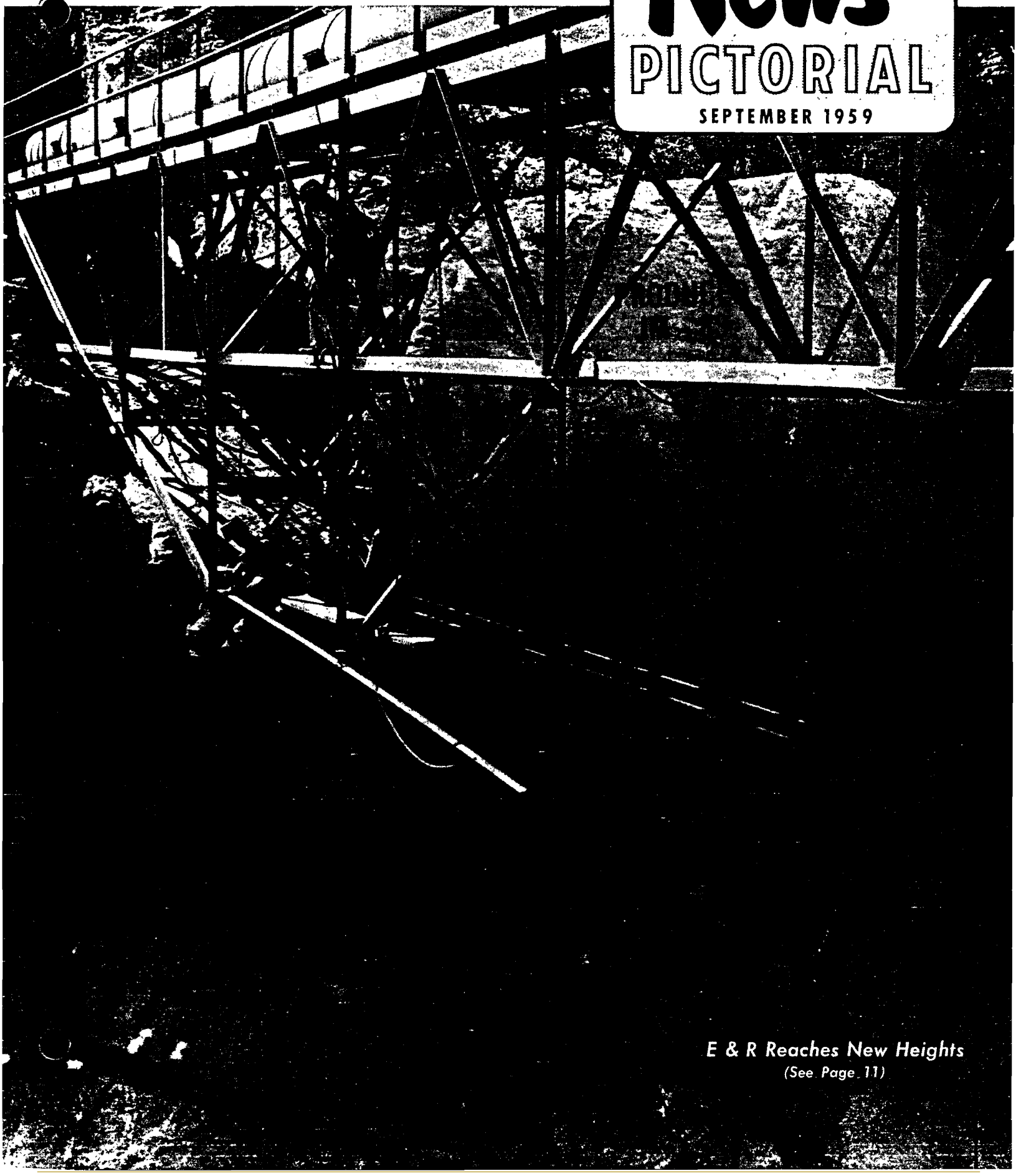
- RADIO HAMS COVER CONTINENT — 4
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JM JOHNS • MANVILLE

News PICTORIAL

SEPTEMBER 1959



E & R Reaches New Heights

(See Page 11)

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Zelienoples' New Dust Lab Is Run by Former Manville Plant Industrial Engineer

Donald B. Henderson transferred from our Manville Industrial Insulations plant to Zelienople early in the year as an Industrial Engineer. Now in addition to work on standards and methods problems he has been given a part time responsibility to make dust studies and analyses at Zelie. He is shown in Zelie's new dust analysis lab. Don's a Biology and Math major and earned his BS at Tusculum College. His first J-M job was as a vacation fill-in.



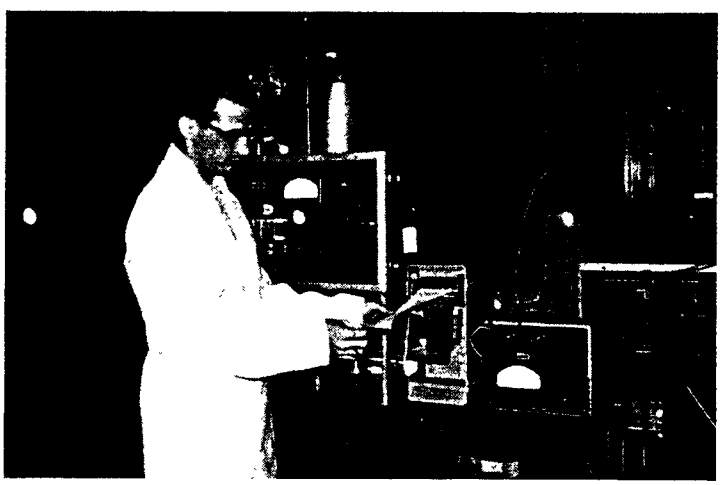
SPUR "SAVE YOUR TOES" EFFORT

Putting their best feet forward to promote Waukegan's "Save Your Toes" campaign we see Plant Manager Everett C. Truax, of the Industrial Insulations plant, and his six staff aides. Needless to say, all are wearing proper foot protection. It's not possible to read what their badges say but it's either "Save Your Toes" or "Make It Right so Jobe (or Flavin) Can Sell It". *From left* IE Supervisor Carroll Gullekson, Maintenance Foreman Dave Renton, Magnesia and Pipe Covering Superintendent Stoddard Lane, Plant Manager Truax, Planning and Scheduling Supervisor Don Bain, Finance Manager Everett Paddock and Quality Control Supervisor Cliff Jensen. The campaign did the trick.



John R. Meeker

MEEKER IS FG QUALITY CHIEF; NEW TEST UNITS FOR DIVISION'S PLANTS



Fiber Glass Division Production Manager J. M. Keenan has named John R. Meeker Division Quality Control Manager. In his newly created post Mr. Meeker will maintain his office at Toledo DHQ. Currently we are installing the latest in quality control equipment at all Fiber Glass plants. At the same time specifications, standards and testing methods are undergoing revision to conform more closely with those followed in other J-M divisions. By mid-August half this new equipment was in use. Bill Miller, Quality Control Technician at Waterville plant, runs a test to check the evenness of fiber glass strands. He is using a new Uster Tester which measures and records variations in yarn. These data offer the advantage of in-process tests and provide clues on defective material soon enough to stop costly output of sub-standard fiber. Roger H. Bengtson supervises Waterville's Quality Control.



POWERED BY GAS—NOT GASOLINE!

Jarratt's cooking with gas on pulpwood truck operation. When he loads this truck with gas Truck Driver Jesse Taylor puts in propane gas—not gasoline! For many years we have run lift trucks, Dempster Dumpsters and other in-plant vehicles with bottled gas. Now we're using it for pulpwood trucks at considerable savings.

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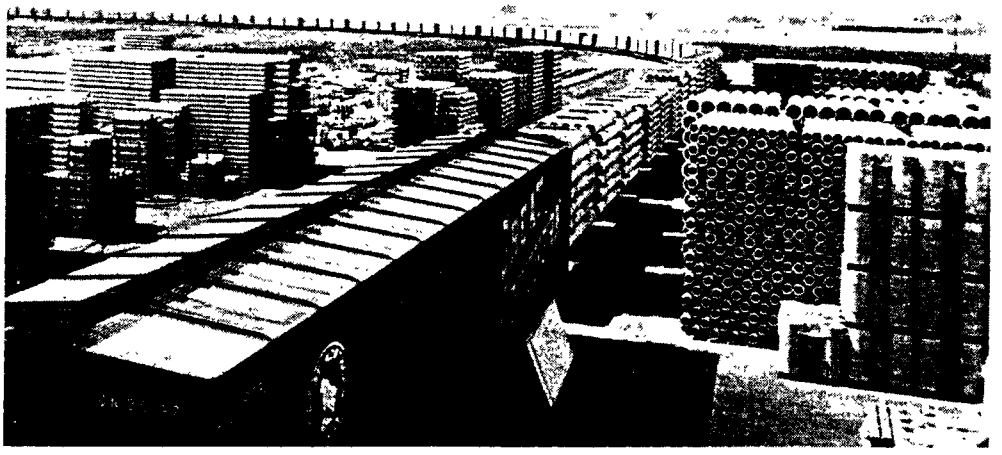


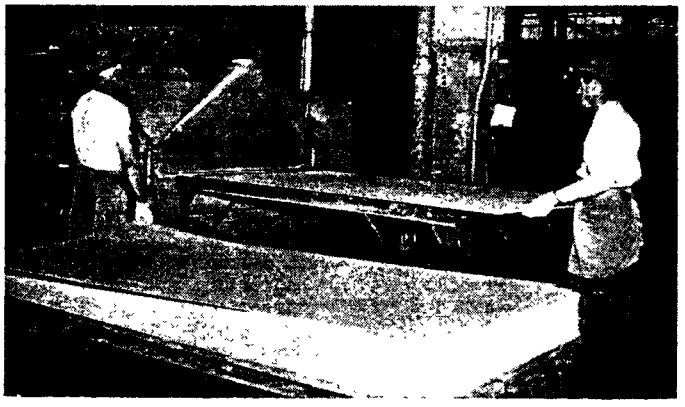
W. T. Prim

Moves to Puerto Rico

William Thomas Prim has been named Resident Sales Engineer in Puerto Rico. Tom moved to this new post, covering Haiti, Dominican Republic, British West Indies, Trinidad, Virgin Island, Sept. 1. He holds a BS degree in Industrial Engineering from Rutgers and since '55 has been an International DHQ Sales Engineer. Tom's father, William H. Prim, is a retired Quarter Century Club member from Manville plant.

