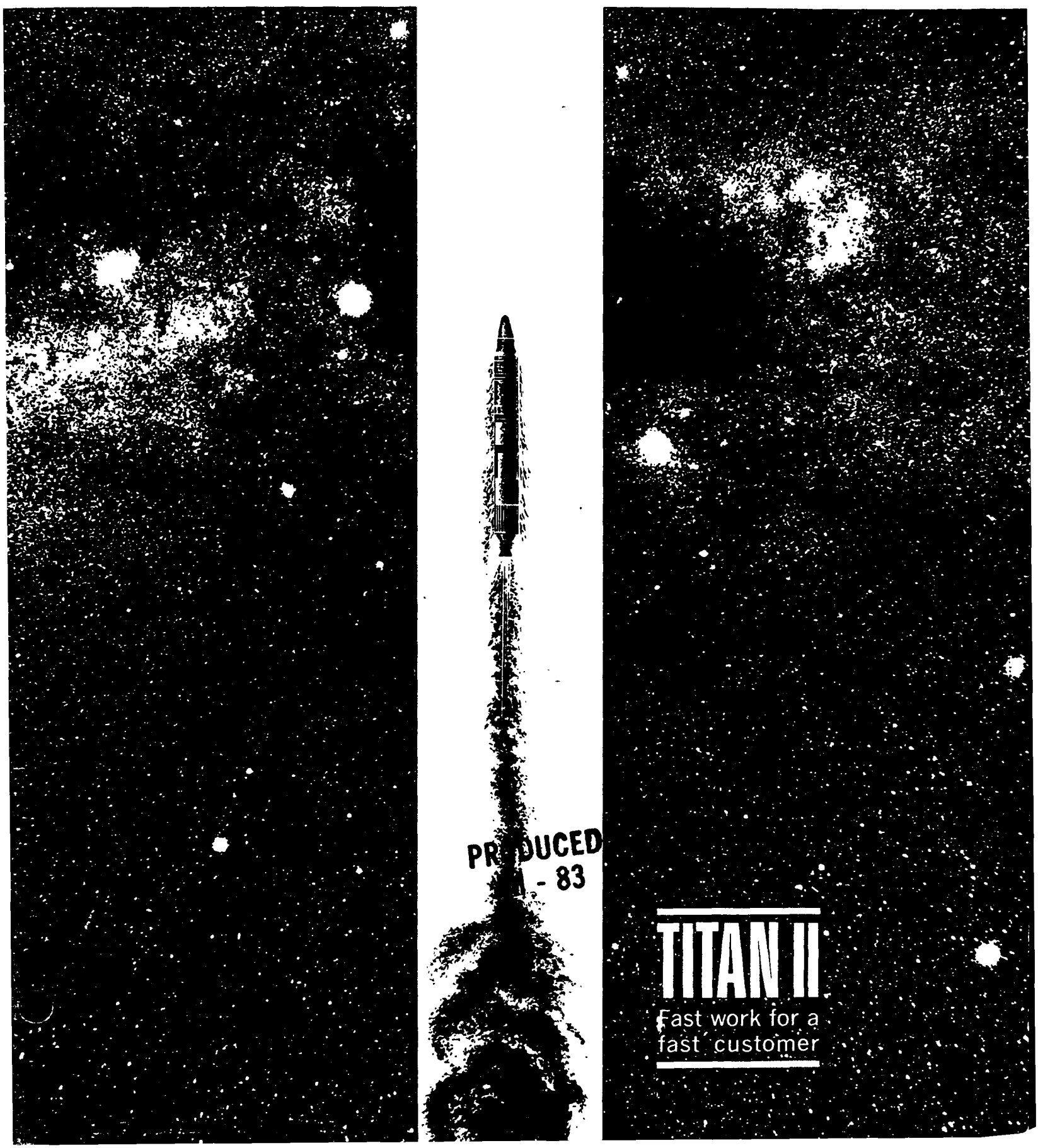
NEWS/PIC

JOHNS MANVILLE JM PRODUCTS

SEPT./OCT. 1963

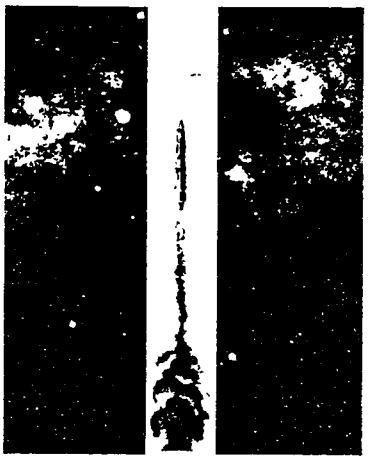
For the 21,652 Johns-Manville employees, retirees and their families



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NEWS/PIC

Published for all 21,852 J-M employees, retirees and their families by Johns-Manville Corporation, 22 East 40th Street, New York 16, N. Y.



Cover is artist's conception of our fast customer, the Titan II ICBM blasting out of an underground silo. Vince Neeson and Charles Wigle of Martin and Robert Costello of United Airlines cooperated with illustrations and clearances (Story pp 3-7).

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Lady invades men's re

"What kind of girl can jump from salary work and progress in a field by men?", News/Pic asked Bob Hoagla intendent, Thermoflex Department, Ind sulations, Manville Plant. Replied he, an excellent example in Ingrid Presch girl in our drafting room. She's thoro inine, a charming girl, popular with Quietly ambitious without being agg is ready to do any work that w Johns-Manville. Moreover, she is as she is willing. A large part of her suc to after-hours study under the J-M Tu

Ingrid admits that it is not easy to and give up social life. Neverthel acquired her high school diploma in wick Evening High School and is at Union Junior College, Cranford gain a Bachelor of Science in Mech neering Degree. Ingrid hopes to M.E. or a Master of Science Deg fesses that she has had to grit her te such difficult subjects as Differential Calculus, but she did it anyhow.

"But it is worth the sacrifice when helps you move ahead in a fine com Johns-Manville. What's more, the J-M Aid Plan eases the financial burden,"

