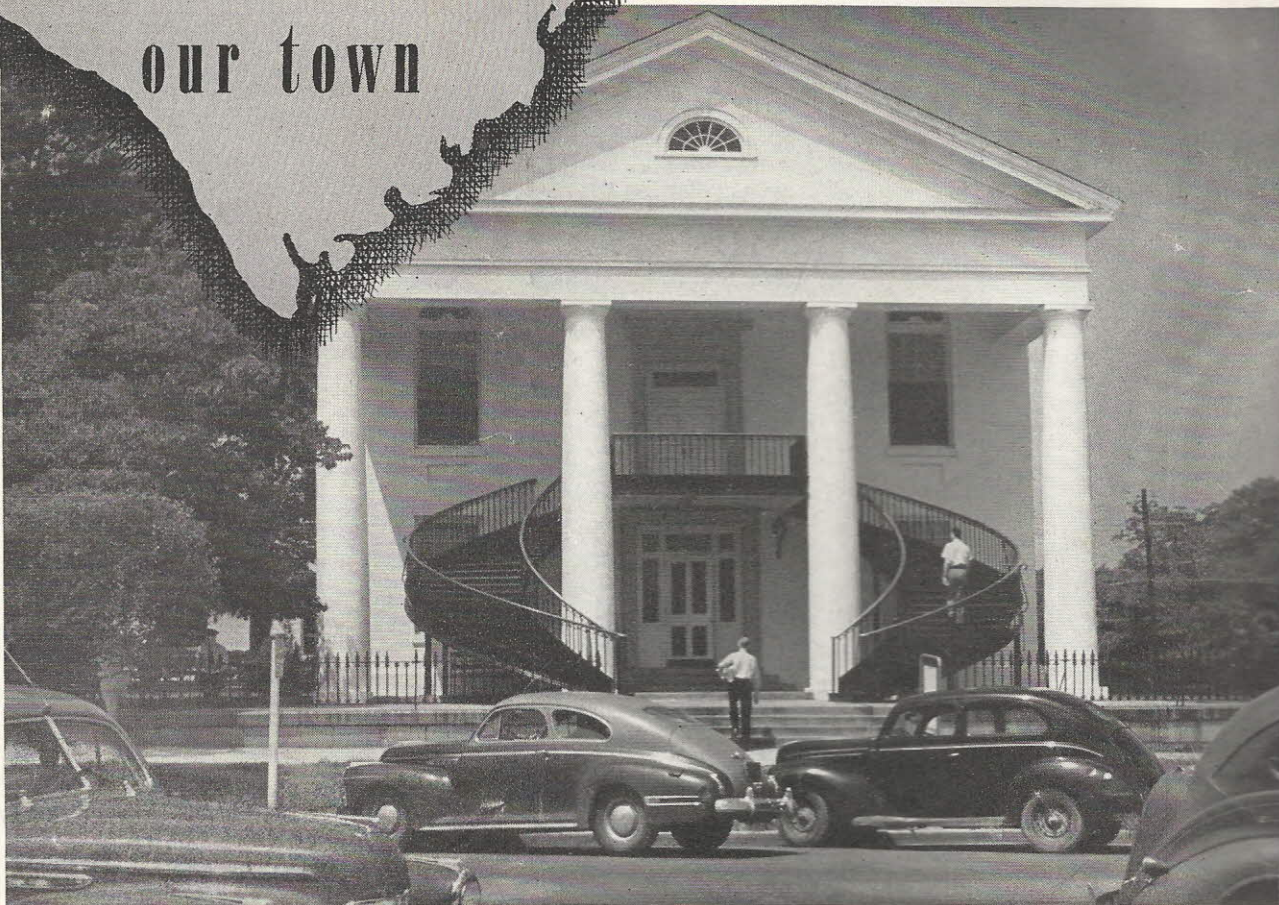
The editors of *Us Magazine* feel that every employee of our Company has a right to be proud of our Company's record in 1946.

There is satisfaction in working for a company which is making money. Our jobs, our savings, our homes, the future of our children all depend on whether or not our Company makes a profit.

It takes the faith and the funds of stockholders, the wisdom and experience of management and the loyalty and productivity of all employees for a company to make a profit, year after year.

Our Company is stronger today than ever before. We are making money. As long as we continue to do so, a job with United States Rubber Company will be good to have—and to hold.

• Winnsboro
SOUTH CAROLINA
our town



One of the most beautiful old buildings in Winnsboro is the Court House, which was built in 1820 of brick brought over from England as ballast in sailing ships. The old bricks are now covered with a pure white stucco. This building was designed by Robert Mills.

SOME cities are noted for their historic past. Others are famed for their lively twentieth century tempo. Winnsboro, South Carolina, birthplace of our Company's Textile division and home of our largest textile plant, is a happy mixture of the old and the new.

Winnsboro was settled before the Revolutionary War by an adventurous group of Scotch-Irish pioneers who came southward from Pennsylvania to take advantage of the fertile soil, the healthful climate and the plentiful supply of wild game, then abounding in the fields and woods of the level, unexplored countryside. The Indians, who had settled there first, gave these brave pioneers a tough fight but after many bloody skirmishes the Indians

gave up fighting and moved out.

Winnsboro takes pride in its historic landmarks and fine examples of colonial architecture. But it has always been a progressive community and its people are equally proud of their new swimming pool, their recreation building, their modern library, their tennis courts and other modern developments.

Winnsboro Mills, one of the most modern textile mills in the South, has played a key role in the industrial and social life of the community since its establishment by local businessmen in 1898. It was operated under the name of Fairfield Cotton Mills until its purchase in 1917 by our Company and Lockwood Greene & Company. In 1928 the partnership was dissolved and

we took complete control.

At about the time Winnsboro Mills was purchased a change was evolving throughout the whole tire industry from the old square woven fabric tire to the cord type of tire. During this period fabric and cord were being manufactured by mills which had had very little experience with the production of materials requiring a high degree of uniformity and it had become more and more difficult to obtain materials to meet the ever-increasing demands of our tire plants for cord to keep pace with the new tire developments. Motorists all over the country were plagued with constant blowouts. Realizing that a great deal of this trouble was caused by faulty tire cord, our Company purchased an

interest in the Winnsboro Mills so that we could produce our own cord. This was the first textile mill in our system.

To assure the supply of tire cord to meet the new conditions and to provide means for obtaining cord and other materials for necessary experimental work, Winnsboro Mills supplied a very urgent need. While tire cord and chafer fabric are the principal products of the plant, there has been increased emphasis recently on Ustex, Strex and staple rayon, three new products. Research and production facilities for all three are centered in Winnsboro. Today this mill, with its 1,817 people, is the largest industrial plant in the area.

Winnsboro Mills Village

Winnsboro Mills Village, where our mills are located, although geographically a part of Winnsboro, is an independent municipality. But the business and social lives of the two communities are closely interwoven. Although most of our people work and live in Winnsboro Mills Village, they shop and play in Winnsboro proper.

Community House

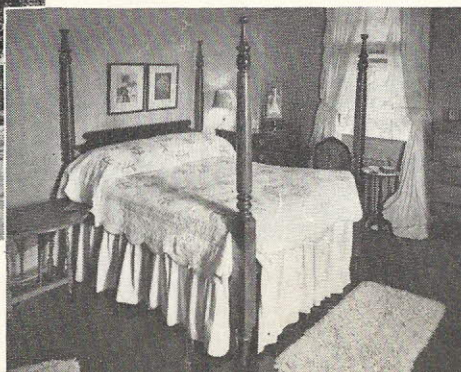
In the Village itself our people hold most of their social and recreational activities in the Community



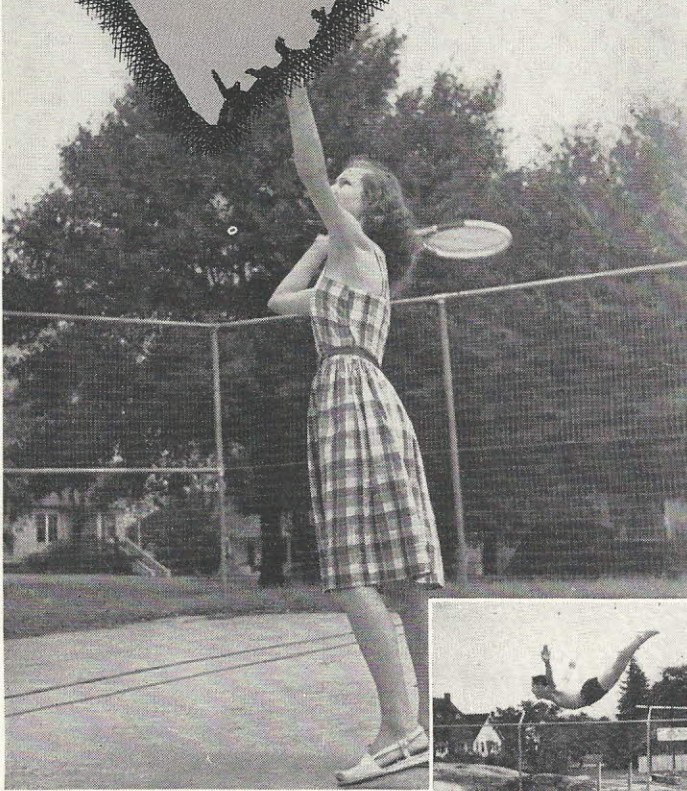
The gracious old mansion of Miss Leila Traylor, top, is typical of the classic architecture which is popular in Winnsboro.

Winnsboro has often been called "a city of churches." The church shown above is a fine example of the simplicity of the southern Colonial architecture.

The Fairfield Inn, left, is owned by our Company. It was built about 1860 by Col. James N. Shedd. It is furnished in the style of the Federal period. Typical of the decorations of the interior are the two views below. The four-poster bed in the manager's bedroom is an antique, below left. Other interesting antiques are contained in the drawing room, below right.



Winnsboro
SOUTH CAROLINA
our town



Our Winnsboro Mills community has many recreational facilities. Top, Betty Jean Enloe practices a hard serve on one of the tennis courts.



The swimming pool, which was opened last summer, is one of the most popular spots in Winnsboro Mills. An elaborate filtering system keeps the water pure and crystal clear at all times.

Baseball and softball are popular with old and young alike. Above right, Book Johnson takes a healthy swing at the ball with Harold Geddings behind the bat.



Everyone in Winnsboro Mills is proud of this quartet of Golden Gloves tournament winners, right. They are Howard Collins, novice lightweight champion; Tommy Perry, open bantamweight champion; Willie Thompson, novice flyweight runner-up, and Archie Black, novice flyweight champ.



Center, situated on a hill overlooking the tree-lined Winnsboro Mills community. A spacious building of English colonial design, it houses bowling alleys, cardrooms, billiard tables, library, basketball court and many other facilities for indoor recreation which appeal to our people of all ages. Outside are a baseball field equipped with floodlights for night games, modern tennis courts and a superb new swimming pool completed last year. These facilities help to make the leisure hours of our people very pleasant and healthful.

Winnsboro Mills folk are proud of their Community Center and their community. They are also active in social and civic affairs. An example of this is the Village's outstanding Boy and Girl Scout Troops which are recognized as being two of the best troops in the state.

Varied Extracurricular Activities

Because most of our people live in one-family homes with yards and shrubbery, gardening is another important extracurricular activity. Sixty per cent of them own their automobiles and a favorite Sunday sport is taking long drives in the country or driving to Columbia, state capital, which is only 30 miles away.

Winnsboro proper, with its 3,181 inhabitants, supplements the recreational facilities of the Community House with a splendid library and a motion-picture theatre. The town is proud of its modern shopping center and well-stocked stores. It is in these stores that our people make several million dollars worth of purchases each year.

County Court House

One of the most interesting examples of colonial architecture in Winnsboro is the County Court House at Congress and Washington Streets. This building was designed by Robert Mills, designer of the Washington Monument and other structures in the national capital. It was built in 1820 of brick brought over from England as ballast in sailing ships. The old bricks are now covered with pure white stucco. Particularly charming are the two cir-

cular staircases with iron and brass handrails which rise from the sidewalk to the second floor of the Court House.

Town Hall

Across the street stands the Town Hall, a narrow, two-story building resembling the center of Independence Hall without the wings. The building is crowned with the Town Clock, brought into Winnsboro by oxcart in 1835. The old timepiece has its original works, except for a brass clapper which wore thin from use.