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First Full Train Carries 800 Tons of J-M Transite Pipe

Stretching over a quarter of a mile, the first full train load of Transite pipe is shown as it left Stockton plant. Our pipe often travels by rail but this was the first time we filled 27 flatcars. Over 800 tons of 4-inch to 12-inch pipe and fittings were transported to the Southwest to meet an increased demand for Transite. One chief advantage of shipping pipe by full trainload is that we avoid possible damage by other cars being attached and detached.



Build Asbestos and Cement House

It's rare that three J-M divisions are able to cooperate on a project like Asbestos Cement Products Assn. Research House in Oklahoma City. Building Products sales engineers drew the plans. Pipe and Industrial Insulations turn out products for the house. At Nashua, cameo brown and charcoal grey Colorlith was made for counters, walls and living-area and patio floor. The house will show benefits of asbestos-cement as a building product. See forthcoming NEWS PIC's for more news of project. *Top* Jean Belhumeur (left) and Roland Lefebvre sand a Colorlith sheet for ACPA house. *Above* Paul Berube (left) and Desire Cote make final inspection before shipping Colorlith.



HONOR TWENTY FIVE YEAR DEALER

Harry Layfield (3rd from left) joined Canadian J-M in '19 and for fifteen years worked in Toronto and Vancouver. Then, Harry began his own business—H. D. Layfield and Company—distributing J-M's insulations in and around Vancouver. On August 4, H. D. Layfield and Co. became a Quarter Century member of the Industrial Insulations Contractors Club at a dinner-meeting in Vancouver, B. C. *From left* Industrial Products General Sales Manager L. M. Adamson, Western Canada District Manager R. S. Williams, Mr. Layfield and British Columbia Area Sales Manager A. G. Shore.

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J-M's Amateur Radio Operators Span

PRODUCED



G. S. (Jerry) Clackum fathered the idea to organize a J-M network of amateur radio operators to span both the United States and Canada. To get his idea rolling NEWS PIC ran a check among all plants, districts, Research and GPED to see how many licensed HAMS we have in the company. Jerry and others can start with the listing on the opposite page.

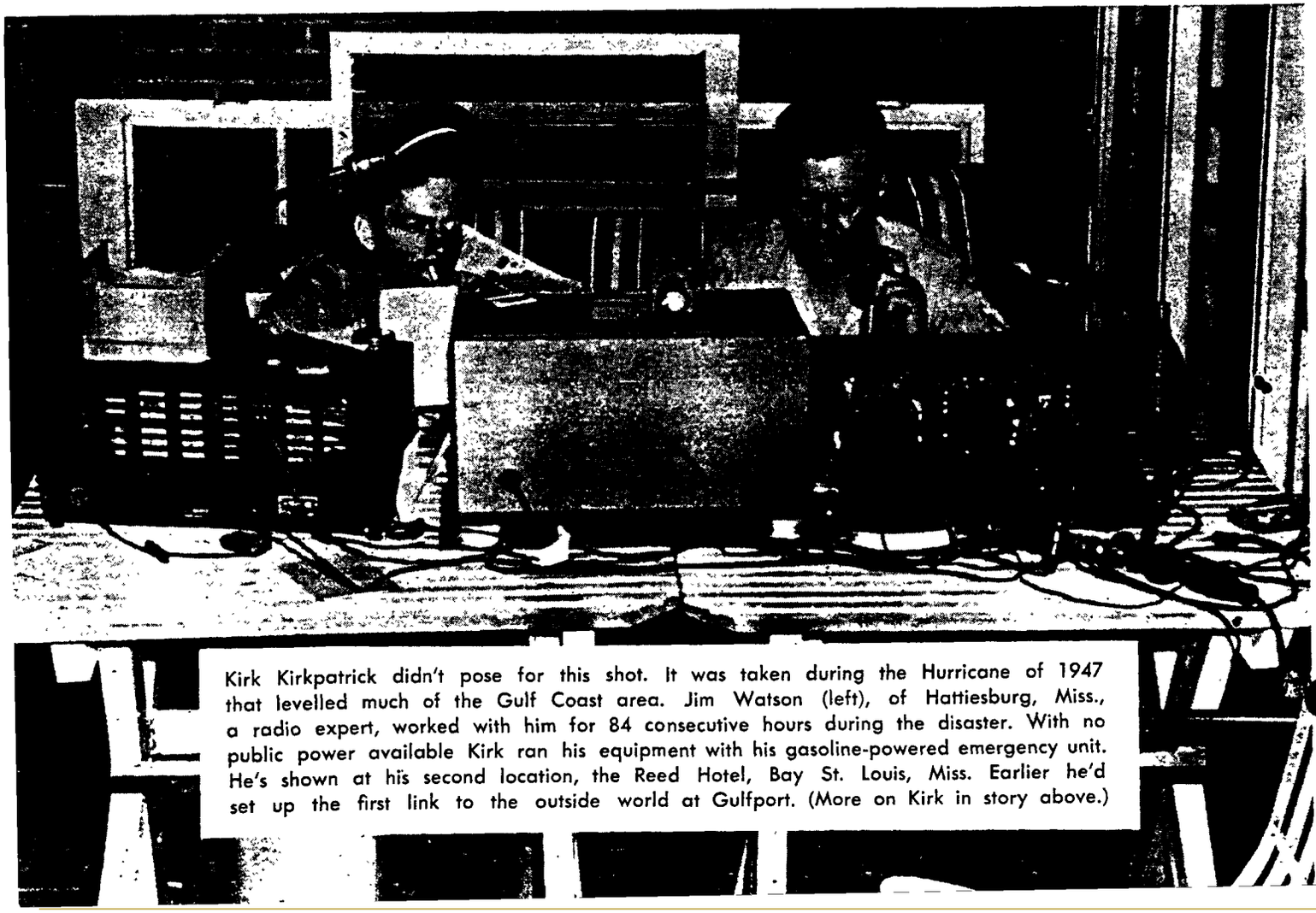
What is a HAM? What do HAMS do? How does one become a HAM?

We don't know all the answers but we do know a HAM is an amateur radio operator to whom the government has issued call letters and a license. HAMS are vital to civil defense and disaster relief.

Probably several present J-M HAMS have received commendation for their work but at this time we know we have at least two notables among our small group. One, Jean Hudson, was featured in the Ripley "Believe It or Not" cartoon as the youngest radio operator in the world (see next page). Another, Kirk Kirkpatrick, was cited publicly for emergency radio service during the vicious hurricane that lashed the Gulf Coast a dozen years ago (see below).

Kirk was awarded a plaque by the city of Bay St. Louis, Miss. as recognition of his tireless work. He relayed messages from Coast Guard, Navy, Army and Red Cross units to disaster forces. He was also in touch with ship radios at sea. They relayed his messages to J-M's New Orleans office so District Manager Art Seavey could direct trucks hauling J-M relief shelter materials toward the few passable roads leading to the storm stricken region's homeless.

There's no telling whether a Johns-Manville amateur radio network will result from this story about our 30 radio HAMS but it's sure as shootin' several J-Mers would like to see it develop. At this time we have HAMS in 29 communities spread over 11 states and two provinces. There may be others who were away on vacation when we made our company-wide check. Any licensed HAM who wants to be on the J-M list can get on by dropping a note to NEWS PIC. Until a network is organized NEWS PIC will be a temporary HAM center.



Kirk Kirkpatrick didn't pose for this shot. It was taken during the Hurricane of 1947 that levelled much of the Gulf Coast area. Jim Watson (left), of Hattiesburg, Miss., a radio expert, worked with him for 84 consecutive hours during the disaster. With no public power available Kirk ran his equipment with his gasoline-powered emergency unit. He's shown at his second location, the Reed Hotel, Bay St. Louis, Miss. Earlier he'd set up the first link to the outside world at Gulfport. (More on Kirk in story above.)