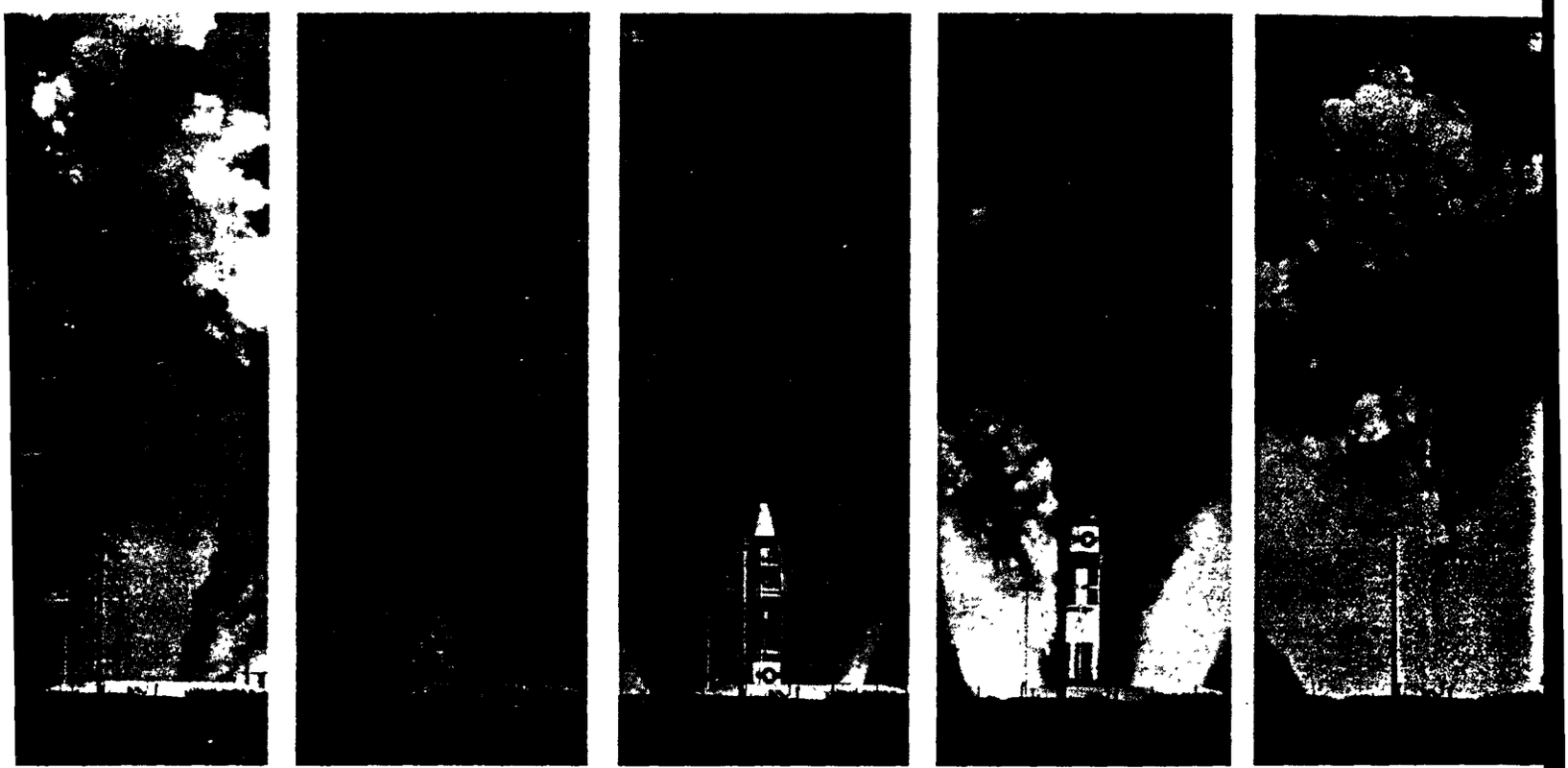
You can take advantage of the John Tuition Aid Program and qualify doing. See your immediate superior at making application for Tuition Aid. S subjects you choose be of benefit to yo job and to Johns-Manville — in the op your superiors and the Training Dep GHQ — you will be reimbursed 65% a and normal fees upon satisfactory comple the term work (2 year maximum fo pondence courses).

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TITAN II

Fast work for a fast customer



Blastoff for the newest Titan II, the nation's most powerful missile, from underground silo at Vandenburg Calif. AFB.

When customers call in from all over the country, the phone is always busy. It may ring at any hour, and usually does. On July 16th a certain "hot line" started ringing at North Brunswick and almost didn't stop for the next five days.

The customer was The Martin Company, contractors for the Air Force Titan II Missile—the ICBM upon which our country's safety depends—calling from Denver. Plant Mgr. Bill Seeds tried to listen quietly to the problem—certain size gaskets were needed to complete a [illegible] thirteen Titans for the Air Force. That was the first phone

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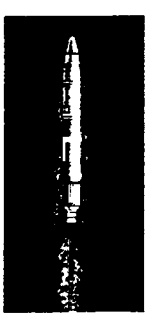
Right, Carl Guerin, Manville Production Super., informs his men of reasons for emergency.

Left, Bill Seeds calls Manville and also consults Tool & Die Engineer Myron Tyhanic (l.).





Foreman Ed Yakely (r.) gives worker instructions about wrapping rolls in polyethylene.



Tool Maker Duilio Grassis, N. Brunswick, helped make new steel rule dies for bolt holes.



call, from Martin's Denver Buyer, Chuck Mann. Two or three phone calls later, Bill was talking to Martin's Denver Director of Materiel, Harry Gunther.