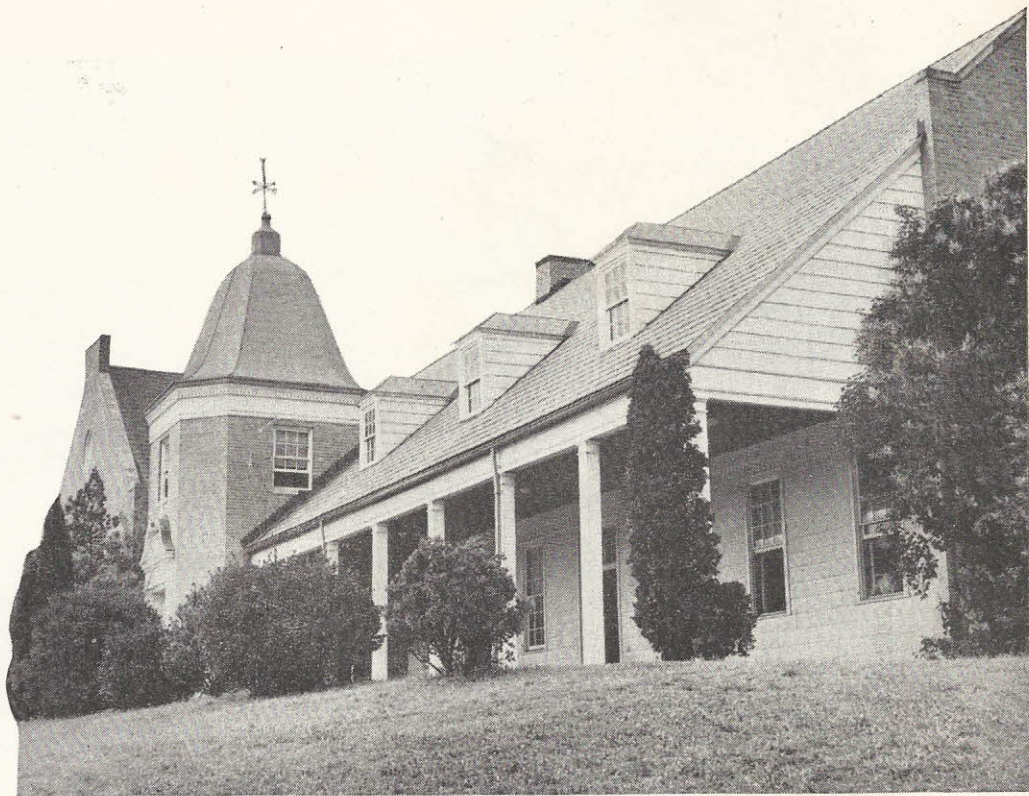
Between the Court House and Town Hall there has been erected a Confederate monument in memory of Civil War dead. Citizens of Winnsboro never fail to point out to visitors that the soldier atop the monument is facing North to symbolize the stand against the Northern troops during the Civil War.

Important Agricultural Center

The most famous figure in Winnsboro's history was Lord Cornwallis, Commander of the British armies in the Revolutionary War. Cornwallis made his headquarters in Winnsboro before his march northward and eventual surrender to the Armies of George Washington. The British general is reported to have commented repeatedly on the "fair fields" around his headquarters, with the result that the name Fairfield was given to the county of which Winnsboro is now the seat of Government. Today these surrounding fields are just as fair and as fertile as they were in the time of Lord Cornwallis. It is still the rich land which supplies livelihood to most of the people in the community. The principal crop is cotton, but pulp wood and forestry in general and the raising of livestock are becoming increasingly profitable and important.

Fairfield Inn

Closely interwoven with the history of Winnsboro is the Fairfield Inn, located midway between the business district and Winnsboro Mills. It was built about 1860 by Col. James N. Shedd, veteran of the Mexican War and, later, was the



Center of all recreational activities is the Community House at Winnsboro Mills. This beautiful building houses bowling alleys, game rooms, a gymnasium, a boxing ring and a well-stocked library.

The game tables are always filled with youngsters. Left, Reggie Hubbard, Jackie Mincey, Vernon Pilot and Acey Scott concentrate on a game of Parcheesi.



Parties of all kinds are popular with the Teen-Age Club. Left, a group of Winnsboro teen-agers participate in a Valentine party held in the Community House.



Another feature of the Community House is its bowling alleys. Left, Jean Branham rolls a straight and fast one as Charles Mincey and James Kelly watch.

Winnsboro
SOUTH CAROLINA
our town

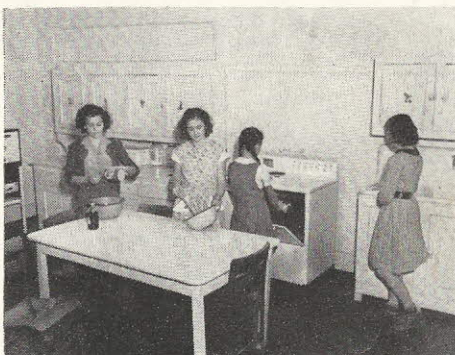


Winnsboro Mills children attend the Everett Grammar School, which is located near the mills. Above, a class of first grade youngsters concentrate on their lessons while Betty Turner supervises.



The Everett School lunchroom is always popular with Winnsboro Mills youngsters, far left.

One of the regular features of the school is supervised play. When the weather permits, the youngsters engage in outdoor activities in the school playground, left.



The Everett School girls are taught the arts of cooking and sewing by Nancy Maroney. These youngsters are given a thorough education in domestic science.



Winnsboro Mills' Girl Scout troop is outstanding in the state. Pictured above are (top row) Mickey Shaw, Myrtle Lee Dean, Catherine McGill, Mrs. D. E. Pate, Millie Jean Cooper, Barbara Dean, Annette Cooper; (middle row) Barbara Hollis, Dorothy Jane Sandifer, Jackie Dominy, Eleanor Baggott, Evon Gartman, Colleen Dean; (bottom row) Claudette Sims, Mary Ann Sims, Peggy Mincey, Annie Laurie Stevenson, Loretta Mincey and Annette Procter.

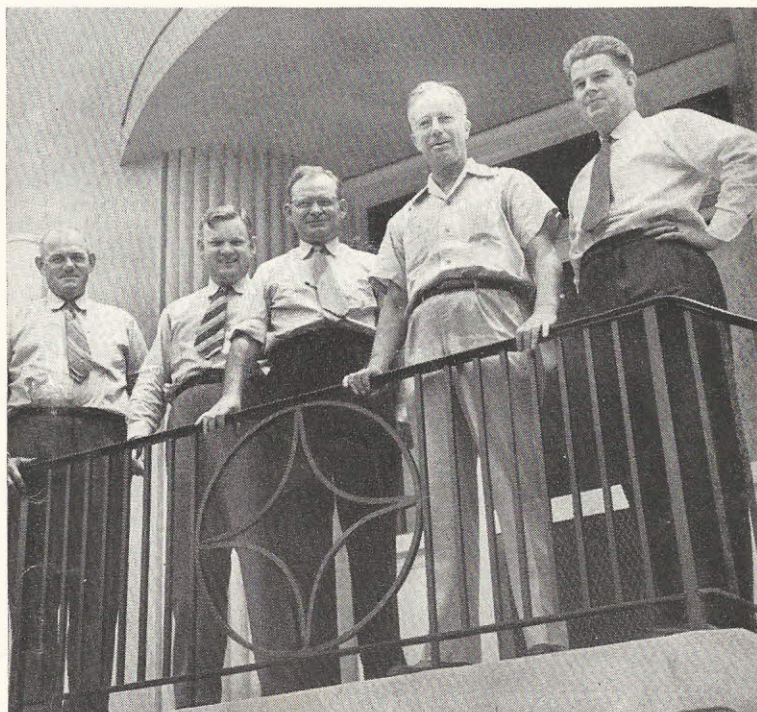
home of William Davis Douglas, local lawyer. It is a fine old colonial home, furnished throughout with antiques and reproductions of the Federal period, including Queen Anne, Chippendale, Sheraton and Hepplewhite. The Inn is owned by our Company and is used as a guest-house for visitors.

Early Settlers

Although the first settlers in Winnsboro were known as Scotch-Irish, they were in fact a mixture of English, French Huguenots, Scotch and Irish who had migrated to northern Ireland and later to Pennsylvania. They were predominantly Presbyterian, stern, rugged and God-fearing. After the Revolution they were joined by groups from Charleston, the State's oldest city. Their new friends were of English origin, noted for their poise, polish, hospitality and gracious manners. Each group was outspoken in its opinion and sharp differences arose. Eventually, their differences were reconciled and in the traditional American manner the two factions were blended into the one proud community which today is Winnsboro.



Winnsboro Mills is the first plant in our Textile division. Chief products of this plant are tire cord and fabric, Strex and Ustex. In the laboratory of the Winnsboro Mills Betty Mattox, above, reels single yarn into skeins, preparatory to testing for tensile strength on a yarn breaking machine.



On the balcony of the new administration building are shown, above, F. R. Sanders, plant engineer; W. T. Sprott, superintendent of Ustex; M. A. Kirkland, plant manager; R. H. McDonald, assistant to the plant manager; J. W. Jelks, industrial relations manager.

Farewell TO OLD Friends



Providence folk say good-bye to 11 old-timers at a dinner held in their honor. Shown in the picture sitting around the tables outside, are Frank A. Crane, Joseph Brais, John H. Murphy, William J. Cantwell, John A. McManus, Ella V. Wardick, Eleanor McDermott, George H. McDonald, M. G. Burnett, S. I. Strickhouser, Dr. R. H. Gerke, Donald Dodge, A. R. Nichols, L. Dexter Aldrich, Kenneth J. Rupprecht; sitting inside the tables are Charles Stone, Harry Eckloff, Sr., Daniel Gillis, James Carroll, Thomas J. Skelly, Bernard Scanlon, Clive D. Waite, William J. O'Brien, Harold A. Castings.

MEMBERS of the Providence plant reluctantly said good-bye to 11 old friends on January 7. These 11, who retired from active service on the first of the new year, were honored at a testimonial dinner held in the Club Room of the Narragansett Hotel.

Boasting a combined service to our Company of 308 years, the honored group included one woman, Eleanor McDermott of the Accounting department. Eleanor came to Providence as a bookkeeper in 1918.

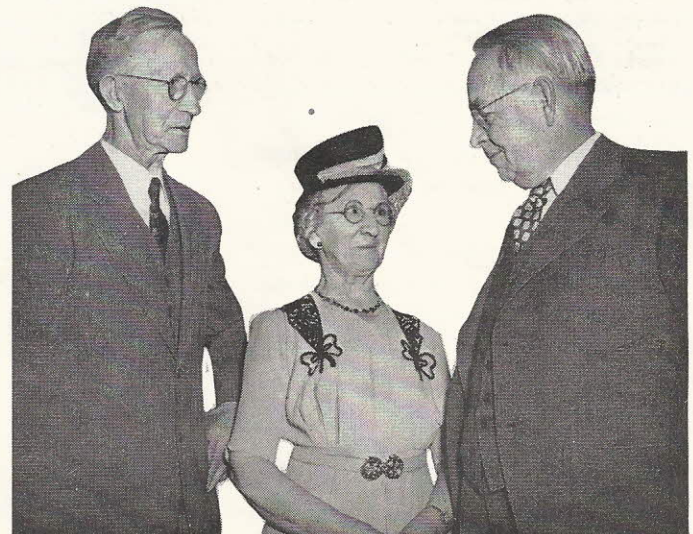
Of those in attendance, the longest record of service was held by Charles Stone, machinist, who had 37 years of service to his credit. A close second was Thomas J. Skelly with 35 years service. Others in the group were Bernard Scanlon, Harry Eckloff, Sr., Daniel Gillis, James Carroll, Clive D. Waite, Joseph Brais, Bernard Molliconi and Frank Magnani.