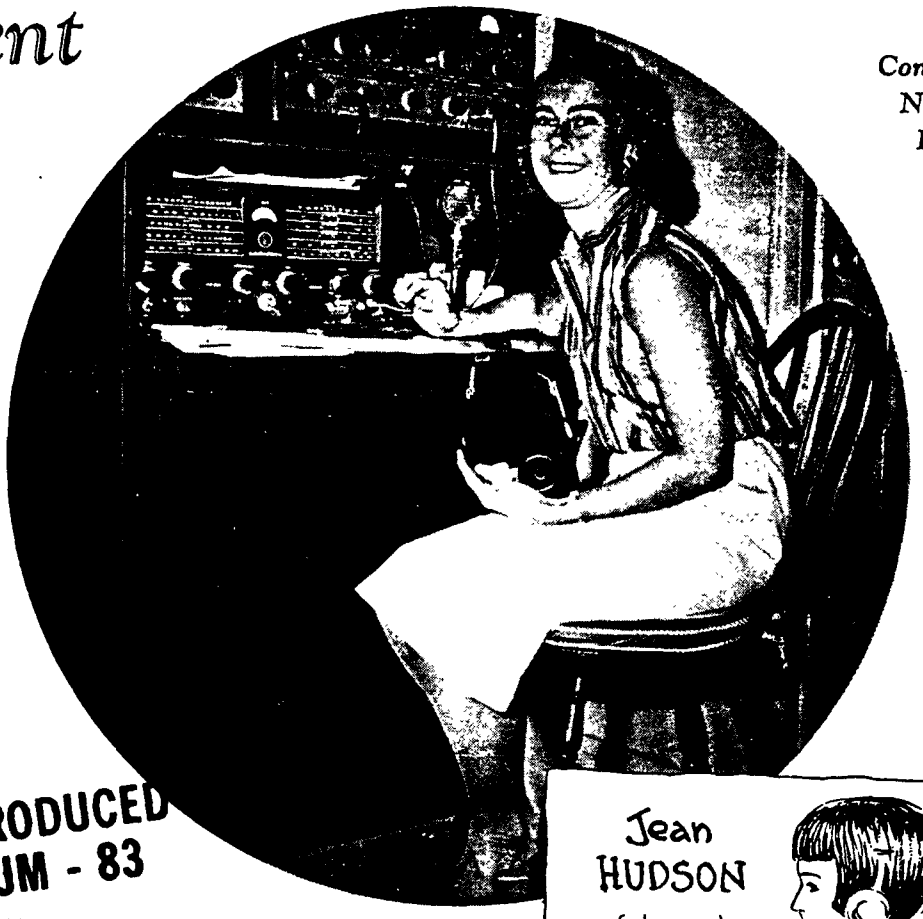
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Entire Continent

Continued Next Page



John Thompson heads our forestry operations at Natchez. The photo gives a good idea of a HAM outfit. *From left* BC348 receiver for Mars use, HQ110 receiver, home built driver and speech amp, final amp-4-400A tube, a vacuum variable plate condenser—auto transformer allows operation at 150-450 W.



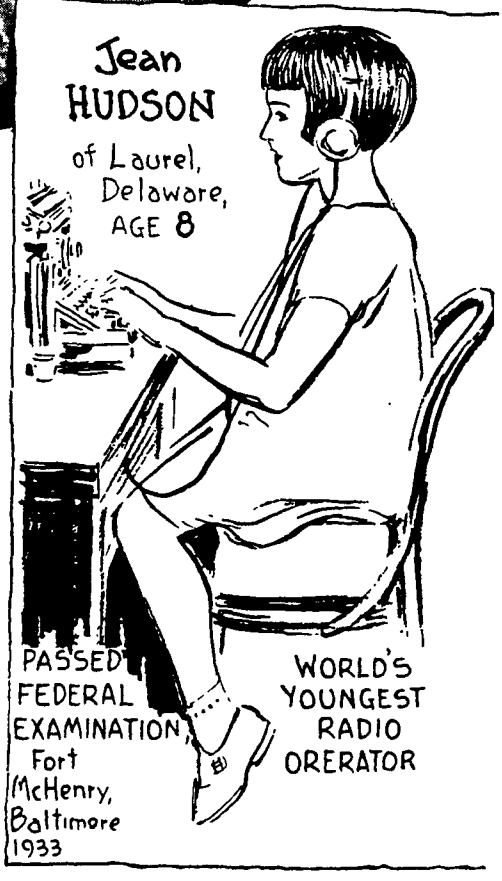
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Our Inter-Continental HAM Listing

HAM Operator	Job & J-M Location	Home Town	Call Letters
Carroll W. Ayers	Handyman—Parkersburg	Vienna, W. Va.	K8BXW
Joseph P. Bieniasz	Lab Assistant—Research	New Market, N. J.	WA2AMG
Anthony Chubrick	Electrician—Manville	Middlesex, N. J.	K2QFX
Gerald S. Clackum	Employment Manager—Richmond	Richmond, Ind.	K9DKA
Ted Czarda	Photographer—Research	Pluckemin, N. J.	WA2ATK
Ray Descoteaux	Timekeeper—Manville	Manville, N. J.	K2JTD
J. (Les) Gartshore	Tech. Asst. to Mgr.—Jeffrey	Asbestos, Que.	VE2OL
Paul K. Hebert	Physical Tester—Nashua	Hudson, N. H.	W1YUB
Jean Hudson	Sr. Technician Finance—GHQ	New York, N. Y.	W2TEF
Arthur J. Jarvis	Process Shop Engineer—GPED	Pluckemin, N. J.	K2YUD
Heinz King	Floorman—Stockton	Modesto, Cal.	K60DA
M. W. Kirkpatrick	DBP Salesman—New Orleans	Baton Rouge, La.	W5KYC
A. L. (Roy) Kite	Pipe Salesman—San Francisco	Fresno, Cal.	K6CZO
M. E. (Mac) Knowles	Comptroller's Office—AFDHQ	Danville, Que.	VE2ANU
George J. Kronmiller	Project Engineer—GPED	Dover, N. J.	K2QVW
Edward Madden	Engineer Designer—Waukegan	Ingleside, Ill.	W9ZQB
Harlan G. Martin	Chemical Engineer—Los Angeles	Monterey Park, Cal. also Lake Arrowhead, Cal.	W6GVT W6JSI
Samuel G. Nelson	Lab Assistant—Research	Pluckemin, N. J.	W2MHK
Homer W. Nowery	Electrician—Parkersburg	Parkersburg, W. Va.	W8CNF
Anthony Olish	Machinist—Manville	Somerville, N. J.	K2RIA
Rose Marie Olsen	Secretary—GHQ	Yonkers, N. Y.	WV2DFE
Joseph Sleeper	Electrician—Tilton	Tilton, N. H.	W1SAL
John Smith	Traffic Manager—North Bay	North Bay, Ont.	VE3EGE
Daniel Smuul	Indust. Engineer—Manville	Flemington, N. J.	W2RDY
Charles P. Swinney	Yard Laborer—Klamath Falls	Klamath Falls, Ore.	K7JHG
Je[illegible] Tempelmeyer	Electrician—Denison	Denison, Texas	W5DEO
John W. Thompson	Forester—Natchez	Natchez, Miss.	K5LYC
John J. Tonnelli	Electrical Foreman—Lompoc	Lompoc, Cal.	W6NLJ
Paul Turner	Process Engineer—Manville	Bound Brook, N. J.	K2CMI
H. J. (Bill) Wood	Asst. Advtg. Mgr.—GHQ	W. Hempstead, N. Y.	W2PMG

Ripley's—

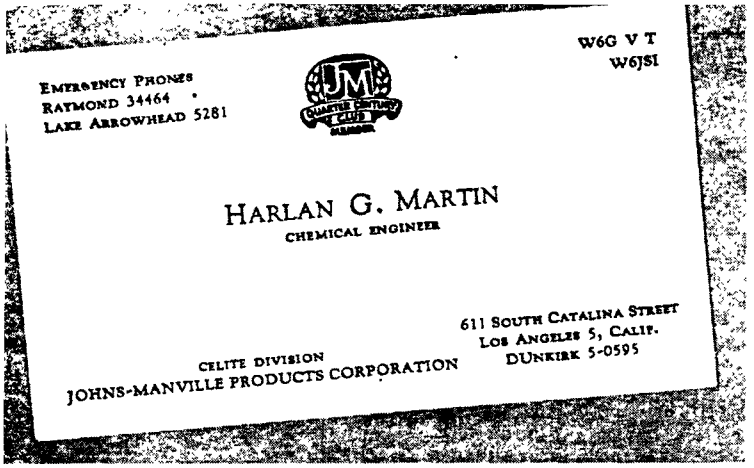
Believe It or Not!



Here we see Jean Hudson as she operates her HAM radio at her New York City home and also as she was drawn by the late Bob Ripley for his widely syndicated cartoon. Jean's father, who has a HAM radio station in Laurel, Delaware, maintains touch with his daughter via radio. The only other distaffer among our known HAMS is also from our GHQ offices. She's Rose Marie Olsen and is operator of WV2DFE from her home in Yonkers, N. Y.