Martin needed 520 gaskets in two sizes and of a new design, just approved for which North Brunswick was not yet tooled. And they needed them immediately. Then the chase began for two J-M plants.

First point of the chase was a phone call to Manville, to obtain 100 of the style 91 sheets, 40 inches square, composed of a Teflon impregnated two-ply asbestos cloth. Plant Manager, Charles De Biase took the problem to Production Supervisor, Carl Guerin.

"I was on my way out of the plant at 5:45," recalls Carl, "when I was told North Brunswick was in serious trouble for lack of 91 sheet. At that time the men were off work and I didn't have a second shift on the ply machine. I phoned Edward Yakely, foreman of Department 127 where the sheet is made. He was in the middle of dinner."

Yakely, a J-Mer for 23 years, started to roundup his already work-weary men. He needed four. "Right away I found a couple of the men weren't home, so I had to phone alternates," he explains. "One man I finally reached at the supermarket. Another was sleeping; another, starting supper. Of course I was ready to come back—it's my job to be ready for emergencies."

With half the men working, Ed drove over to pick up Willie Tomaszfski, whose wife had the car.

"The men saw how it was," says Ed. "The weather was so hot and with all the heaters and presses going it was well over 100 degrees. But we knew the circumstances. And we were doing more than just helping out a customer. We were helping one of our own plants, too."

Fortunately, they had some rolls of cloth already impregnated, needing only to be plied and wrapped in polyethylene. Forty pieces were

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trucked off at 7:30 p.m. to North Brunswick. The crew went to work and produced 110 more pieces by midnight. Back the next morning at 7 a.m., they were ready with 100 pieces when the North Brunswick truck arrived at 8.

"As far as we were concerned we were finished with the project," says DeBiase. "Then late that afternoon (Friday) we got another call from North Brunswick. They needed another 100 pieces by Monday."

Men who had made plans for a weekend at the seashore came in to work that night and all day Saturday. For some of the men, this was their second night on the job, like Inspector Michael ("Molly") Ceiswich, Eugene Wojcak and "Willie" Tomaszfski.

Back at North Brunswick things were happening fast.

After the first order came in Tuesday, the big problem was getting the proper steel rule dies. Dick Ruppert, the North Brunswick Purchasing Agent, gave the specifications over the phone to a supplier in New York City. That night Herman Hagenbeck, (then Plant Manager, now retired) drove up to New York to pick up the dies.

The next morning, (Wednesday) five men from Martin were at the plant. There were Chuck Mann and Dick Johnson from Denver, and Joe Escobar, Larry Derosa and Claude ("Skip") Watts, Jr. from Eastern Martin offices.

They literally lived at North Brunswick until the shipment was made. Each night they'd drive completed parts to the airport, sometimes Newark and sometimes Idlewild. Dick Johnson flew them out to Denver once himself. Another time they reserved a seat on a passenger flight and then sat the packages on the seat instead.

All day they were on and off the phone to Denver, to Baltimore, to New York, checking specifications, talking with their Purchasing Agents. Some of them helped out on the floor, working with inspectors, helping wherever they could.

The union realized the emer-



Above, Ind. Rel. Mgr. James Stover with Thomas McCloskey, Sheet Metal Foreman.