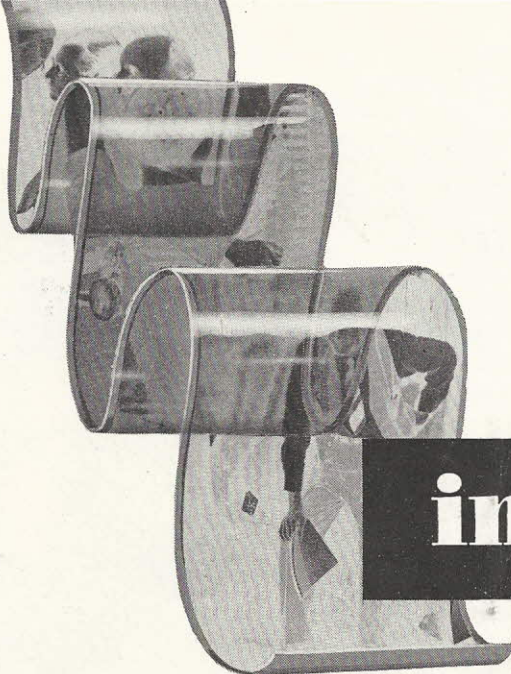
George H. McDonald acted as toastmaster and presented the other speakers. The latter were M. G. Burnett and Dr. S. I. Strickhouser.

Entertainment included several vocal selections by Ella Wardick who was accompanied at the piano by J. Livingston Peck.

Although the folks at Providence were sorry to say good-bye to this group of loyal old-timers, they, like the rest of our Company, were proud of the splendid service record of this group.

Congratulating two of the 11 old-timers, who recently retired, is M. G. Burnett. The old-timers are Charles Stone, 37 years of service and Eleanor McDermott, 27 years of service.





in focus



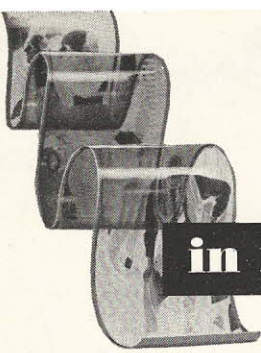
Detroit Girls' Club members presented the veterans of Percy Jones Hospital, Fort Custer, Michigan, with three radio-victrola combinations and records. This was their way of reminding these wounded veterans that just because the war is over Americans have not forgotten them. Left, a few of the delegates are shown with the radios, Winifred Kroto, Elizabeth Parkinson, Bernetta Wheeler, Ruth Goni-prow, Kathleen Kroto and Orville Harriet.

The Christmas spirit pervaded the Indianapolis plant. Here, employees took up a collection amounting to \$374.00 to give Christmas gifts to the six children of the Baker family, three of whom are newspaper salesmen at the main gate of the plant. The picture, right, shows (front row) Lowell, Martha, Vesta, Paul, Robert and Marilyn Baker; (back row) Nell Beckham, Florence Spoon, Gelberta Fitzgerald, Douglas McCready, Mary Schrader, C. G. Brown and Ida Williamson, all of the Indianapolis plant.



It pays to have ideas! That's what Glen Julson of the Gillette Tire plant at Eau Claire discovered as he was presented with a check by Factory Manager H. O. Huichens in payment for a suggestion he had submitted. His suggestion concerned placing a rail around the automatic Banbury scales to protect them from being bumped.





in focus

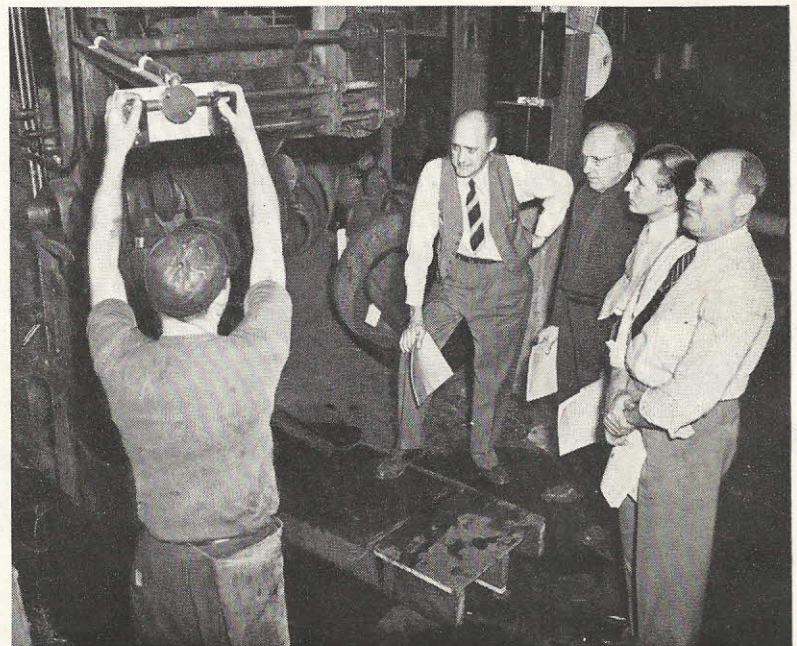


New emergency fire truck, above, at Los Angeles Synthetic is discussed by E. W. Beck, safety supervisor, and William Young, industrial relations manager. The truck is completely equipped with all necessary emergency fire equipment, including clothing for fire fighters, fire extinguishers, gas masks, tools, oxygen-breathing apparatus, fire hose, etc.

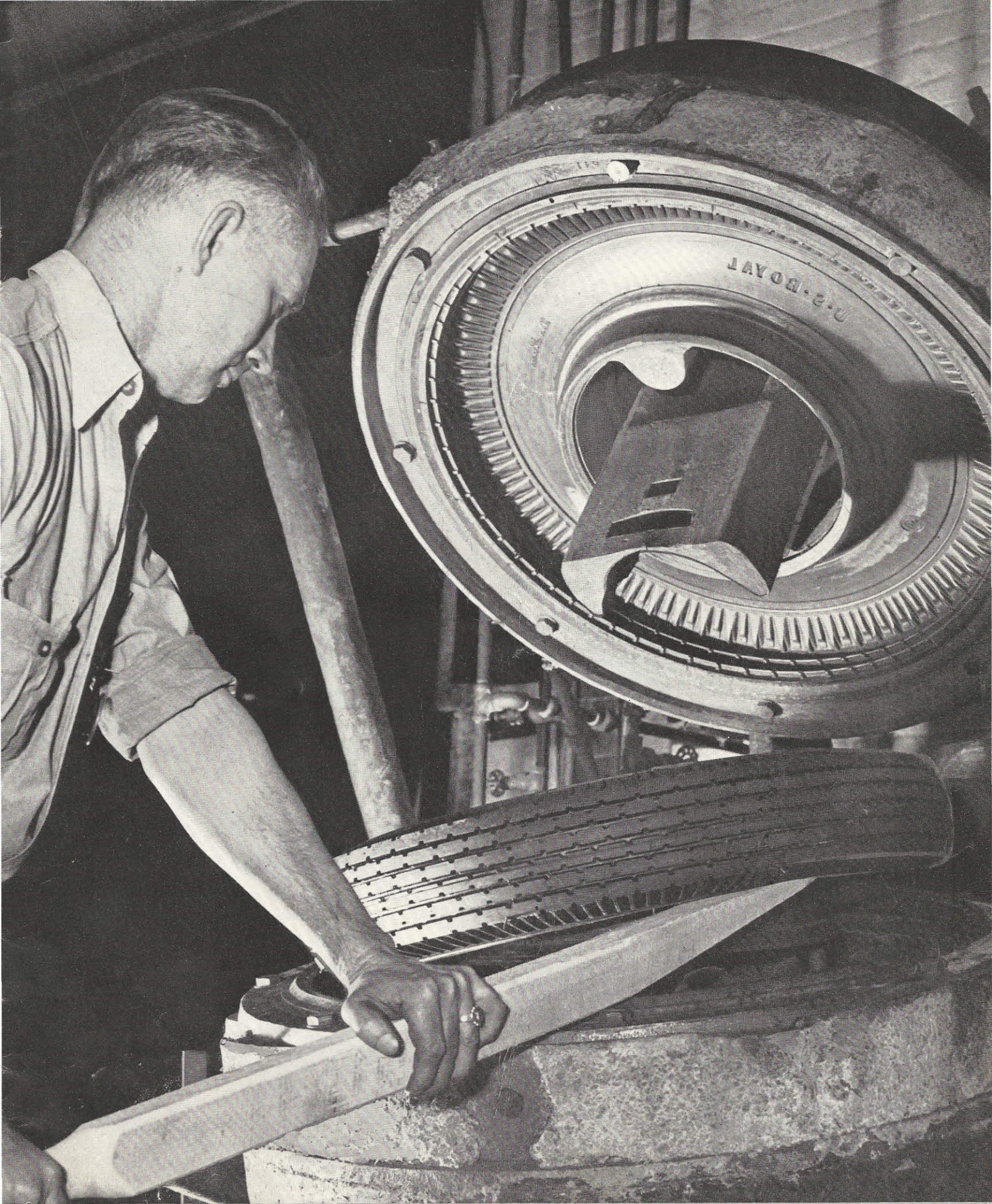


Forty years with us, John B. Tower is honored by his associates just prior to his retirement, upper right. Tower, executive assistant to L. C. Boos, president of our Export Company, received many cablegrams from friends and associates overseas. Among those attending his anniversary party were (seated) H. G. Kieswetter, L. C. Boos and J. F. Schnugg (standing at Tower's left) J. K. Coutant, managing director of Dominion Rubber Co., Ltd., London.

Folks at the General Laboratories presented Howard Perry, uniformed guard, with a gift when he recently retired from the Company. Wishing him good luck and happiness in the picture, center right, are J. A. Hansen, P. G. Roach, E. Hazell, S. D. Shinkle, W. C. Lingvall, E. J. Francois and E. Feder.



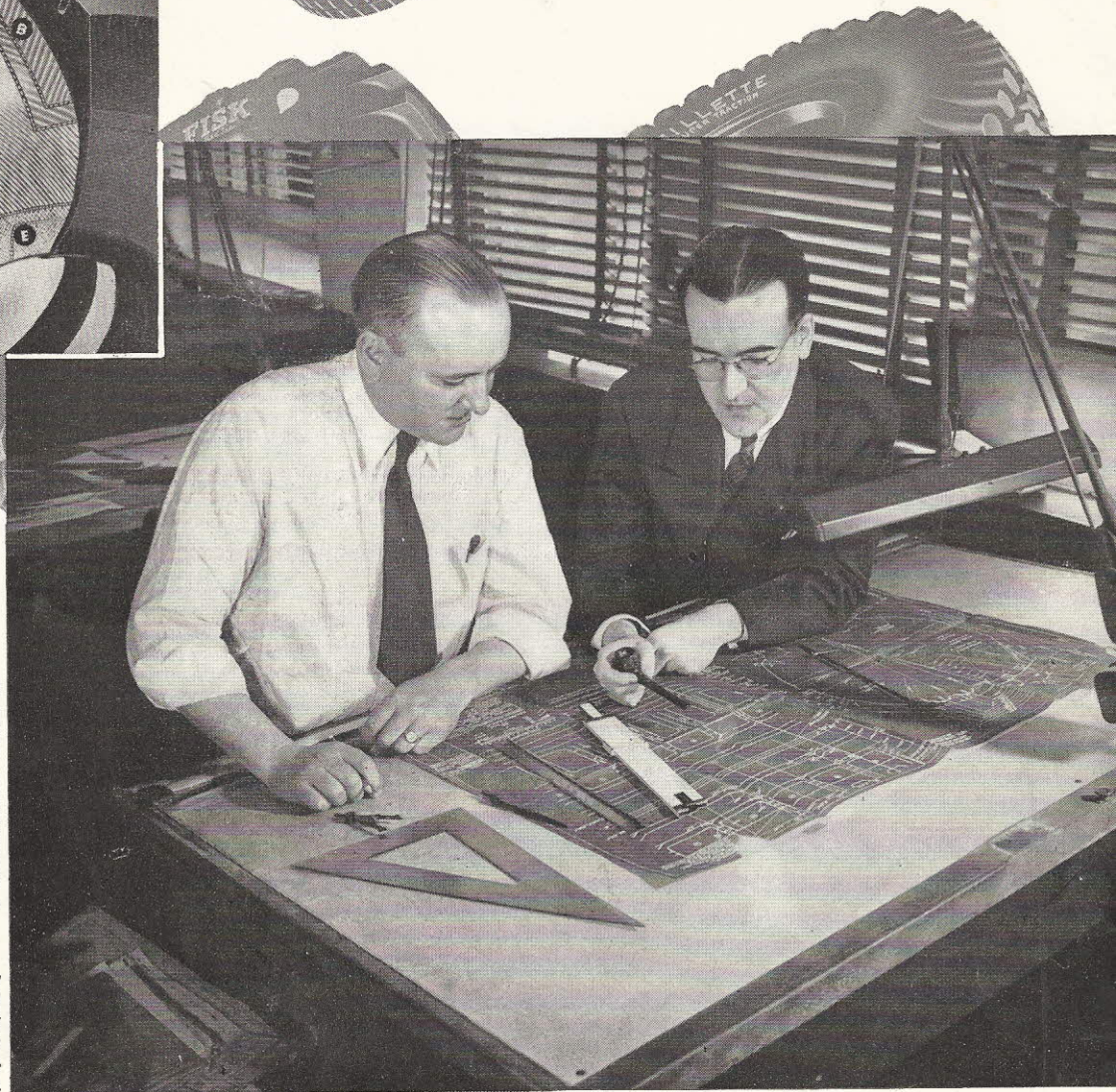
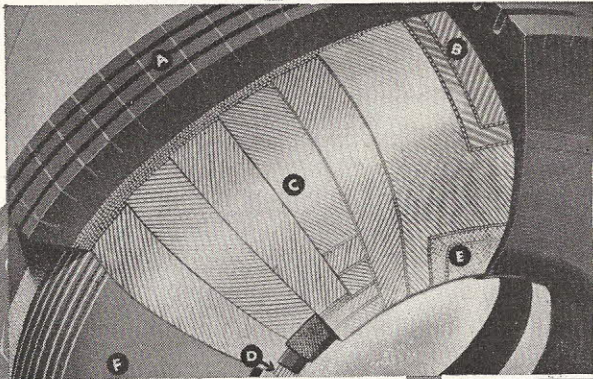
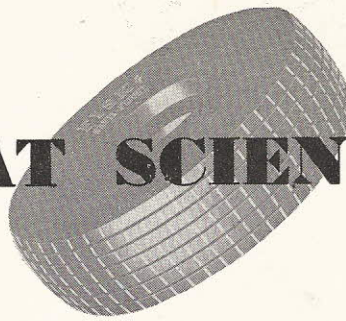
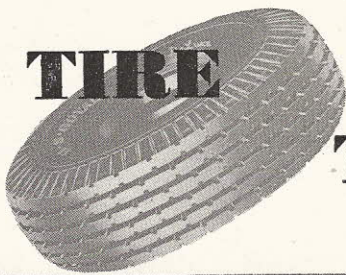
New safety committee at Gilmer oversees the installation of a device on a Panama unwrapper. Shown in the picture, right, are members of the committee, W. H. Livezey; W. C. Lose, chairman; A. Mayberry and R. F. Monk. The operator is Louis Deni.