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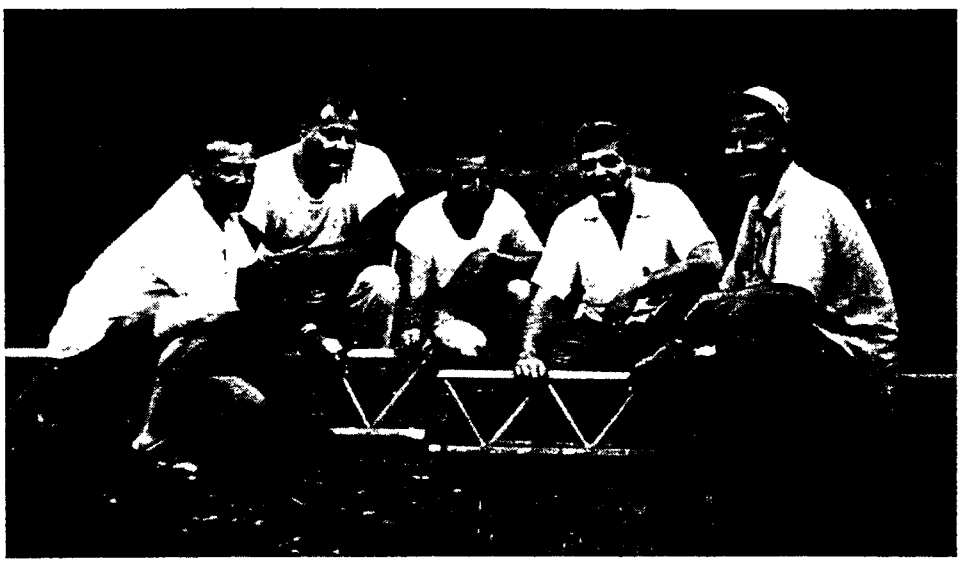




If Celite customers fail to contact Harlan Martin at one of three phone numbers they still have a chance to reach him over one of his two radio stations. An avid HAM, Harlan has been a J-Mer since 1930. His start was as a Lompoc Chemist. Less than six years later he was selling. He holds a BS in Chemical Engineering from the University of California.

J-Mers in International Field Day for HAMS

Each year the Amateur Radio Relay League conducts a field day for HAM radio clubs. The rally is competitive with all American and Canadian units trying to make the most contacts with other clubs during a 24-hour period. Also the rallies offer HAMS good practice in setting up towers, radio equipment and portable power generators. Tents or cars provide sleeping accommodations for off-shift HAMS. Here is the West Jersey Radio Club during the 1959 field day.



One of four transmission towers is about to be set up by West Jersey HAMS. The towers ranged from 20 to 40 feet high. *From left* Tony Olish, Sam Nelson, Ted Czarda, Art Jarvis and Joe Bieniasz. The club had 26 members participating.





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Seems as though Ted Czarda has to be clicking something every minute. He is on key duty for the West Jerseyites. Usually he's clicking away as he snaps his camera's shutter at work.

* * *

Man energy has to be generated just as much as most electrical energy during a HAM field day. Sam Nelson is on KP duty with a hungry West Jersey HAM all set for food even though Sam's just getting the charcoal into the grill. There'll be plenty of waiting for breakfast and a buck will get you two that the menu will be HAM and eggs.



K60DA is a relative newcomer to this country, a new voice on the air, a voice that speaks to fellow HAMS here, in his native Germany and wherever he can make contact. Heinz King has two units—one's in his car and one in his own air-conditioned HAM shack in back of his home. Heinz is in the Forming Department at Stockton plant. He's set to hook up with J-M HAMS.

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Air Service a Time-Saver



Capt. W. J. Vanderkloot

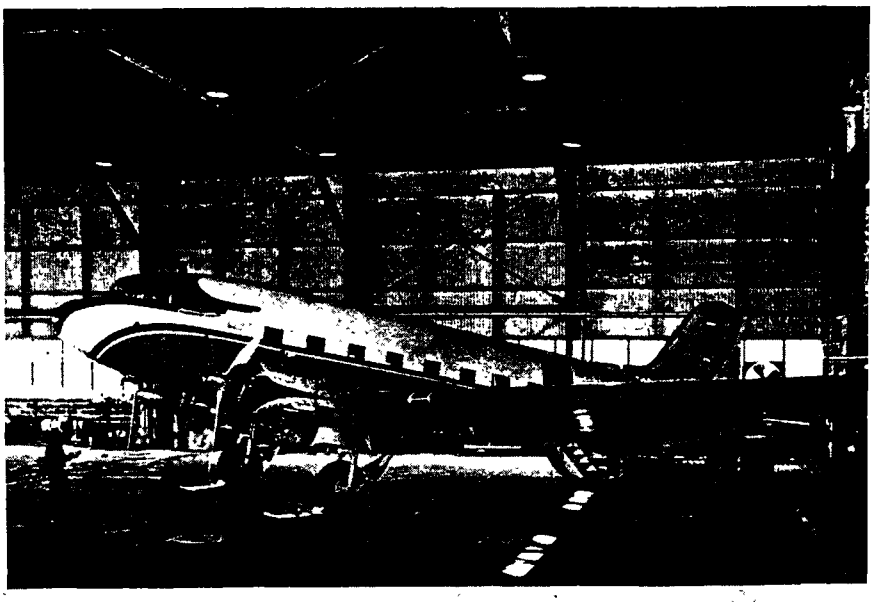


Pilot J. S. Gerow

Time economy is a major problem in a company with operations fanning out over this vast North American continent. Maintaining personal touch with present production and sales locations is a gigantic travel problem that grows each year as we add plants and search for new raw material sources. Commercial airlines often can't fill our travel needs in the time available. Their schedules and routings don't afford the speed or flexibility we gain with our own airplanes. Such time-saving is money in the bank. This is why so many companies have their own airplanes. Of 70,000-odd registered civil aircraft operating in the U. S., about 26,000 are owned either by large or small companies. Chances are 1 in 3 when you hear a non-military airplane droning overhead it is a company-owned plane carrying some company's management personnel or specialists on a business trip.

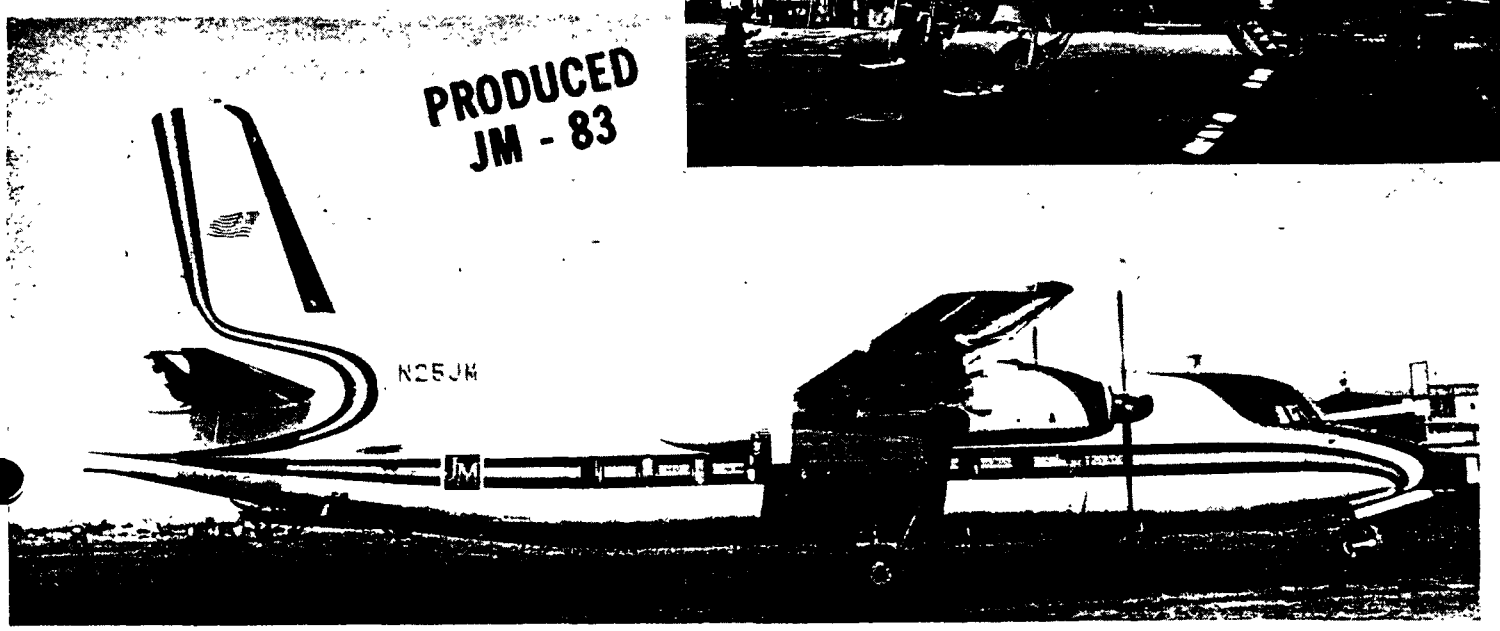
J-M has had its own air service since 1945 when we bought our first plane, a Beechcraft twin-engine that carried five passengers. Since then we've had other planes capable of carrying more people. We now have a modified DC-3, bought in 1949, and a new Fairchild F-27 turbo-prop, which entered our service in June. K. W. Huffine, Vice President for Production, announced the F-27 purchase and said, "It will be used in nearly every phase of company work and will have an important role in helping company executives keep pace with expanding operations. There's no replacement for going out to see a job first hand. Company groups will be able to attend sales and plant meetings in most all cities on the continent and be back in their offices with a minimum loss of time. Engineering, production and sales task-teams will be able to visit all our locations in North America quickly, effecting considerable savings in travel time." Mr. Huffine's responsibilities include our air service, administered by Director of Traffic A. J. Kroll and Assistant Director of Traffic Andy Wallner. Andy's at home in this work—he's a rated pilot.