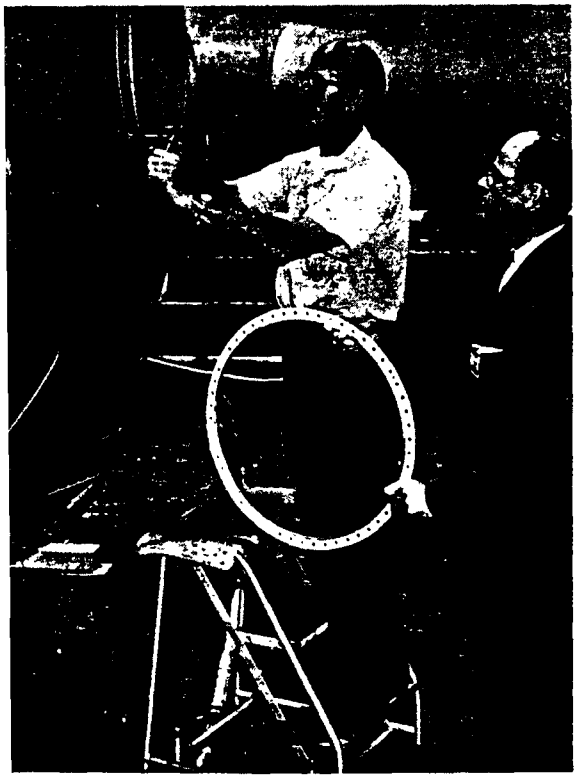
Sheet Metal Worker Howard Van de Vaarst forms the gasket, in its early stages, into an exact oval. Center, Press Operator Willie Eimermacher punches the bolt holes with steel rule dies. The final word on accuracy of measurements comes from Inspector Anthony Crea, (rt.).

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An unusual United Airlines passenger is checked in by stewardess Mary Ann Petrosky.



On arrival in Denver, Chuck Mann delivers gaskets for installation to Harry Smith, Denver Final Assembly workman.

gency right away and gave their complete co-operation.

Involved were some ten hourly workers, 8 staff people and 4 foremen . . . every job from toolmakers, sheet metal workers, inspectors and packers to box makers.

Wednesday night they worked until 10:30 p.m., Thursday night until 1:30 a.m., and again Friday until 10:30 p.m. One of the key people in the whole operation was Press Operator Willie Eimermacher, a J-Mer 11 years.

"With all these Martin people around I realized how important the job was," he says. "Maybe I haven't got the hardest job here, but it's a job that has to be done just so. I just gave my wife a ring and told her I'd be late, not to wait dinner for me. One night I had to come back again."

Howard Van de Vaarst, sheet metal worker, recalls the terrific heat of the nights. "The Martin men kept telling us how important it was to the missile program. I guess that was our big incentive."

Accuracy was a must. One gasket was oval-shaped and had 70 bolt holes to be punched at various angles from the center, some different sizes. The circular one had 56. A diemaker's nightmare!

Thursday night Tool and Die Engineer Myron Tyhanic and Purchasing Agent Dick Ruppert drove to New York to get two new dies for more accurate bolt holes . . .

"Somehow I didn't get to eat dinner, we left too fast at 7:30 and stayed right with them up in New York while they were making them. Coming back on the Turnpike at 2:30 in the morning I realized I hadn't had anything to eat so we stopped. I thought, what the heck, I'll make believe it's still Thursday."

The second day was a little better organized. But every minute still counted. Those "birds" had to fly!

When the final Style 91 sheets arrived from Manville Monday morning, North Brunswick was ready to complete the order by late Wednesday night. The rush was off. The Manville staff were keeping fingers crossed that the phones would not ring again that afternoon. By then the situation was well in hand.

TITAN II with a range of 6,000 nautical miles, is capable of carrying twice payload of other ICBMs. It will be used to orbit the Gemini space capsule.

During their stay, the Martin people had shown the men a film about the Titan II Missile, showing the importance of the gaskets they were making. J-M has been supplying these specialty gaskets to them for four years. "I remember one scene where they were mixing the sealer used on the gaskets," says Tony Crea, an inspector. "The movie made us feel we were doing pretty important work."

Meeting the emergency had been a community effort. Of course each of the men has stories to tell, things he did and saw. Like the tool and die makers who needed pinpoint accuracy and made their own tools and dies, and the men who drove to the airport in the wee small hours of the morning to get packages off to Denver on the fastest plane.

"This was a community effort," explains Jim Stover. "Each man worked to his limit and then some."