THE TIRE THAT SCIENCE BUILT →

THE TIRE

THAT SCIENCE BUILT



Complex construction of tire is shown in this cutaway. In contact with the pavement is the tread (A). Beneath this is a breaker strip (B) made of fabric and rubber. The carcass includes plies (C) of latex-treated textile cord, steel bead wires (D), to which the plies are anchored, and chafing strips (E) to take up friction between tire and rim. Inside the tire is the air-containing inner tube (F).

Just as an architect plans a new house, the tire scientist first builds a new tire on the drawing board. Working on the blueprint of a tire at the Detroit laboratories are Herman Loep and Dr. William Hulswit.

A TIRE used to be a simple thing. It was revolutionary, almost miraculous—that early tire of the Gay Nineties. But it was essentially simple. It was thin like a garden hose, made of rubber and woven fabric and so fragile it could only go a few miles without a puncture.

Take a look at today's tire. No longer simple, it is, in fact, a very complex device, made of superior rubber and of tough textiles, strong steel and skillful chemicals. It is big and rugged, built to go thousands of miles and designed for its own special purpose, whether it be for a passenger car, a delivery truck, freight van, bus, farm tractor, earthmover or an airplane.

This is the tire of today. This is the tire that science built.

Perhaps you may know a little about the manufacture of this tire. But did you ever wonder why we say that a tire—like a house—is “built”?

The answer is found in the process of its manufacture. Layer upon layer of sturdy, yet flexible, materials are built upon one another until the final product, like a well-constructed house, stands ready to serve us.

Behind this building operation stands science—the chemists, physicists, engineers and technicians of the past half century. By drawing upon the experiences of each other and by conducting their own research, these men have designed and engineered this tire of today—a tire that can speed over hot, sticky highways, bump across trolley tracks, jar along gravel roads, push through snow, ice and mud, yet still be able to stop quickly and

safely when the brake pedal is pushed down.

To see how such a tire is built, let's visit a modern laboratory and plant, where the people who design and the people who manufacture are working together to create the finest tires.

New tires are born in the minds of scientists and begin life as pencilled sketches and blueprints. As an architect plans a new building on his drawing board, a tire scientist works from a blueprint of the tire to be built. Just as the architect's sketches of houses, stores and factories differ greatly, so do the plans for passenger-car tires, earthmover tires and airplane tires.

Looking over the shoulder of our tire scientist, we find from his blueprint that a tire is made up of two chief parts, the carcass and tread.

The carcass is the main body of the tire. It includes the rubber-coated plies of fabric and the steel bead wire to which they are anchored.

Our scientist faces dozens of problems in designing a tire's carcass. For instance, the carcass must be strong so that the tire will give long service without danger of blowouts. Yet it must also be thin so that it will generate as little heat as possible and will conduct that heat out of the tire quickly.

"You see," the scientist explains, "a tire must be extremely flexible or it would give a hard ride and would be little better than a steel rim. But this flexing generates heat. That's why we must design the carcass carefully."

The tire's other main part, its tread, is the part that comes in contact with the road.

Different treads do different jobs. A tractor must have a deep-grooved tread to grip the soft soil of the fields. But the family car has different requirements, such as a smooth, soundless ride and a quick stop on a slippery highway.

The visitor to a tire plant, or even the man who works in one small part of this great, bustling factory, may have difficulty in understanding just what goes on there. Thus, it is helpful to know that three basic materials are being processed at the same time in different parts of the plant, then are brought together to form the completed tire.

The "big three" of today's tires are rubber, textiles and steel.

Today's popular-sized passenger-car tire contains about 12 pounds of rubber.

This rubber, long before it becomes a definite part of the tire, arrives at the factory in the form of crude rubber bales—natural rubber from plantations in the Far East and synthetic rubber from the great plants here in the United States.

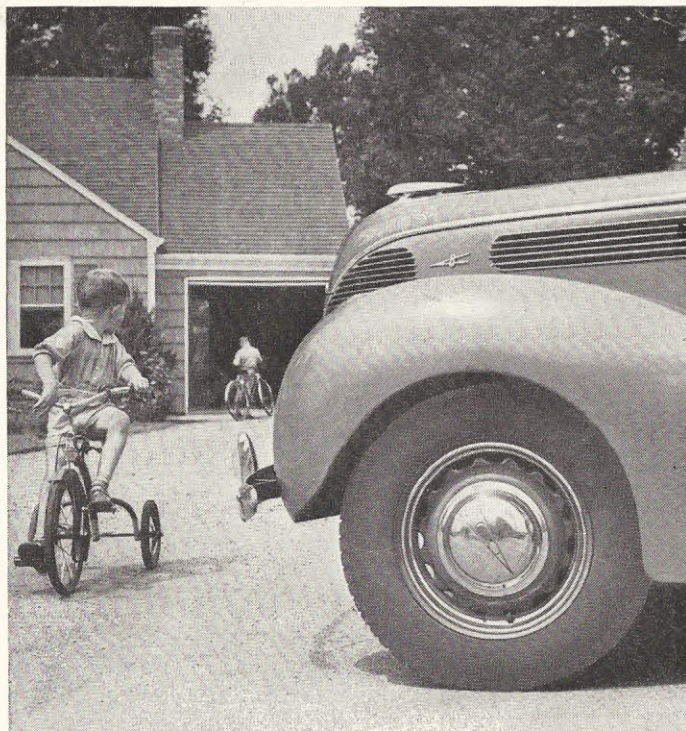
The rubber is cut to convenient size and is then sent through a series of mills and mixers for vital treatments. One of these machines, the plasticator, resembles a giant sausage grinder which kneads and heats the rubber until it comes out a soft and pliable substance.

Another machine, the Banbury mixer, is a giant mixing device in which chemicals are thoroughly mixed with rubber. Different compounds or "stocks" of rubber are

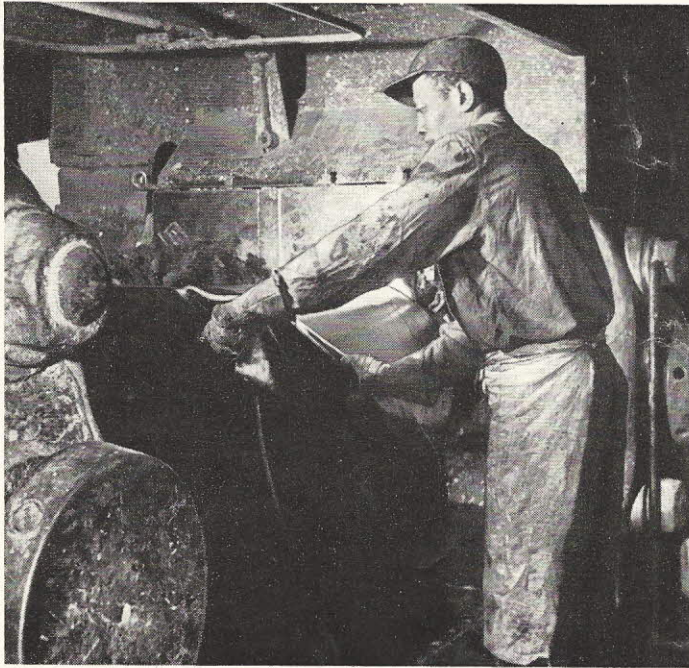


Different types of tires have different requirements. Especially designed for farm service is this strong, heavy tire with deep grooves to keep a tractor moving in soft soil. Truck tires have other requirements, such as stamina and resistance to heat.

A human life often depends on a tire's ability to stop quickly. The tire scientist has conscientiously built a safer automobile tire. When this tire is driven by the motorist who is careful and thoughtful, the result is greater safety for everyone.



THE TIRE THAT



“Big Three” of tire materials are rubber, textiles and steel. Rubber goes through many processing devices like this breakdown mill, from which it is being removed by John Moore of our Detroit plant.

made for the tread and carcass of the tire.

As we watch our workmen putting the rubber through these various stages, our scientist explains why rubber is the ideal material for tires.

It is elastic and holds air, so it was chosen for the tire’s inner tube.

It is used in both tread and carcass because no other material will withstand such repeated flexing. It combats the cutting effect of sharp stones, absorbs shock and conforms gently to the road’s surface.

It resists wear—so much so that, under normal conditions, today’s tire wears off only one-third of an inch of rubber every 20,000 miles. Yet during this time the tire turns 15,000,000 revolutions!

Rubber also serves as a protective coating for the tire’s textiles and steel bead wire. We can easily see that tires would not be possible without it.

Next to rubber in importance are the textiles that go into the tire.

“Many people are unaware that a tire contains textiles,” says the scientist. “After all, you can’t see them without taking the tire apart. But if you could pull all the cotton or rayon cord from your automobile tire and lay it in a straight line, it would extend for three miles!”

In the tire plant the cords from 1,800 individual spools are unrolled simultaneously and drawn side by side through a tank of rubber latex. Here the cord receives its insulating layer of rubber. Then it undergoes drying to remove the water content of the latex and later has additional layers of rubber pressed onto each side. After this it is cut into specified sizes for each tire ply.

As we watch the cord being dipped into latex, we learn that this is a comparatively recent innovation. Tires before 1922 consisted of several plies of woven fabric. However, the crossing strands of warp and weft worked on one another until breaks occurred.

Then the tire scientists of United States Rubber Company developed our present “weftless fabric” in which the cords are perfectly parallel, held together yet insu-



Textiles used in tire cord are assembled, as Clara Gerlach is doing, then dipped in latex, dried and given a further coating of rubber.

SCIENCE BUILT

Strength of steel is imparted to a tire by its bead wires. Seen through a rack of coiled wire is Marie Schulze, who assembles the beads with amazing dexterity.

lated from each other by a film of rubber.

Tire cord must have great strength and flexibility over a wide temperature range, our scientist explains.