Chief Pilot William J. Vanderkloot manages our air service. Captain Vanderkloot is a distinguished flyer who was Sir Winston Churchill's personal pilot during World War II. J-M flights have three-man crews with Capt. Vanderkloot or Pilot J. S. Gerow in charge. Our pilots and co-pilots are rated pilots and radio operators. All carry FAA airplane and engine mechanic's licenses. The next pages deal with our airplane maintenance.



Mechanic and Hangar Attendant Steve Fesh stands in front of our DC-3 while Bill Freihoff, another Mechanic and Hangar Attendant, leans out the pilot window. They are servicing tail section controls.

Here's J-M's new Fairchild F-27, a turbo-prop airplane with twin Rolls Royce engines. It can cruise at 300 miles an hour and has a practical operating range of over 2500 miles. This airplane is equipped with the latest in air safety equipment.



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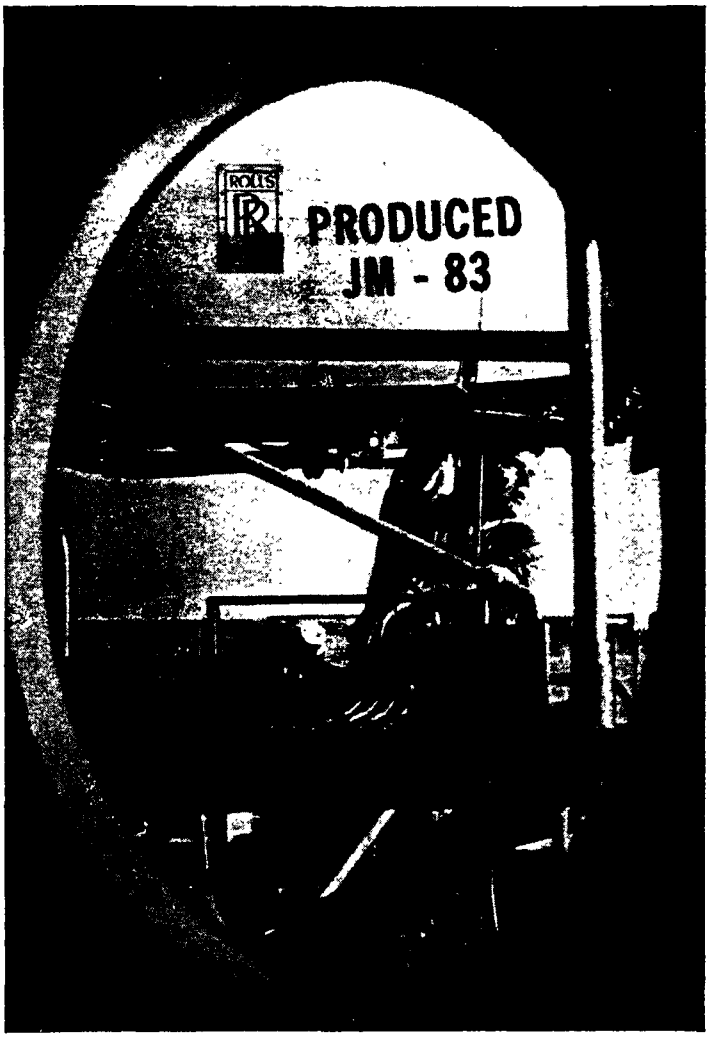
J-M's Air Service



1. It's only a small sign but it signifies a great deal. Since 1955 J-M Air Service has been an approved repair station under a rigid set of standards set by the CAA, now the FAA—Federal Aviation Agency. Only a shop so licensed may do complete repair and maintenance work on engines, radios and aircraft. This gives us a self-contained service on the ground and aloft.



2. Ed Melinski does a touch-up around the window just to the left of the pilot's seat on the F-27. The black spot on the airplane's nose houses radar detection equipment which scans the skies giving our crew early warning of bad weather. Radar supplements air-to-ground and plane-to-plane radio for safety.



3. Passengers don't see sights like this while they are aloft but it takes much work of this nature to keep airplanes "flying right". Here we have Sal Gentile working on the port engine as seen from a passenger seat in the F-27. He's getting set to siphon off enough fuel to eliminate bubbles detected by a safety gauge.



4. His siphon connecti
drawing off prop-jet f
must be eliminated.
bubbles his work will
sonnel. A Co-Pilot an

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Running an air
ing airplanes. F
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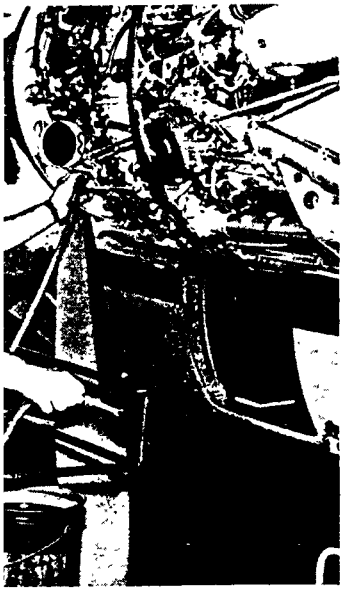
After the work
a flight test. T

7. Training is a never-ending proposition where our airborne personnel is concerned. Pilot Sid Gerow (second from left in front) attends a school on the Rolls Royce prop-jet engine in an improvised classroom set up at Westchester County Airport. At right is Doug Welch, Chief Instructor from Rolls Royce's main plant in Derby, England. Notice the model just in front of Sid. There were at least a dozen models in the classroom.

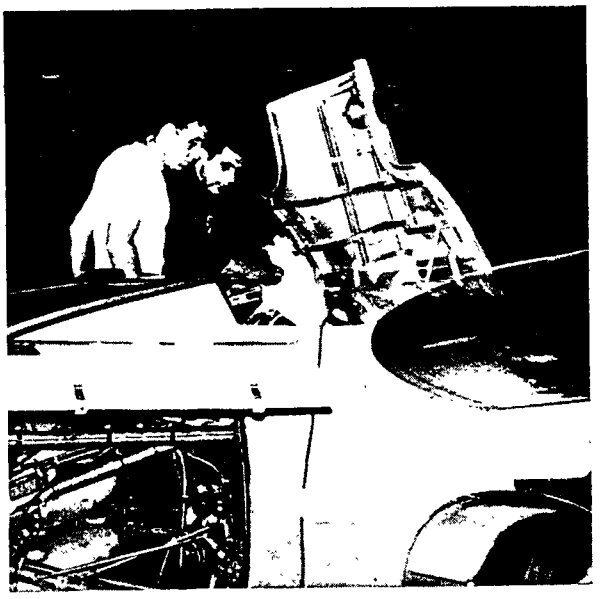




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operly made (see 3), Sal is now
d watching for the bubbles that
he's through bleeding out the
hecked twice by other J-M per-
chanic, Sal came to J-M in '57.



5. Al Sotomayor (right), Mechanic and Hangar Attendant, has just finished a gear box maintenance job and points out exactly what he did to Doc Richert, Co-Pilot and Mechanic. Doc will check the work against the detailed work sheet and inspect all work done.



6. Co-Pilot and Mechanic Frosty Frostick notes inspection sheet after a reinspection of finished work. A third check by Chief Pilot Vanderkloot or Pilot Gerow always is made to provide an extra measure of safety. "Being responsible for others is serious business," says Capt. Vanderkloot.

up Each Hour We're Aloft
lanhours of Ground Work

ice requires more than plotting flight routes or pilot-
concern is safety which means our airplanes must be
lly maintained. Each man in our Aviation Department
echanic and knows every detail of our F-27 and DC-3.

outine starts with a critique and review of jobs to be
pare detailed work lists and each job is assigned to
chanic's work is checked twice by two inspectors, each
is work. Approved jobs are FAA stamped. Also regular
cks of our shop and airplanes are made by FAA experts.

only part of our job," said Capt. Vanderkloot. "It's
abreast of all new methods for repair and service. As
row is at a school for some of U. S. Steel's pilots and
s Royce people, who built our F-27's engines, are run-
lext Sid will get flight training and then be checked
Sid has piled up over 10,000 flying hours but still
or prop-jets. Anyone can fly after a few hours train-
ke up an F-27 until we're entirely familiar with every
and the very complicated electronic control system."