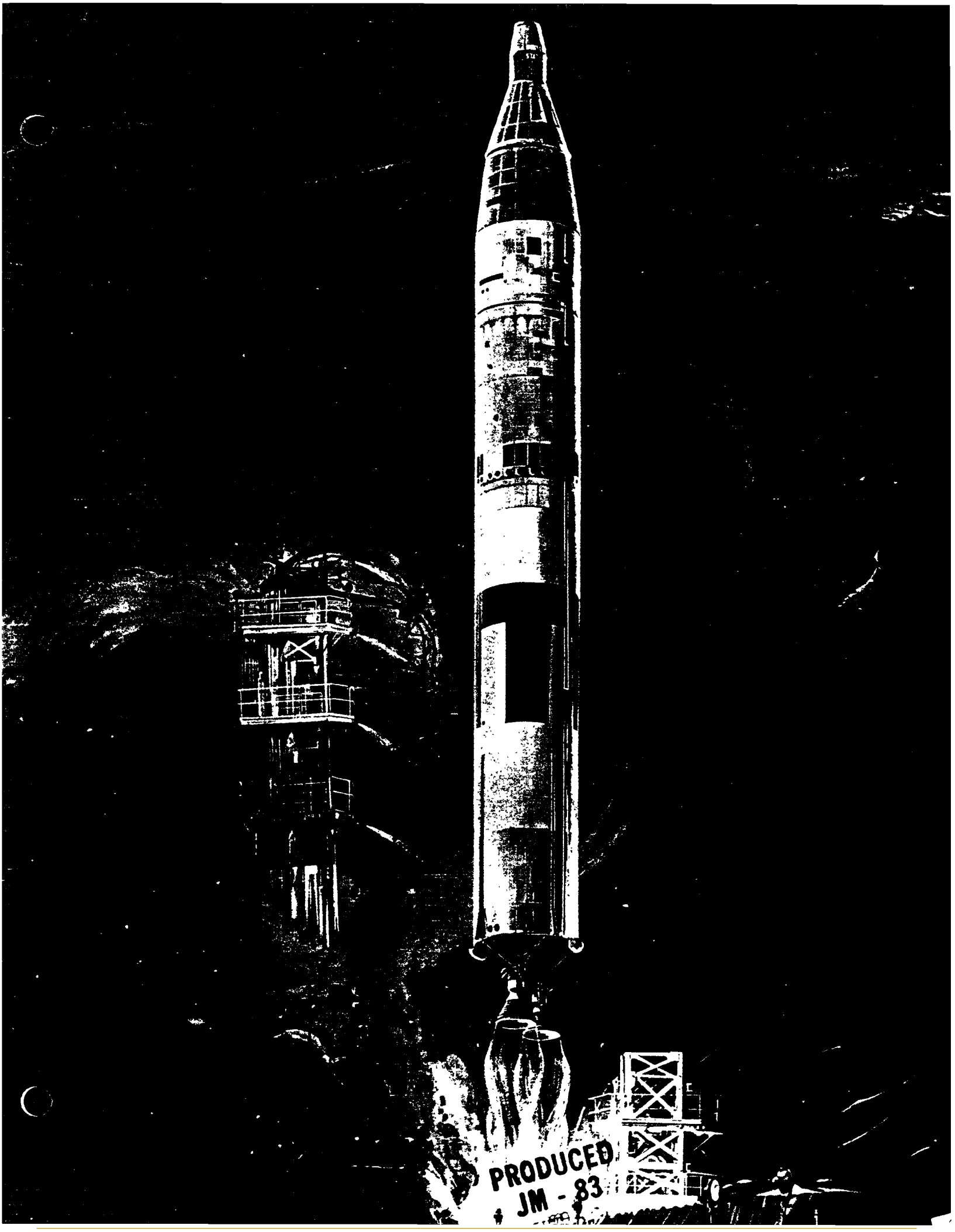
Since those two orders, totaling thousands of dollars, they've had several others from Martin. Nothing a company offers a customer gets more respect than good service.