"Believe it or not, under severe conditions temperatures as high as 300 degrees Fahrenheit have been reported inside of truck tires!"

In 1938 United States Rubber Company's scientists, continuously striving for a stronger yet cooler running tire, began making tire cord out of rayon. Because of rayon's strength, less cord material was needed in the tire. The result: a thinner, cooler carcass.

Steel, the remaining member of our "big three," works with rubber and textiles to build a good, strong tire. Loops of steel wire form the tire's "beads." Purpose of the beads is to act as anchors for the layers of textile and rubber.

In every tire the air molecules in the inner tube exert terrific pressure against the cords, which pass this pressure on to the steel bead wires. But steel can take it. The tensile strength of the bead wire unit in an automobile tire is 280,000 pounds per square inch!

Wire for tires is plated to prevent rust and coated with rubber to insulate it against friction. Wound and cut by automatic machines in the tire plant, the beads are taped by teams of girls working at a fast pace.

Now the steel is ready to join the rubber and textiles in the actual "building" of the tire.

Tires are built on a drum which can be rotated. All the parts of the tire, such as the plies, the bead wires and the rubber stocks, are applied to the drum, layer upon layer.

Popular-sized passenger-car tires are built on a revolving assembly unit quite naturally called the "merry-go-round." Here teams of men assemble the tires, each man adding a different layer of material as the tire drums pass his position.

Truck tires, other heavy-duty tires and premium passenger-car tires are built on individual drums operated by skilled craftsmen. One man operates each drum, adding all the parts himself until that tire is completed.

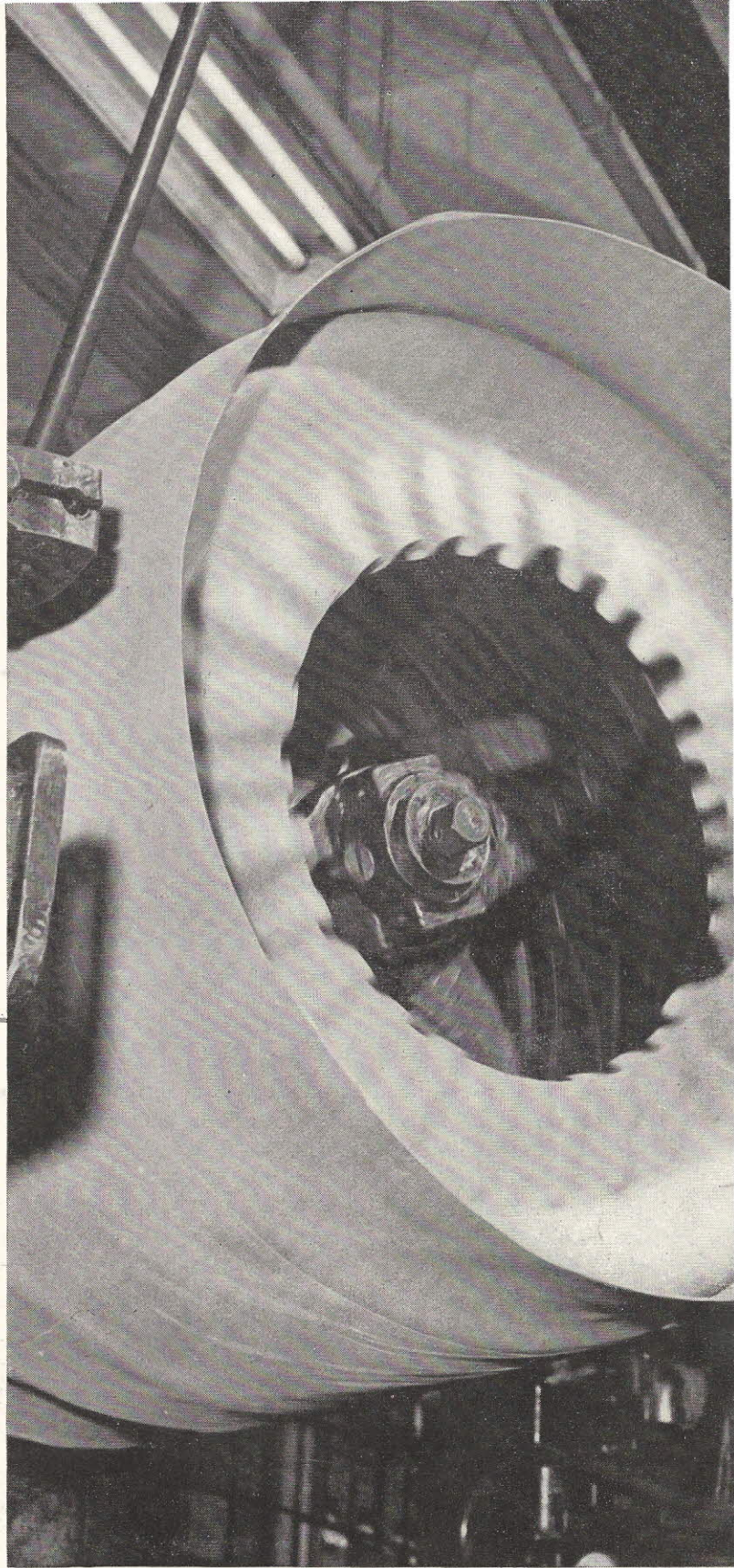
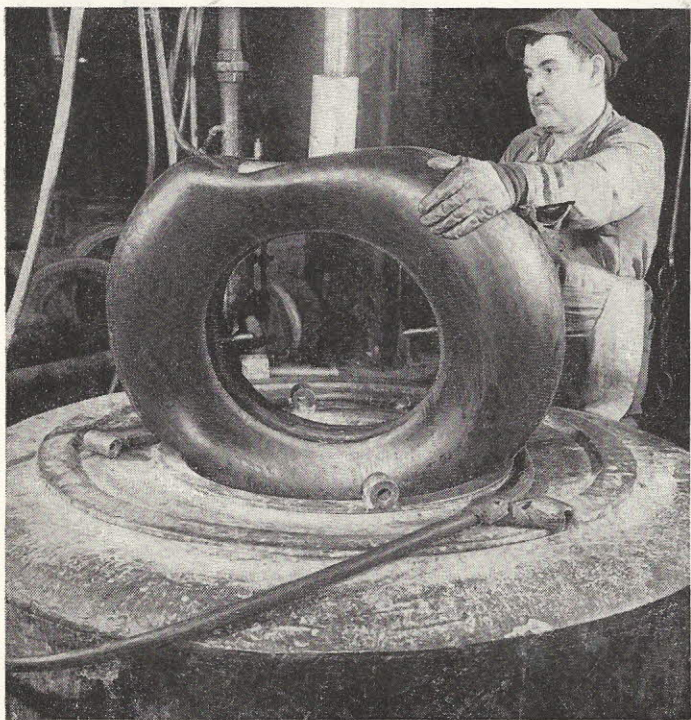
Stream of rubber flows from the "tread tuber," which unites the tire's tread stock and sidewall stock. Isaac Walton is adjusting the machine's trimming knives.





Shaping of the tire takes place in a huge vacuum box. The assembled tire, looking like a barrel without top or bottom, is put into the box by operator Al Boyer. Then the lid is closed and the air pressure forces the center of the tire outward to assume a doughnut shape.

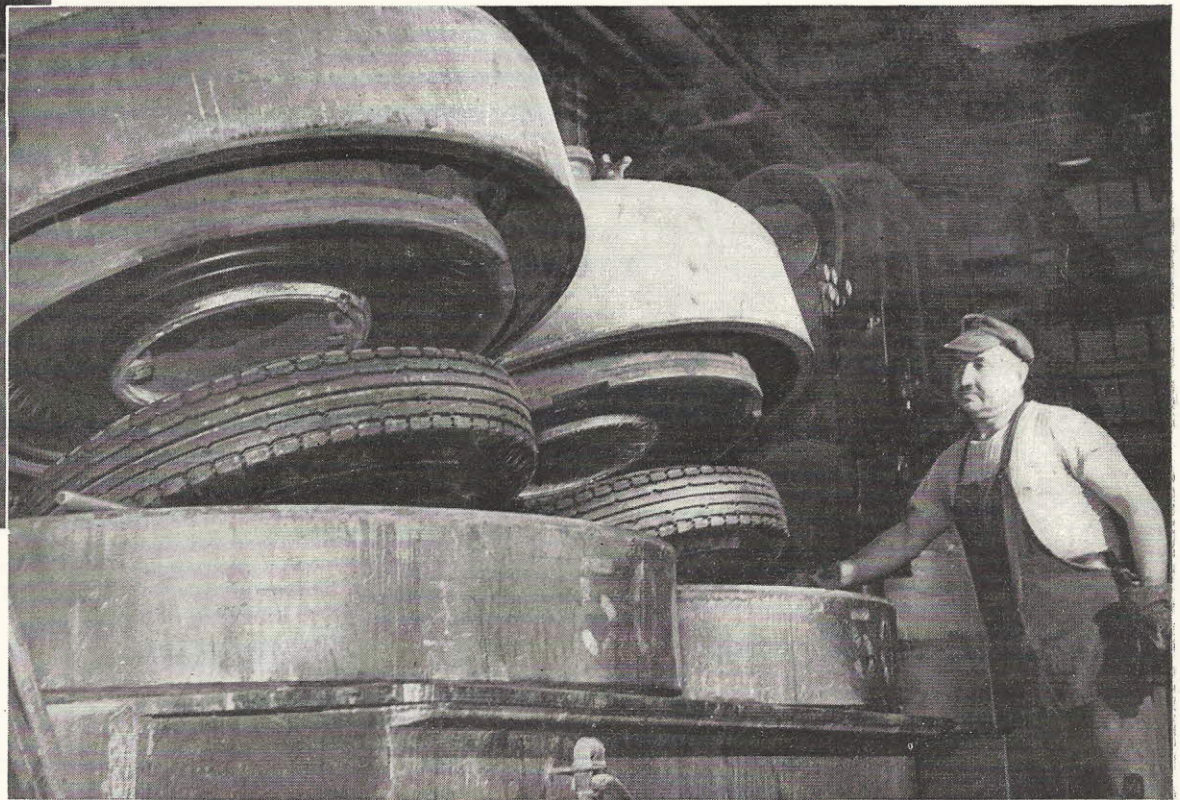
No, this is not a tire! It's a heavy rubber curing bag. Inserted in the tire by Coby Wright, the bag will soon play a vital part in the vulcanizing of the tire. Hot water or steam will be circulated inside this bag to apply pressure and heat.



Actual building of the tire takes place on a circular drum where rubber, textiles and steel are united. Skilled tire builder Edward Berardinelli is centering a heavy ply of fabric as the drum rotates. Truck and other heavy-duty tires are put together on an individual drum like this one. Popular sized passenger-car tires are built on the "merry-go-round," a revolving platform of assembly units.

THE TIRE THAT

In its more familiar doughnut shape the raw tire is removed from the vacuum box and sent on its way to the vulcanizer.



Vulcanizing takes place in the "watch case" mold. Here Adam Ugolnik prepares to remove two cured truck tires from a twin vulcanizer. Photo on page 13, showing removal of a passenger-car tire by Robert Robison, illustrates how the rubber has flowed into grooves of the mold, branding tread design on the tire.

SCIENCE BUILT

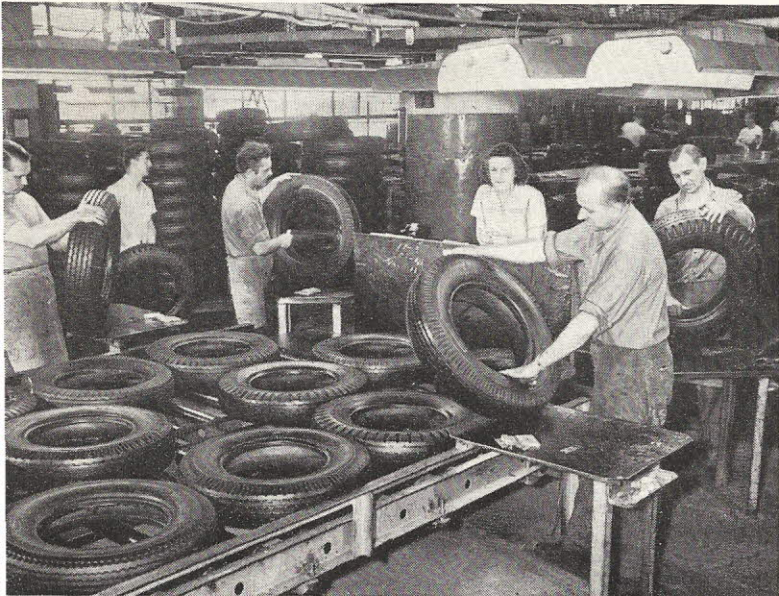
THE TIRE THAT

After the tire is put together, it has the appearance of a barrel without top or bottom. We watch it being placed in the shaping machine, a vacuum box which converts it into its familiar doughnut figure.