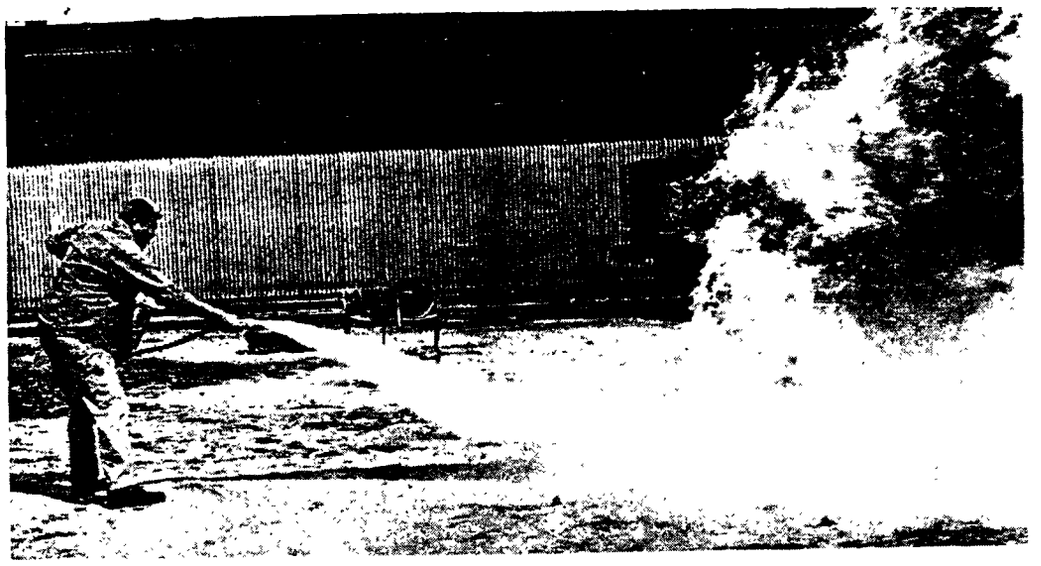
n here was finished the F-27 was towed out (below) for
lays later it flew a Pipe Division group to California.





This unit of our complete hangar shop is equipped to repair and test all our radio, radar and other electronic devices. Tests found something amiss on this component being rewired by Joe Hager, Co-Pilot and Mechanic, our specialist for all electronics. Our other electronics man is Al Sotomayor.

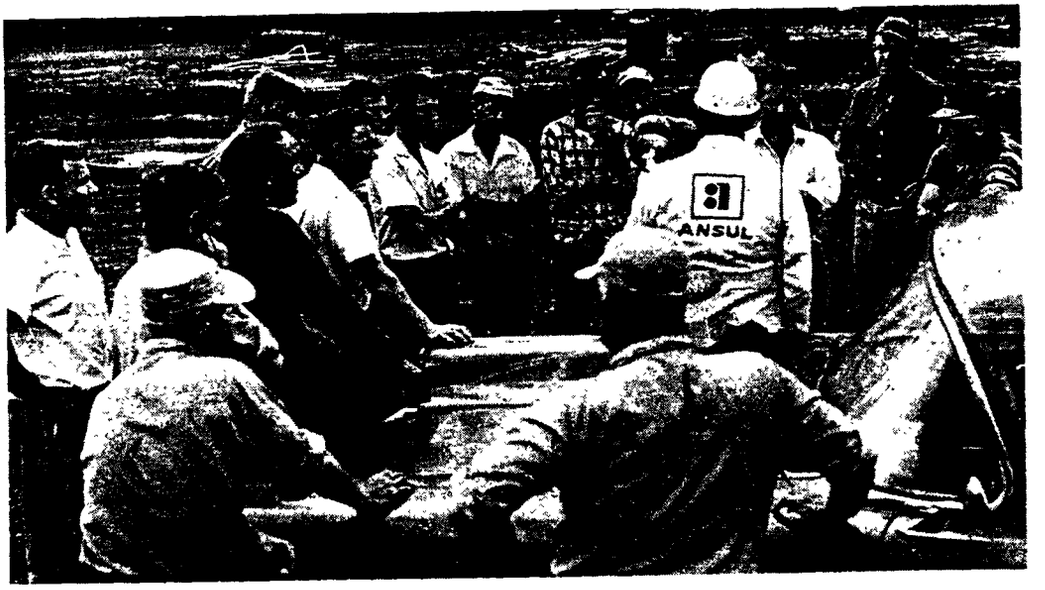
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TECHNIQUES OF FIRE FIGHTING TAUGHT TO 225

More than 225 Waukegan plant J-Mers were instructed in the latest techniques of fighting flammable liquid, wood, oil and electrical fires at a three day school. Sessions were conducted by Roger Nicklaus, representing the Ansul Chemical Company. He explained and demonstrated the uses of dry-chemical as well as soda and acid-water extinguishers. J-Mers at the school had a chance to put out various types of fires.

PRODUCED *
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Glenn Stevens goes to work on an oil fire with a dry chemical extinguisher. Practice fires were carefully controlled even though they were set in open areas away from all of the plant buildings.

* * *

Roger Nicklaus (with back to camera, in white coveralls) has the full attention of J-M firefighters as he explains workings of a new extinguisher. Sessions were held in Waukegan's training room when no practice was scheduled.



Eva Elizabeth Gonsalves

A J-Mer You Should Know

Hawaii, our Fiftieth State, was the home of Eva Elizabeth Gonsalves until she became a San Francisco Clerk-Typist just two years ago. Eva was born, raised and educated in Honolulu. Shortly after the attack on Pearl Harbor she began work for the Office of Civil Defense. After the war Eva worked for a J-M distributor, Honolulu Iron Works, and then moved to San Francisco. She is now an Order Clerk and commutes from Dale City. Eva has a daughter named Mary Kanoehiwalaiu Texeira—"Clouds in the Heavens".

ATLANTA'S DADS WORK SO THEIR SONS CAN PLAY BALL



In Atlanta, as in many J-M locations, baseball does not only mean Big Leagues—it means the Clairmont Little League too. We are very well represented in the League. J-Mers helped build the back stop, press box and concession stand and their children play for the teams. *From left* Industrial Insulations Area Sales Manager W. J. Walsh, Assistant Pipe District Manager C. T. Norman (who is the League's Secretary-Treasurer), Braves Catcher Mike Walsh, Lookouts Pitcher Stevie Norman and Friction Materials Salesman J. D. Andrews (Vice President of the League). Jeff Andrews' son, Butch, is another Clairmont player—he's Catcher for the Eagles.

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Herbert Morton Ball, *Secretary* Joseph L. Wood, *Treasurer*
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THE SALESMAN — QUITE A GUY

The responsibility of keeping America's factories humming rests to a large extent in the hands of the salesman.

All the industrial plants in the nation would soon stop production if the output was not being sold day after day, week after week.

When you consider the huge amount of goods produced in America you realize this is quite a job.

Many People Depend On Him

In total there are only about 600,000 manufacturer's salesmen in the U. S. Their job is to sell the products produced by some 16,000,000 manufacturing employees.

Sales Management Research and the National Industrial Conference Board figure it this way:

> Each manufacturer's salesman keeps 26 factory workers in their jobs . . . Counting their dependents and his own, he helps provide for at least 94 men, women and children.

In all, he has a lot of people depending on his ability to sell products.

Johns-Manville has 1,026 salesmen in the field to handle the output of J-M plants. When you consider total J-M employment is over 20,000 you realize we have a lot of people depending on each J-M salesman doing an effective job.

It Takes Team Effort

When sales are climbing it's good news for everyone in the company — not just for the salesman. A good sales record not only makes today's job more secure, but encourages planning for future expansion.

The salesman isn't doing it all. Increased sales depend on a great many things beyond the ringing of more doorbells. Better selling is not a one-department job at all.

Better selling has its roots deep down in every part of the company. No matter how good a salesman is, he needs to be backed up by the production department, shipping department, purchasing department, advertising department, accounting and research departments — everybody.

Johns-Manville success in a century of operation is based on our ability to sell quality products hand in hand with quality service. In the final analysis everyone in Johns-Manville is concerned with J-M sales and we all should look for every opportunity to help make the J-M salesman's job more effective.



J-M salesmen (above) undergo intensive training at the Johns-Manville Research Center. Production processes, product applications and sales techniques are studied by salesmen-in-training to enable them to provide added service to J-M customers.

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Construction Outlook

Industry figures for the first six months of 1959 indicate that construction this year will exceed the all-time records established in the building boom year of 1955.

Johns-Manville statistical studies and field reports for the half year ending June 30 indicate:

- America should spend about $78 billion on construction of all types during 1959.
- New construction alone should hit an all time peak of about $56 billion.
- In the vicinity of $22 billion should be spent on modernization, maintenance and repair of existing structures.

In fact, all indications are that the rest of 1959 will be a period of opportunity for all of us in Johns-Manville since booming construction should have a stimulating effect on all J-M markets. And the continuing efforts of Johns-Manville to produce more, sell more and earn more should enable us to take advantage of this increased business activity.

COVER PIX To Lompoc's E & R crew the unusual is ordinary so reinforcing a bridge 80 feet in the air is just another job. Working Leaderman Carl B. Frost (top) and Mechanics Leo Hatfield (left) and Troy Reynolds are erecting support for bridge. The structure holds a 30-inch Transite pipe which carries dust and exhaust gases to dust collector in another part of quarry.

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Women Behind J-M's Men



These three "Women behind J-M Men" tallied the most readers' votes since our last group appeared in the May issue. Again we have three distaffers coming from a plant, a district and a division headquarters. That's what we call smart voting!