They've even heard about it in the San Francisco District where it was "page one news" in their news letter. Service makes the difference between good and bad customer relations. "And big orders like that can make the difference between a good or bad year for the District and Division," wrote District Manager, Larry Youhn, in a letter.

That's the way we like to spell SERVICE at J-M.

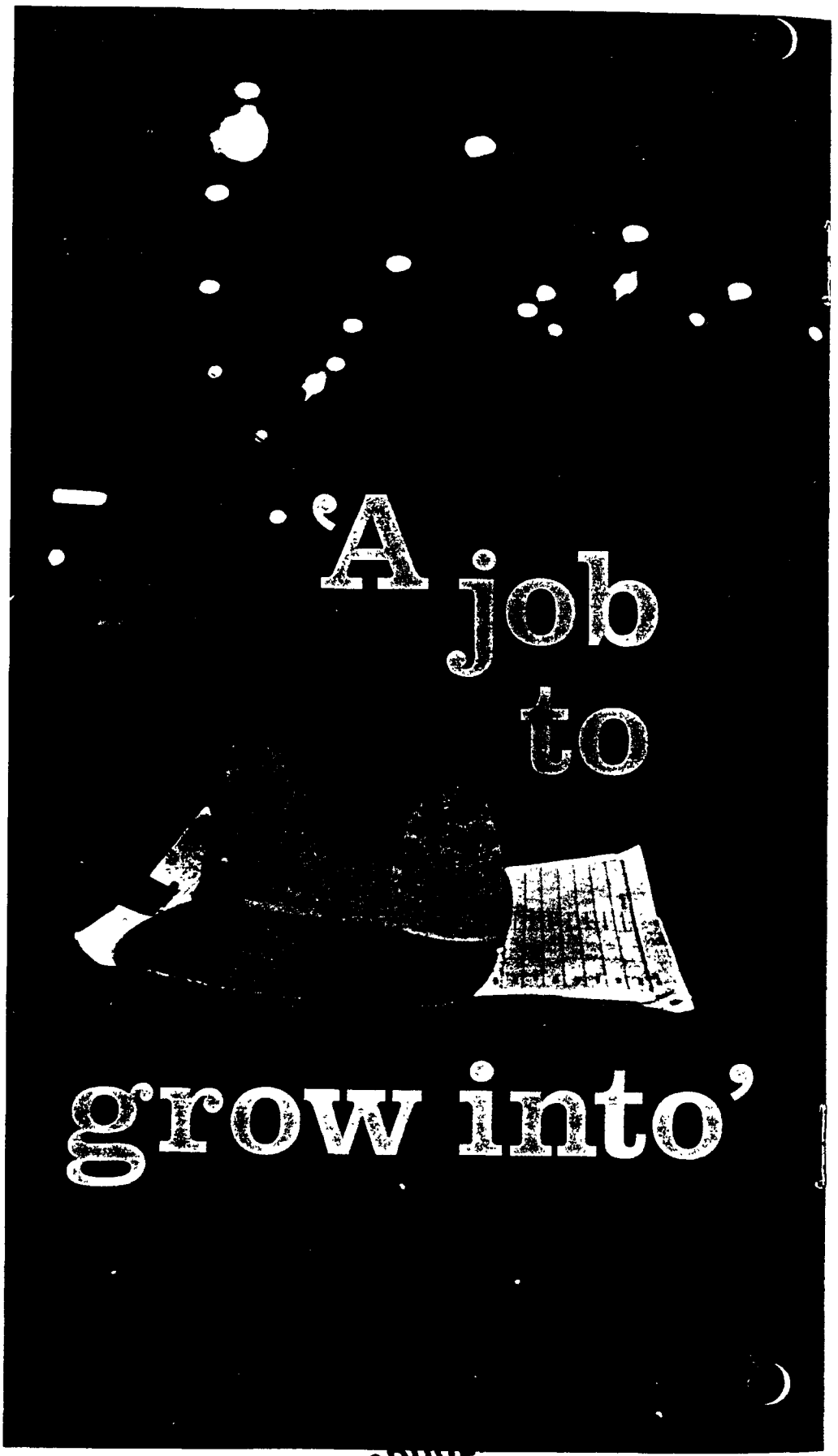
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'A job to grow into'