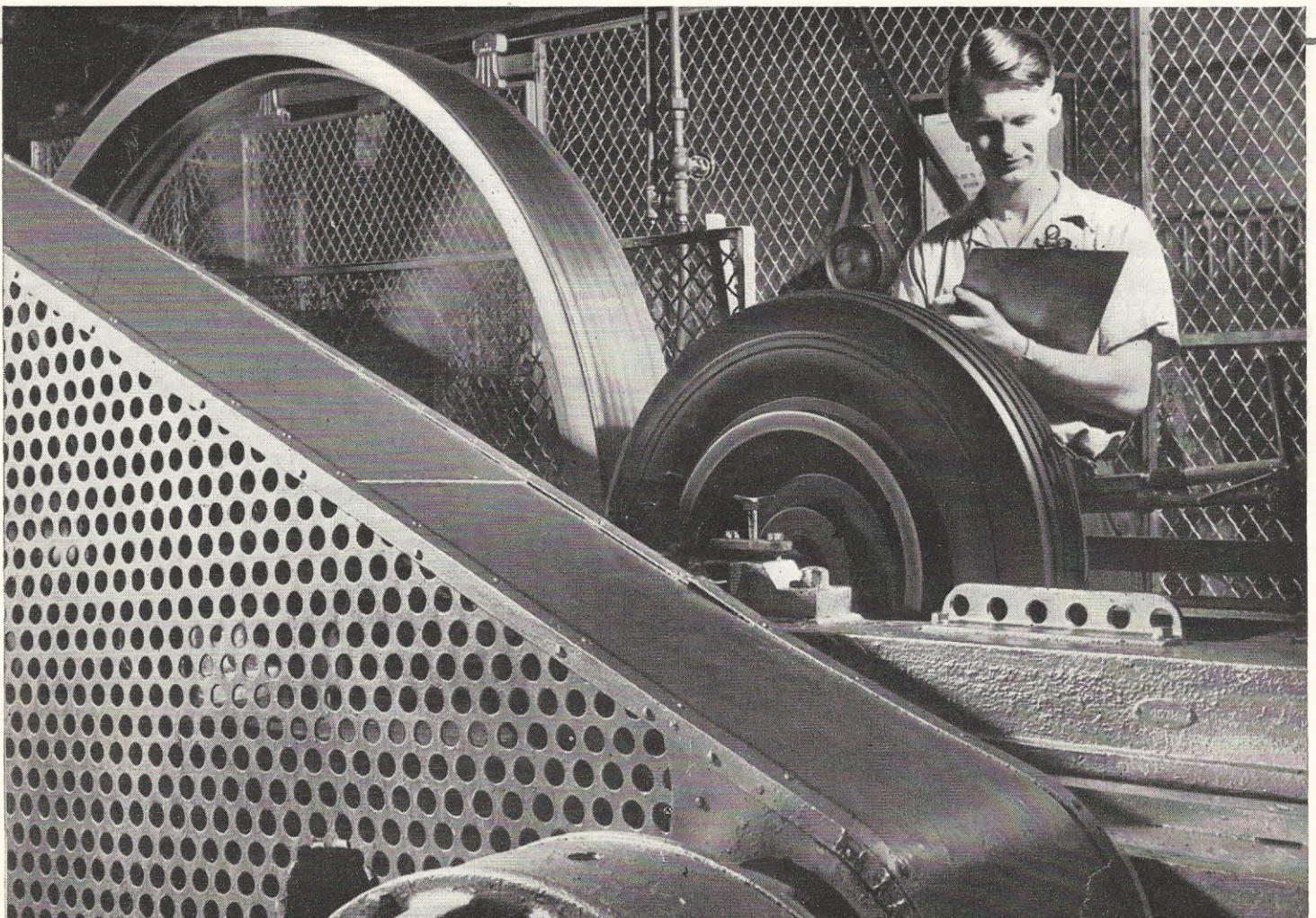
Then it is cured in a watch-case mold. This is vulcanization. In this process steam heat sends the mold's temperature up to 300 degrees while hot water is circulated at high pressure through a curing bag inside the tire. This compels the rubber to flow into the grooves of the mold so that the tread design will be imparted to the tire.

Completely vulcanized after little more than half an hour in the mold, the tire will now retain its shape indefinitely. This process, once an incredible discovery, is now a common occurrence due to the achievements of science.

Science has played a major role in all these tire-building steps. Many manufacturing methods have been im-



Tire quality is assured by a series of inspections like this one at our Detroit plant. Finished tires are approved or rejected by (left to right) Robert Johnson, Myron P. Benner, Eleanor Surovik, Ed Wisinewski and Peter Adamus.



SCIENCE BUILT

proved through the research of our tire scientists, giving us a tire that is well within the price range of the car owner. The cost of buying and maintaining a tire today is one-fifth the cost of 30 years ago!

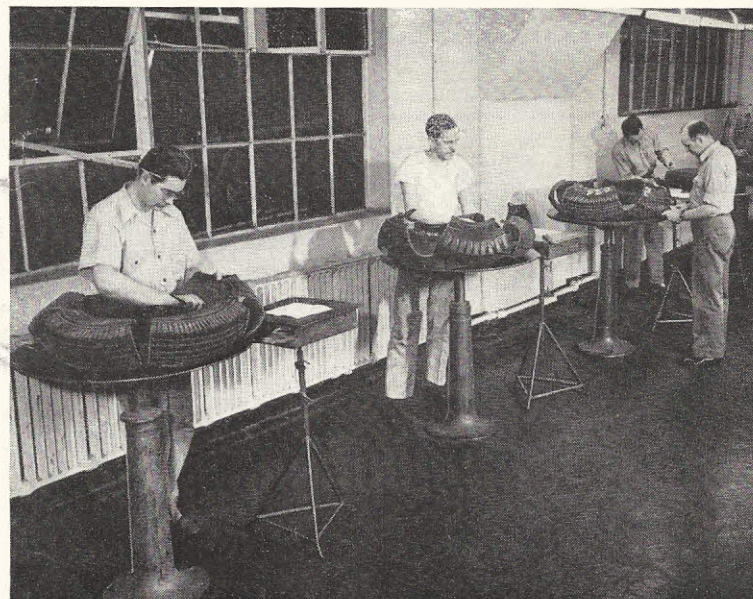
This tire of today is science's baby. It has been checked thoroughly in the test laboratories, where it is run for hours against revolving wheels in tortures greater than those of the worst roads.

It has been tested on special skid-test trailers, on long-distance trucks and buses and on high-speed automobiles racing around desert tracks.

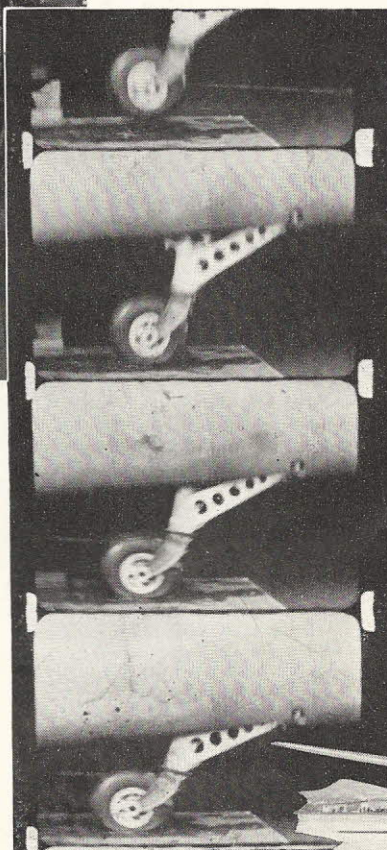
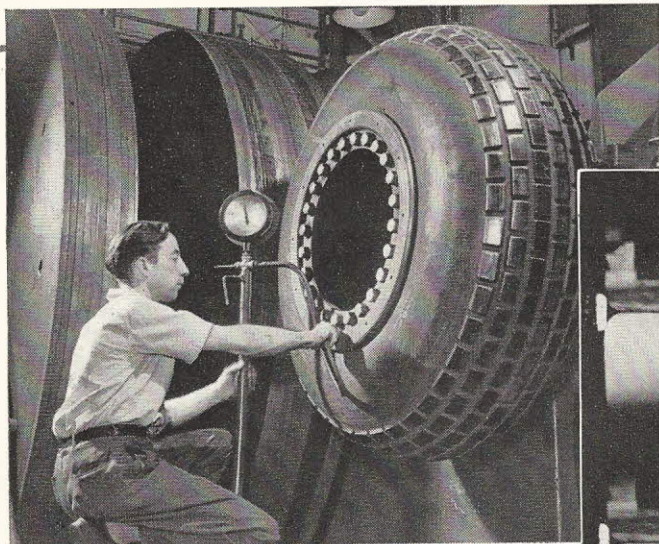
This is the tire that has made possible today's smooth-riding automobile, that carries the kids to school and takes the family on week-end pleasure trips.

This is the tire that rides the night highways on the cargo trucks and stands ready to fly the stratosphere on the airliners of tomorrow.

This is the tire that science built.



Tortured on test cars until failure, the tires are given post-mortem analysis to determine where their weaknesses occurred. Examining these tires are Charles Kruhlik, Odin Toness, Eugene Foley, Roy Underwood and Robert Welker.



When an airplane lands, its tires go "out of round." Official Navy film strip shows a tire squashing under the landing impact of a fully loaded plane. This terrific punishment is duplicated (far left) at our test laboratories, where Ernie Grevemeyer checks the inflation of an airplane tire that has been slammed against a spinning wheel with a force of 35,000 pounds!

They've got to be good, or they wouldn't stand much of this abuse. At test-wheel laboratory in Detroit tires are run for hours against cleated wheels or at abnormal inflations. Paul Witte is recording details of this high speed test. With other tests on highways and deserts, our Company's test mileage for a year adds up to 100,000,000 miles!



THE TIRE THAT SCIENCE BUILT



Braking action downhill, pulling power uphill. To meet these requirements of big timber trucks, scientists designed special logging tires.



Rocks banging into this truck add tons to the weight that must be carried by these "con-trak-tor" tires. This is just one of the many dependable tires, built by science, that keep things rolling all over the world.



Sudden changes of weather often catch drivers unawares, but well-designed tires play a big part in pulling cars out of those snowdrifts.

PLANT NEWS DIGEST

FIFTEENTH EDITION

MARCH 1947

QUALITY CONTESTS UNDER WAY AT NAUGATUCK FOOTWEAR

Naugatuck Footwear is in the midst of two gigantic quality contests running from February to the end of April. One of the contests is in the Tennis Making department while the other is in the Boot Making department.

Bowling is the theme of the Tennis Making contest, which is divided into six two-week periods, each period being called a "string" and each day's production a "frame."

A captain has been chosen for each line and pennants with team names have been hung over each of the seven participating conveyors. Sparking the contest is a loud-speaker system which plays music at intervals throughout the day. Birthdays, wedding anniversaries and other "personals" are also broadcast over the system.

Prize to the winning team with the best quality performance will be a grand and glorious dinner party, time and place to be chosen by the contest winners.

Captains of the seven conveyors entered in the contest are as follows: Gabriel Andrade, Alice Gowlis, Helen Lefky, Hilda Amaral, Irene Grochal, Frank Lima and John Bolek.

The Boot Room Quality contest also started on February 3. Each of the 19 conveyors is "Shooting for Quality" in this contest, which has a basketball theme. Every conveyor has chosen a captain and a team name and music and department personals are being broadcast throughout the day. Attractive plaques will be presented to the team captains of each conveyor winning a round. There will be six rounds and three winning conveyors for each round (one making unit, one cut and cover unit and one fitting line).

Cardboard pennants with the team and captain's name are colorfully displayed at either end of each conveyor. Prize will be a banquet in May, arrangements to be made by the winners themselves.