Florence Davis *J. G. Vincent*



A. F. Ahlgren *Diann Murphy*



Eleanor Gallinger *A. G. Sinclair*

Florence Hargis Davis is in fact "A Woman behind THREE J-M Men". She is Secretary to Joseph G. Vincent, Building Products Finance Manager at Marrero plant. She is the daughter of James J. Hargis, a die maintenance man at this same plant from 1935 to 1941. And, she is the proud mother of George Davis, who began at Marrero in 1957 and now is a Scheduler at our Denison, Texas, pipe plant. Mrs. Davis has another son and two daughters. Russell, 20, is an Airman, 2nd Class. Jean Anne, 15, and Betty, 10, are in local schools. To relax Mrs. Davis enjoys swimming.

Diann Murphy is Secretary to San Francisco Credit Manager A. F. Ahlgren, has been married to Leo Murphy for three years and has an 18-month-old son, David. As Diann McEntee, she attended San Francisco College for Women and the MacAleer Secretarial School and then became an Industrial Products Division Stenographer in '54, before that unit was split into three divisions. In '55, while still a Miss, Diann became Mr. Ahlgren's gal-Friday. Mr. and Mrs. Murphy commute daily from Dale City to SF, where Leo is with the Pacific Telephone and Telegraph Company.

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Eleanor Gallinger has been Executive Secretary to Canadian Products Division General Manager A. G. Sinclair since February 1 this year. As Eleanor Gould she prepared for a career in business at Shaw Business College in Toronto and after two other jobs came to J-M in May '46 as a Dictaphone Operator in Toronto Office Service. She moved to Senior Stenographer and Senior Secretary en route to her present post. During this period she became Mrs. Edward Gallinger. Mrs. Gallinger's water hobbies are boating and fishing. On land she's an amateur horticulturist.

GOT A FAVORITE? THEN GET YOUR FRIENDS TO HELP YOU ELECT HER!

Want your nominee for this page featured? Send us both her name and her supervisor's name and location. Send your vote to Paul Corbalis, NEWS PIC, GHQ. Next group will appear in November.

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Big Clock Ticks for Safety!

"Don't YOU be the one to stop the clock!" is the warning over North Bay plant's safety sign. The small hand points to the 1,000,000 safe manhour mark already achieved in our only Canadian insulating board plant. The big hand points to days already worked toward a second full year's production without a disabling injury. Plant Manager Bill Young (left) and Safety Supervisor Morely Pringle seem pleased.

ZELIENOPLE IS THE 4TH INSULATIONS UNIT TO DO ORDER WORK

* * *



Faster customer service is the reason for shifting order handling from districts to plants in some J-M divisions. Industrial Insulations has its Billerica, Nashua and Richmond plants well along in order handling. On July 6th Zelienople started to process orders. Order Interpreter Paula Jacka (left); Supervisor of Planning, Scheduling, Purchasing & Traffic Glenn Rice; and Department Clerk Donna Hoover review Systems manuals to make sure they'll give Zelie's customers top quality service.



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ASSE guests gained a good idea of the remarkable strength of Transite® pipe when they witnessed this demonstration that has had a pipe length and a sewer fitting holding a ton three years. J-Mers are Steve Flynn (left), Philadelphia District's Assistant Manager, and Tom Roberts (dark suit), District Sales Manager at Philadelphia for our Pipe Division.

ASSE CHAPTERS IN '59 MEETING AT PLANT AND RESEARCH CENTER

Manville Pipe plant and our Research Center opened their doors wide for the annual meeting of three chapters of the American Society of Sanitary Engineers. One hundred visitors from eastern Pennsylvania, New Jersey and New York attended. Tours through Research and Pipe production and testing operations preceded the joint annual meeting. Jack Dale, Philadelphia Salesman, was approved as an ASSE member. He is J-M's third member, joining J. R. Allen, Manager for Dealer Sales, and Tad Gillen, Assistant Manager, Pipe Sales Engineering.

Left J. R. Allen shows W. Wilbur White, of Detroit, ASSE President, a cut-away sample of Transite Building Sewer Pipe. Mr. White tries to loosen one of the rubber rings in our Ring-Tite® coupling but the Manville-made rings won't slip one bit. They're made to hold.



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Walter George



Leo Rutkowski

When the official group picture of Waukegan's '59 Quarter Century Club Inductees was taken, Walter George and Leo Rutkowski were out of camera range. Here they are individually.

SIXTEEN TO JOIN WAUKEGAN QCC

In the 15 years since Waukegan plant's Quarter Century Club Chapter was founded, 264 J-Mers completed twenty five years of service there and were honored by membership in the Club. This year 16 more names will be added to the membership rolls. On October 8th, A. R. Fisher, J-M Chairman and President, will be Inducting Officer at the ceremonies which will bring the Chapter's active membership to 83 J-Mers. *Seated from left* Fred M. Armstrong (transferred to GHQ as Director of Employee Relations and Management Development, he'll return for the induction ceremonies), James L. Miller, Sylvia Hall, Helen Weber, Burton Inman, Otto Goetziner and Charles Theis. *Standing* Rudolph Rosenthal, Ray Swanson, John Bartell, Harry Bennett, Michael Diagula, Joseph Luzar and Raymond Vayr.

* * *

ALBERT BECKER IS FIRST

Dealer Building Products Salesman Albert Becker (center) was 1959's only QCC inductee in Minneapolis. In fact, he's the first ever for the District. Assistant General Sales Manager F. E. Dutcher (at left) officiated at the ceremony while Mrs. Becker shared the spotlight.



Announcements

QCC MEMBERS TO BE INDUCTED:

At New York Chapter dinner, Sept. 17, Commodore Hotel, New York City.

BJARNE ASPER — WILLIAM P. GIBBONS
CLYDE BARNETT — W. J. LITTLEFIELD
JOHN H. BURKE — HENRY O. McELYEA
E. KENNETH CLARK — HENRY W. MILLER
WILLIAM DeHAAS — STANLEY C. RAIRDON
THOMAS H. EATON — JAMES H. SELTZER
JOHN T. GEISSLER — GUY A. WHITE
W. C. WINBLAD

At Richmond Chapter dinner, Sept. 24, Leland Hotel, Richmond, Indiana.

KENNETH E. COOK — RICHARD T. SMITH

At Toronto Chapter dinner, Sept. 30, Royal York Hotel, Toronto, Ontario, Canada.

HAROLD COKER — ALFRED G. SINCLAIR
RUSSELL B. JOHNSTON — DAVID M. STEWART
PERCE W. WILLIAMS

At Dutch Brand Chapter dinner, Oct. 7, South Shore Country Club, Chicago.

GEORGE H. BILLS — CHESTER KLEIN
ESTELLE DUTKO — ROY PAETH
JAMES A. E. HOPKINS — WILLIAM J. B. WARFIELD

At Waukegan Chapter dinner, Oct. 8, J-M Club, Waukegan, Illinois.

F. M. ARMSTRONG — JOSEPH L. LUZAR
JOHN J. BARTELL — JAMES L. MILLER
HARRY BENNETT — RUDOLPH ROSENTHAL
MICHAEL F. DIAGULA — LEO P. RUTKOWSKI
WALTER GEORGE — RAY L. SWANSON
OTTO C. GOETZINGER — CHARLES A. THEIS
SYLVIA S. HALL — RAYMOND VAYR
BURTON E. INMAN — HELEN C. WEBER

At Asbestos Chapter dinner, Oct. 14, A.A.A.A. Clubhouse, Asbestos, Quebec, Canada.

ROMEO L. AUBE — LUCIEN GEOFFROY
ANTONIN C. AUCLAIR — MAURICE D. GILBERT
JOSEPH R. BATSTONE — OVILA GILBERT
J. ARMAND BEDARD — NORMAN G. GRIMARD
LOUIS EDOUARD BEDARD — HAROLD S. HEATH
J. G. EUCLIDE BERGERON — MAURICE R. LAMBERT
ADRIEN C. BOISSE — WILLIE LAMBERT
J. A. ALBERT BOISVERT — RUSSELL H. LUNAN
J. ARTHUR BOISVERT — J. LUDGER MARTEL
GERARD BOUTIN — H. CHARLES MILOT
J. ROSAIRE BOUTIN — KENNETH G. McNEILL
ALDEN M. CARR — NELSON E. McNIFF
BRENDON J. CASSIN — JEROME L. OLNEY
ARMAND CHAMPOUX — LIONEL PARADIS
A. LIONEL COLLARD — A. GASTON POIRIER
DOSYLVA DUCHESNEAU — WALTER SOUCY
GEORGE K. FINDLAY — FERNAND VANIER
HERMAN E. FRERICHS — ROBERT G. VANIER
ALMANZAR FUGERE — ROY A. WHITEHEAD

At Cleveland Chapter dinner, Oct. 15, Lake Shore Country Club, Cleveland, Ohio.

WILLIAM F. MARKS

At Nashua Chapter dinner, Oct. 15, McNulty and Foley Restaurant, Nashua, N. H.