Captains of each of the participating conveyors include: Joseph Passabet, Carl Holt, Ronald Palmoski, Stanley Lodziato, James Enderby, Felix Vilkas, Ernest Chesnutis, Martha Anderlot, Mary Sabia, Margaret Vercesi, Amy Heidorn, Helen Lorec, Florence Turley, Violet Saxton, Bertha Yesutis, Bertha Bachinsky, Sara Mikulski, Anne Mahan and Mary Mariano.

FLYING CLUB FORMED AT DETROIT

Realizing that the accent is on aviation, the Detroit plant has formed a flying club called United States Rubber Employees Flying Club. The goal of the club is to have a thousand pilots. All employees of the Detroit plant are eligible for membership. Tentative plans for the club include an initial fee of \$25 with monthly dues of \$7.50. This includes flight instructions and flying time subsequent to solo and is a great saving compared to the usual prices. The Detroit Seaplane Base has been turned over to the club including seaplanes, club and locker-room facilities.

The organization will be divided into wings of twelve members each, each wing to have its own commander chosen from its members. Tentative plans call for a plane for each wing, with the flying hours divided among its members.

Officers in charge of the activities of the club are: James E. Dudney, president; James Pauly, vice-president; and Robert Moir, secretary-treasurer, all of whom work in the Conveyor Tire Building department.

The club plans to have Sunday morning breakfast flights to Cedar Point, Ohio, St. Claire River, Toledo and other spots on which a seaplane can land. In order to raise money to purchase planes the club will give dances, moonlight excursions and other social functions.

BOWLING SEASON DRAWS TO CLOSE AT GILMER

At the end of the first half of the Gilmer Bowling League's contest the Kable Korders are in first place. This team has 19 wins and 5 losses. In second place are the Flat Belters, who have won 18 games and lost 6. Joseph Slota leads the high-single games with a score of 226. Other prominent bowlers of Gilmer are Joseph Guarrieri who has the highest score for 3 games with 555 and Bill Livezey whose average of 162 for 45 games still leads the League.

CHICOPEE FALLS SPONSORS BLOOD SERVICE

The Chicopee Falls Tire plant was sponsor for the second time within the past year for the Civilian Blood Service on Tuesday, January 21. This program, operated by the Massachusetts Department of Public Health with the cooperation of the local chapter of the American Red Cross, accepts blood donations from local people for the purpose of setting up blood banks in local hospitals, where it is available free, in time of need, to residents of the city or plant employees.

Suggestions Continue at Chicopee Falls

The suggestion system at Chicopee Falls, at the end of the first year of operation, continues to attract attention and enthusiasm. More widespread participation is expected this year. There were 24 suggestions approved for rewards in the month of December submitted by the following: A. Antunes, Joseph Birrell, Francis Boyle, Joseph Carlan, Frank Cook, William Doherty, Alfred Duquette, Frank Gougeon, Carl Gran, Jordan Hodges, E. W. Johnson, Napoleon Jones, Robert LaPlante, Stanley Lusczynski, Rupert McLellan, Claude Major, Edwin Padykula, Alex Picard, Charles Sayles and Gerhard Thibodeau.

Two Courses Completed at Fisk Tire

A course in conference leader training and another in job instruction training was completed in the factory conference room by Thomas Flynn of the Vocational division of the Massachusetts Department of Education. Twenty men participated in these two instructional courses and will follow up with further training throughout the plant as the need requires.

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BASKETBALL IN FULL SWING AT WOONSOCKET

The Woonsocket Plant Basketball Team is in the midst of its busiest season of extracurricular activities. On January 11 the Woonsocket quintet took the basketball team representing our Bristol plant over the hurdles. The score for this exciting game was Woonsocket 58, Bristol 42. The teams were evenly matched and, although the Woonsocket team came out on top, the fighting spirit of the Bristol contenders was well received by the Woonsocket fans.

After the game the players of both teams were entertained at an informal luncheon at the Duncan Inn.

On January 18 the Woonsocket team experienced a setback by losing to a team from Westfield, Massachusetts, by a score of 72 to 32. This game was fast throughout all four periods and our Woonsocket team agreed that the Westfield team showed them the best brand of amateur basketball which they had seen in a long time.

Playing on the Woonsocket team are Nick Hladyk, Walter McPherson, Harold Susel, John Kurczy, Adolph Tomaszek, Del Garipey, Jack Elias and Ernest Latour.

Return games will be played with both the Bristol and Westfield teams.

INDIANAPOLIS FOREMEN'S CLUB ELECTS OFFICERS

The annual business meeting of the G & J Foremen's Club at the Indianapolis plant took place early in the year. Prominent on the agenda was the election of officers to serve during 1947.

By unanimous vote Carl Setterquist, plant sanitation foreman and a 35-year Company employee, was elected to hold the office of president during the coming year. Serving with him are Howard Havens, control division, vice-president; W. E. Schaefer, bicycle tire development, re-elected as secretary; and Leo Rassow, budget department, re-elected as treasurer.

The new officers promise an active year for all the 170 members from the supervisory group.

Indianapolis Safety Director Honored

George C. Brown, safety director at the Indianapolis plant, was singularly honored by the membership of the Indianapolis Safety Club when he was elected to serve as president of that organization for the year 1947.

The Safety Club, which is affiliated with the Indianapolis Safety Council, was started in 1939 and our Company has been an active participant since its inception. Club membership is composed of safety directors and inspectors from all major industrial firms in Indianapolis.

Basketball Team Leads League

The U. S. Tires Basketball Team of Indianapolis is currently leading the Big 6 Industrial League with a record of six wins and no defeats. The team, which has occupied the runner-up position in this league for the past three years, seems destined for a winning season.

The Tube Job Interdepartment Team is holding down first place in the Indianapolis Plant Basketball League with a record of eleven victories and one defeat. Closest competitor is the Office Department team whose record shows eight wins and four losses.

Others participating in the order of their standing include Old Side Team, Maintenance Team, Sundry Team and Service Team.

Admission to all league games is free to all Indianapolis plant employees and their friends. The games are played weekly on Thursday nights and have been actively supported with keen rivalry between departments.

Indianapolis Plant Entertains Tire Development Group

The Indianapolis plant Development division was host to the annual Tire Division Interplant Development meeting held during the week of January 6. Various branches of the Tire division represented at the meeting included Tire Engineering and Service department, Development and Production Management from Detroit, Development Personnel from Los Angeles, Eau Claire, Chicopee Falls, Detroit and Indianapolis; all Tire division product control managers and various production representatives from the Tire plants.

The three-day conference sessions were devoted to a review of 1946 activities and a close look at 1947 prospects.

At the conclusion of the session a dinner was held on Thursday, January 9, at the Marott Hotel in Indianapolis. In attendance at this dinner were C. L. Wanamaker, production manager, Tire division; C. L. Moody, assistant production manager, Tire division; J. E. Cady, factory manager at Indianapolis and his staff; Dr. A. W. Bull, director of development for the Tire division; Luther Martin, technical director of production for the Tire division; C. A. Neville, Tire division product control manager; Dr. G. R. Cuthbertson; S. T. Thatcher, manager, tire engineering and service; John Martin, associate plant development contacts and all conferees.

SUGGESTION COMMITTEE REVISED AT SCOTTSVILLE

The transfer of Louis Boulware to the Fisk plant at New Bedford, Massachusetts, caused a revision in the suggestion committee at Scottsville. Boulware had formerly been chairman of this committee. Chan Redford was elected as his successor and Lewis America was elected to fill the vacancy on the committee which was caused by this transfer. The suggestion system, since its organization in July 1946, had received 104 suggestions, paid out \$125 in cash awards and awarded 20 letters of merit through December 31, 1946.

Tours of Plant Planned

An invitation has been given to the local high school to visit the Scottsville plant. Leslie Walton, principal of Scottsville High School, was very much pleased with this invitation and plans are now to have the senior and junior classes make a tour of the plant during the winter. It is planned also to invite, at a different time, students of the high schools from the three adjoining counties surrounding Scottsville.



BOWLING AT EAU CLAIRE HEADS SPORTS LIST

Bowling continues to head the list of wintertime sports at the Gillette Tire plant in Eau Claire. At the half-way mark in the twelve-team Gillette League there is only a difference of six games between the top team and the team in last place.

Three teams, namely, Super Traction, Safety Treads and the Fleetways are tied for first place with 24 wins and 18 losses; while two teams, the Tractors and Road Graders, are tied for second with 23 wins and 19 losses.

The leading individual averages are Art Spoerri, 186; Earl Oppen, 179; Kip Anderson, 176; Ben Hancock, 175 and Frank Kunz, 175.

The Tractors have the high three-game total, with 2,946; while the Road Graders have high single game of 1,020.

Individual high three games are Art Spoerri, 617; Paul Boyle, 615 and Obie Randen, 613, with single individual high games of 248 for Ben Hancock and 237 for Obie Randen.

VIRGINIA BOYS' CLUB VISITS INSTITUTE

The Institute plant was host to approximately 320 boys, all members of the Virginia Boys' Club, comprising delegates from the Norfolk, Newport News, Alexandria and Roanoke, Virginia, Boys' Clubs on February 21.

The boys came in on a ten-car Chesapeake and Ohio special train and were on a four-day nominal fare educational tour from Newport News to Detroit and return. This tour, the second to be conducted by the C & O System, will mark a continuation of Robert R. Young's (C & O Board Chairman) plans to provide education travel opportunities to boys' clubs from all cities served by the C & O.

The entire party was accompanied by adult group leaders, physicians, nurses and passenger representatives of the C & O.

The management of the Institute plant was very happy to have the group make a tour of the plant in their effort to become acquainted with the various industries served by the C & O System. H. C. Green, division passenger agent, Huntington, West Virginia, was in charge of arrangements with Institute for the tour.

Suggestion System Winners Presented with Awards

Recent suggestion winners at the Institute plant were presented with their awards during the past few weeks. They were as follows: Eva Wiseman, F. J. Sloan, Max Jarrett, T. V. Kirk, W. H. Hill, R. F. Hill, C. H. Nelson, R. F. Dale, E. J. Thompson, Walter W. Melton, Taylor C. Woodring and Shirley Sue Wark.

GENERAL LABORATORIES BOWLING RESULTS

The General Laboratories Men's Bowling League held a prize night on January 8. Winners for the evening were: highest three-game string above average, all groups, John Feldman; highest single-game above average, all groups, Irwin Schaffner; highest three-game string above average, first group, Oscar Beckvold; highest three-game string above average, second group, Donald Cable; highest three-game string above average, third group, Al Weisser, Jr.; highest single game above average, first group, Hank Edwards; highest single game above average, second group, Ed Prill; highest single game above average, third group, Bus Dunn.

Kay Fuller still leads the Girls' Bowling League with an average of 126. The girls are very enthusiastic about their bowling and look forward to their Monday night games. The "Hot Shots" are in first place and the "CIO" team in second.

NEW BEDFORD HOLDS FAREWELL DINNER

A farewell dinner was given for Leonard D. Swearingen, technical supervisor, on January 20. Swearingen is leaving the New Bedford plant to become assistant to R. C. Harrington, technical director of the Textile division in the New York office. A steak dinner was served to a group of 23 overseers and office personnel after which Swearingen was presented with a gift.

Swearingen was born near Trenton, South Carolina, and in 1931 received a degree in textile engineering from Clemson College. He started his career with United States Rubber Company at Winnsboro in 1931 and subsequently became technical superintendent of the plant. He went to New Bedford in 1940 when the Company acquired the Fisk tire cord mills in that city.

Swearingen's position in New Bedford will be filled by Louis M. Boulware, who has been transferred from Scottsville, where he was technical supervisor. Boulware began his textile career at Winnsboro in 1938 after graduation from Clemson College. He joined the armed forces in 1942 and served overseas as an Army captain. He had been technical supervisor in Scottsville since his return from Army service in March 1946.

LOS ANGELES TIRE ENTERTAINS STUDENTS

On Saturday, January 11, a number of students from the East Los Angeles Junior College visited our Los Angeles Tire plant. In order to show these students how tires are made, they were taken on a tour of the whole plant. Escorts for the tour were four representatives of the Product Control division.

MISHAWAKA FOREMEN ENTERTAIN THE LADIES

Always a big event in Mishawaka, the Mishawaka Foremen's Club Ladies' night program on January 18 was one of the most successful ever put on. Over 425 members and lady guests attended the affair at Indiana Club in South Bend.