CHARLES E. BARRY — JOSEPH LACHANCE
RICHARD BAYBUTT — PHILIP LEMELIN
CARL E. CHURCH — THEOPHILE NADEAU
PAUL R. CHUTE — LEMUEL W. PAGE
JOHN L. HAGEN — G. WILLIAM WELSH
CARL R. HUMPHREYS — HOWARD W. WISEMAN

RETIRING—OCTOBER 1

GEORGE BICKAR, Manville
WILLIAM G. BIRNEY, Toronto DHQ
JOSEPH J. BRODIE, Jeffrey
FREDE COTE, Jeffrey
ELLIS N. DAVISON, Waukegan
VELKO GOSHEFF, Waukegan
JOHN E. HENDRICKSON, Waukegan
JOHN F. McDONOUGH, Manville
THOMAS MAJKA, Manville
GEORGE NAGY, Manville
JOSEPH NARCISSE, Marrero
GEORGE R. PIERCE, New Orleans
JOSEPH RODEK, Manville
GEORGE ROMANEK, Manville
R. C. SIMMONS, General Headquarters
ALBERT D. TECTOR, Asbestos
JOHN I. TURNER, Waukegan
WILLIAM WALLACE, New Brunswick

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CONDOLENCES

LON L. MULLINS, San Francisco, July 2.
MARYON WARZYBOK, Manville, July 6.
MACK BRIGGS, Manville, July 19.
ANDREW MAYERNIK, Manville, July 25.
DONALD M. OUTWIN, GHQ, July 28.
PHILIPPE MORISSETTE, Jeffrey, July 30.
MANUEL REYES, Manville, August 9.
ANTHONY DELROCCO, Manville, August 10.

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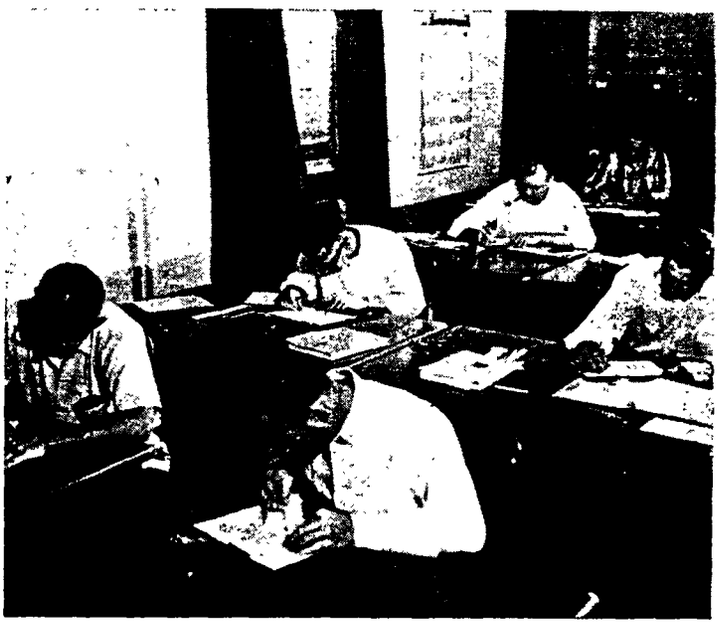
STUDY STANDARDS AND METHODS AT MANVILLE

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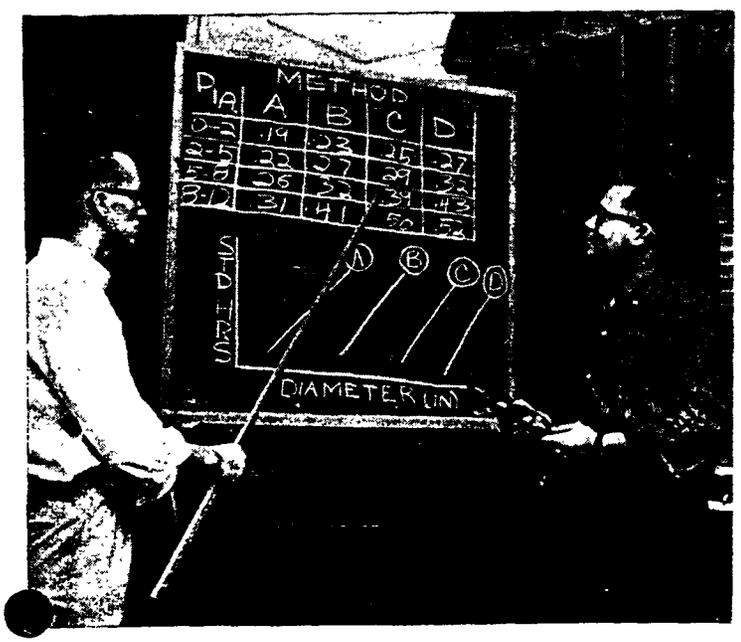
Something new has been added to J-M's training of Industrial Engineers. Our IE's, hired by divisions, used to receive four weeks of classroom training and then spent up to two years gaining experience and knowledge while working in plants. Now ten centrally-recruited industrial engineering graduates of leading colleges and universities, (plus two IE's from our Fiber Glass Division) are undergoing six months of intensive training and actual in-plant work experience at Manville. A chief advantage of the half-year school is that while theories of methods and standards engineering are still fresh, our IE's practice on practical projects—thus cementing their newly-gained skills. In addition they are being trained in finance, safety and inventory control by GHQ-DHQ specialists. In '60 the dozen new IE's will begin work—more thoroughly trained in one fourth the time previously needed, thanks to the program directed by Standards Engineering Manager W. R. Kelty and Methods Engineering Manager J. W. Roberts.



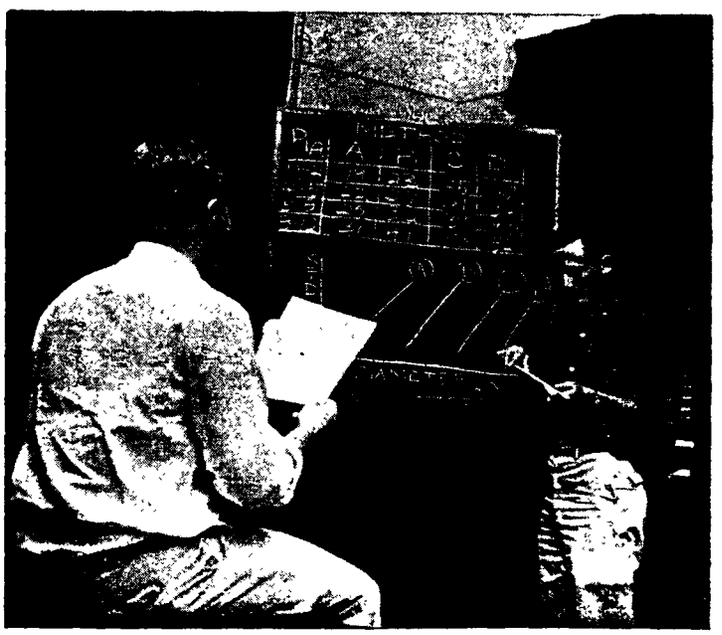
Standards Section Supervisor Gordon Wall (seated), who's in charge of the training, operates bell, buzzer and lights while IE trainees practice timing. *From left* Glenn Maggio and Joe Henningsen, Lehigh University; John Walker, Rensselaer Polytechnic Institute; Ed Sand (FG), Wittenberg College.



Half of the trainees prepare time study sheets for practice session. *From left, along wall* John Anderson, Dickinson College (also began Master's degree work at Wharton School); John Walker; Joe Henningsen; Jim Painter, Lafayette College. *In foreground* Glenn Maggio and Ed Sand.



John Walker (left) and Tom McCormick, Lehigh University, explain results of an in-plant study. Over 55% of training time is spent on plant practice. Manville is ideal because trainees actually work in the plants of four separate divisions.



Eric Vaule (left), Massachusetts Institute of Technology, and Dick Patznick (FG), Bowling Green State University, study chart. Not shown: Martin Unger, Lafayette; Ron Lichtenwalner, Lehigh and Ken Roberts, Bucknell University.

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Zola Knoblock makes Herb Swanson a life member in Lompoc's PTA in appreciation of his work among young musicians, local 4-H clubs and Little Leaguers around the area. The Harmony Vendors kept quiet in back of a curtain for the award and then let loose with some pop tunes in salute.



Here is the Hapgood Junior Marching Band at the start of a Lompoc parade. Herb's well-tutored musicians have walked-off with prizes in parades and band competitions.

Lompoc Mechanic-Maestro Has Kids Tooting at both Parades and Dances

"Music is my first and prime hobby. I've played in many military and dance bands and directed Lompoc's Municipal Band for nearly four years". That is Herbert Clark Swanson's thumbnail description of his music background. But there's much more. Herb's musician father named his son after his favorite bandmaster, Herbert L. Clark. Since toddler days Herb has been a music bug.

Herb is an E & R Mechanic who devotes spare time to helping young fry learn to play musical instruments and to set up bands and orchestras. This hobby began with a class of young would-be trumpeters. The boys and he decided a brass band would be fun. The idea caught on so fast he had to get teaching assistance for some instruments. When the band grew to 80 youngsters, Herb didn't have enough parts in the scores so wrote more to bring in everything from brasses to percussions to reeds. Local businessmen helped to purchase instruments and uniforms. His pay is the satisfaction he gets from working with kids. He also organized the Harmony Vendors, a 10-piece dance band.



Back in the '30's Herb played with an orchestra called the Harmony Vendors and now the high school dance band he organized has taken the same name.

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