Wade Huston, retiring president, announced the new officers of the club as Fred Manser, president; Don Zimmerman, vice-president; Von Cork, secretary and William Schmidt, treasurer. Directors of the organization for 1947 are Wade Huston, Ted Hall and F. A. Miller.

A floor show, featuring a magician and several dance and acrobatic numbers, was presented by Roy Wittner, master of ceremonies of the Club Schaefferee, South Bend. Myron Wa'tz's orchestra played for the floor show and dancing that followed. Favors were given to all ladies attending and a number of door prizes were awarded the ladies.

Mishawaka Male Chorus Active

Mishawaka's Male Chorus is experiencing its busiest season to date this year. Following its full day of caroling all through the factory and offices of the Mishawaka plant just before Christmas, the chorus presented a concert early in January at the First Presbyterian Church in Mishawaka.

On January 31 the chorus presented a concert for the 450 members of the Music Club of Kendallville, Indiana. Other engagements for the season were a recital at the Emmanuel Baptist Church, Mishawaka, on February 16 and one scheduled at the River Park Methodist Church, South Bend, on March 16. The climax of the group's season will come in the early spring when the annual Family Night Concert will be presented.

Karl W. Knorr, a well-known Mishawaka musician, is director, and Frank Geerligs is president of the Male Chorus.

New Safety Contest to Start

In view of the favorable experience with Mishawaka's Safety Contest in 1946, the plant is going to sponsor a similar contest for the year 1947. The contest is to run during the entire 12 months. All production and service departments are eligible to compete.

Mishawaka employees are considered generally safety conscious, and it is the aim of the contest to make them even more so. Through posters, the plant magazine and instructions from foremen and supervisors, Mishawaka employees are kept on their toes.



LOS ANGELES SYNTHETIC INAUGURATES NEW SUGGESTION SYSTEM

Starting with the new year, a new and improved suggestion system was initiated at the Los Angeles Synthetic Plant. The new plan was developed in an endeavor to secure more complete and more accurate useable information from the suggester as well as to speed up the processing time on submitted suggestions. The new plan provides a well-arranged printed suggestion blank upon which all suggestions are required to be submitted.

During the past three years the people of United States Rubber Company, Synthetic division of Los Angeles, have turned in many suggestions for improvement of product, methods, equipment, safety, working conditions, etc. These suggestions often proved valuable to the Company and also to the suggester, both in the form of cash awards and improvement to his personal safety and working conditions. The new plan is already proving effective in multiplying the good results obtained from suggestions over the past three years.

Los Angeles Synthetic Reorganizes Safety Committee

In an earnest endeavor to promote an even greater safety consciousness in 1947, the Los Angeles Synthetic Plant has reorganized its safety committees. The new organization consists of an executive committee, made up of department heads and their assistants and a plant committee, made up entirely of plant personnel with representatives from each of the departments. Both committees meet once a month. The new organization functions as an inverted line organization with the plant committee making recommendations to the executive committee. The executive group then acts to make standard procedure of the best suggestions made by the plant committee.

The new plan is proving effective in promoting increased safety consciousness among all employees in the plant.

SHELBYVILLE GYMNASIUM BEING ENLARGED

The gymnasium at the Shelbyville Mills is being enlarged to give room for expansion of recreational facilities. This addition is a two-story wing on the present building. The first floor will give additional seating capacity for spectators, while the second floor is to be used as a game and playroom.

Boy Scout Troop Organized

A new Boy Scout troop has been organized at Shelbyville Mills with Doug Moore as scoutmaster. This troop will be ready for installation and a charter within a short time. The troop was started with boys 12 and 13 years of age with plans for enlarging it.

NAUGATUCK CHEMICAL MEN HONORED

Dr. W. S. Coe of the Naugatuck Chemical Development department was elected to the chairmanship of the New Haven section of the American Chemical Society at a meeting of the group early this month.

At the same time, Dr. W. F. Brucksch, also of the Naugatuck Chemical Development department was elected to serve as counsellor for the group. These two men were the only local persons to receive such recognition. They will serve during the calendar year of 1947.

Dinner Dance Held by Foremen

The Foremen's Club of the Naugatuck Chemical and Synthetic Rubber plants held its annual semiformal dinner dance at the Hotel Elton Ballroom on Saturday evening, February 1. John Ash was chairman of the affair. Attendance at the dance was limited to members of the Foremen's Club and their guests. Approximately 150 couples attended. Clarence Lundstrom, president of the club, said this dance was one of the most successful to be held in recent years.

Naugatuck Chemical Basketball Team Formed

The Alembic Association, a social and recreational organization of Naugatuck Chemical and Naugatuck Synthetic employees, has embarked upon a broader program of athletic activities than was possible during the war years. A basketball squad of 24 players has been entered in the Naugatuck Y.M.C.A. Industrial League. This league also includes the Naugatuck Footwear Plant, Eastern Malleable Iron Company and a team made up of World War II veterans from Naugatuck High School.

While the Chemical cannot yet claim to have the best team in the league, it does have the largest squad of players regularly reporting for games and practice. The team is coached by Andrew McDermott of the Plant Protection department and is managed by John J. P. Long, one of the industrial engineers. Johnnie Long is also the Company's delegate to the Y.M.C.A. Industrial Council.

Basketball has always been popular in Naugatuck, and the Chemical plant has had fine teams in past years. Now that this sport is resuming, much interest is being manifested by the employees generally, and the team is drawing an ever-growing following. The players participating are: Jack Dunn, Bob Hasty, Leon Evon, Ed Skipp, Frank Edmonds, Ray Wisnieski, Charlie Terry, Charlie Hayes, Larry Bruce, Albie Raytkwich, Charlie Forgarty, Mike Poynter, John Galeski, Florian Taranovich, Walt Booth, Art Nauges, Ed Urashka, Dick Tuckey, Charlie Taft, Bob McDermott, Tony Brazicki, Bernie Digris and Chappie Czaplicki.

BRISTOL BASKETBALL TEAM BACK IN THE SADDLE

After riding the rocky road of defeat for several games, the Bristol Basketball Team climbed back into the winner's circle by scoring an impressive win over the Bristol Manufacturing Company on Wednesday evening, January 15. The score was 43 to 35.

The thrills of this game were provided by "Pop" Bruno's deadly shooting from all parts of the floor and the fans really enjoyed the show which he staged. Thomas Finn and Urbain Malo were impressive as usual and the fine passing and teamwork of all the players kept the game rolling along at a fast pace. This victory places United States Rubber Company in a position to eye second place and a few more games like this will bring them into a very favorable position. Other members of the Bristol Basketball Team are Charles Tappero, Ralph Cirillo, Howard Knox, Lenardo Guida, Charles Andrade, Edward Pontes, Joseph Castro, Roger Keith, Thomas Fitzpatrick, Joseph Carreiro and Alexander Vitullo.

Bowling Matches Held

The results of the bowling matches at Bristol on Tuesday, January 7, show that both of the leading teams, Royal and Eonite, took a shellacking, with Eonite losing four to the lowly Supersec and Roy dropping four to Dilec.

The loss meant that Eonite, which has held second place for a good portion of the season, dropped to third, being replaced by Dilec. The latter team had been in the three-way tie for third place with Zipcord and Paracore.

Erick Bense with 335 was high scorer while Laytex, with Connell, Bartlett, Priestley, Stone and Madigan all at their peak, won a place on the scoreboard with a high single of 555.

Bonus Applications Available at Bristol

As a service to veterans employed in the Bristol plant, it has been announced that any papers in connection with the Rhode Island State Bonus, which require the signature of a notary public, may be brought to the industrial relations office for that purpose.

It is also very important for the veteran to know that he must, without fail, bring his original honorable discharge with him in making application for the bonus. Photostatic copies definitely will not be accepted.

Veterans are advised that there will be a supply of bonus application forms on hand in the industrial relations office where they may be obtained on demand. Assistance will also be given in filling out these forms to any who may desire it and, of course, the notarizing service above-mentioned is also available.



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Cover—Most famous landmark in Winnsboro is the Town Clock, on top of the Town Hall. This clock was built and imported from England in 1835. It still keeps perfect time.

PASSAIC MAN WINS SECOND SUGGESTION AWARD IN YEAR

Charles Grolly, machinist at the Passaic plant, was presented with a check for \$165—an award for a suggestion which he recently submitted. Grolly's suggestion covered a change in design of belt stretcher pistons and packings. He suggested that the design of the plungers on hydraulic stretcher machines be changed. He also suggested the use of leather "U" packings to replace the type of packing formerly used.

Since the adoption of this suggestion, the maintenance frequency of repairs has been reduced 50 per cent, resulting in considerable savings. The frequency of repacking the hydraulic stretchers prior to the improvement made by Grolly was one pair of stretchers every two weeks. Since the adoption of his suggestion there has been an absence of any breakage of stretcher pinions and ratchets. In addition, there have been no belt breakages.

This is the second major award paid to Grolly in the past year. The first award was for \$225 and was presented to him in March 1946.

Chest X rays Given at Passaic

On Monday, January 13, the Passaic plant completed its chest X-ray service for all employees. In the eight-day period from January 6 to 13, 3,446 employees were X-rayed by William Hoeler, supervisor of X-ray technicians and Frank Palasino, X-ray technician, both of the New Jersey State Department of Health, Tuberculosis Section, with X-ray equipment provided by the Department of Health.

The program was under the direct supervision of A. J. Hughes, M.D., who is chief of the Tuberculosis Control Division. Management received excellent cooperation in this service from the officers of the Passaic Plant Local Union No. 217, CIO. As a result of the excellent scheduling by Nelson C. Longee, X rays were taken at the rate of four per minute.

ROYAL CORD BASKETEERS OPEN SEASON AT WINNSBORO

The initial game of the basketball season at Winnsboro with the Royal Cord Team piled up a 30-11 lead in the first half of the game with Edgemoor on January 10. The Royal Cord quintet slipped in the last half of the game at the Community Building gymnasium, but managed to maintain their 10-point lead and win out 52 to 42. The season's opener was featured by the sterling play of center Bill Spires of the Royal Cords when he chalked up 20 points to walk away with high scoring honors for the evening. George Osborne, guard, his teammate, took over the runner-up spot in the scoring melee as he racked up 12 points.

The Royal Cords dominated the play at the outset of the game when Bill Spires at the pivot spot and George Osborne teamed up to score 11 points between them to take an 11 to 2 first period lead. Champ Mixon and Bill Spires paced the Royal Cords in the second period, followed by Purvis Collins and Paul Brigman, to establish a 19-point lead, bringing the score to 30 to 11 at the half.

Forward McCorle, of Edgemoor, came from nowhere in the final period to start hitting the basket, accompanied by Watts sharp-shooting eye to give the Royal Cords a scare that almost spelled defeat for the Winnsboro team. Bill Spires, who played consistently good ball all evening, and George Osborne succeeded in coming through in the pinch with 12 points, to outscore the rapidly rising Edgemoor quintet.

ReCORder Staff Holds Party

The ReCORder staff members had a very enjoyable party at the Community Building, February 17. The Valentine Day motif was carried out for the party. Several committees arranged for activities and refreshments at the party. Lois Berzley and Hazel Durden on the game committee, came up with some very unique games. Attractive decorations were prepared by Natalie Shaw and Sara Sims. Eunice Dean and Callie Holsonback saw to it that refreshments were served.

NEW YORK PHILHARMONIC-SYMPHONY ORCHESTRA

CBS coast-to-coast network, Sunday afternoons, 3:00-4:30 p.m., E.S.T.
(Broadcast under the sponsorship of United States Rubber Company)

Featured Guest

- March 2 Witold Malcuzyński
Pianist
- March 9 Zino Francescatti,
Violinist
- March 16 Robert Casadesu,
Pianist
- March 23 Isaac Stern,
Violinist
- March 30 Jascha Heifetz,
Violinist

Science Speaker

- Dr. Ernest W. Goodpasture, *School of Medicine, Vanderbilt University*
- Dr. Ernest Blackwelder, *Department of Geology, Stanford University*
- Dr. Wendell M. Stanley, *Rockefeller Institute*
- Dr. Stafford L. Warren, *School of Medicine and Dentistry, University of Rochester*
- Dr. George Packer Berry, *School of Medicine and Dentistry, University of Rochester*

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