WHEN IT'S IN the high 90's outside, the man on the Oliver machine knows it. Like the machinery under his watchful eye, the weather gets to be only "something else to figure on." He's in a key job in the plant, he's an "old-timer" and he's proud of it.

"It kinda comes natural to be around here," says one Oliver man, Paulous Padgett. "Of course there isn't a lot of trouble I can't spot and that makes me feel I'm more in control of things."

"Padgett," as he's called around the plant, has been working the shifts at Jarratt for 25 years. The last 12 years he has worked on the Oliver machine. He, like other plant men, calls his job the "backbone of the mill, a job to grow into."

Three other men work on the Oliver, press and tipple on alternating shifts—Rufus Emory, Vonnie Benton and Luther Edwards.

Rufus Emory, on the Oliver 21 years, knows it's a big job. "Experience teaches you," he says thoughtfully. "I worked with a good Oliver man a long time before they let me loose on the Oliver alone."

What does the Oliver man do? Along a narrow steel walkway the operator passes by turning rollers of all sizes, whirring blades. With years of experience his ear is attuned to many sounds, his eyes to calculating exact thicknesses. Work on it long enough and eyes and ears are the instruments you trust best.

Because the Oliver is the board forming machine, all the pulp used in the plant's products goes through this process. Water is mixed with the pulp, formed and pressed. The result is insulating board rolling out and through the tipple into the dryers

Today, with automation making industry seem more impersonal, a machine like the Oliver appears to be very much the heart of a plant. Yet the Oliver is no more or no less than the men who operate it day-in and day-out for ten or twenty years. These "old-timers" at Jarratt feel a certain

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pride in their machine and in their work. Often to them it isn't just a "machine" but a working organ of the plant system.

Their job is certainly far from physically strenuous. It causes mental strain, to be sure, but that is difficult to measure. The job requires their being alert. They spend hours just watching — rollers, boards, gauges — waiting for trouble to happen.

A simple job? Looking for trouble before it happens isn't easy. Not when it takes years to learn.

The Oliver is a complicated machine. Many adjustments have to be made, especially at start-up, before the board is formed properly.

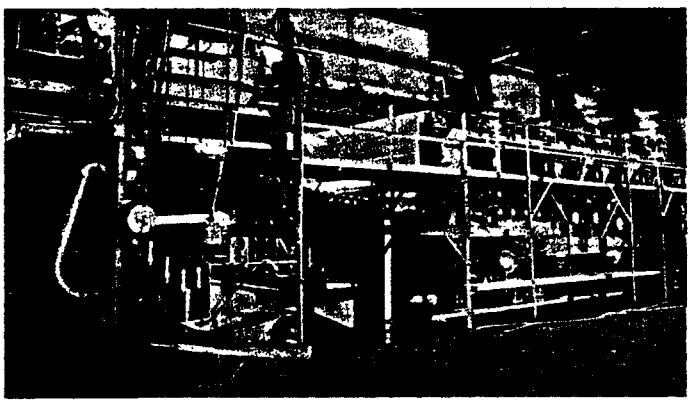
"Trouble runs in spells, first one thing and then another," explains Rufus. "Sometimes the machine seems to me like a cantankerous female."

Oliver, press and tipple machines are interlocked to operate at the same speed. If the thickness of board is increased or decreased, the press will change speed, but the Oliver won't. So running different kinds of board creates problems. Trouble is also apparent if a certain horn fails to sound and he knows the tipple is not feeding boards into the dryer properly.

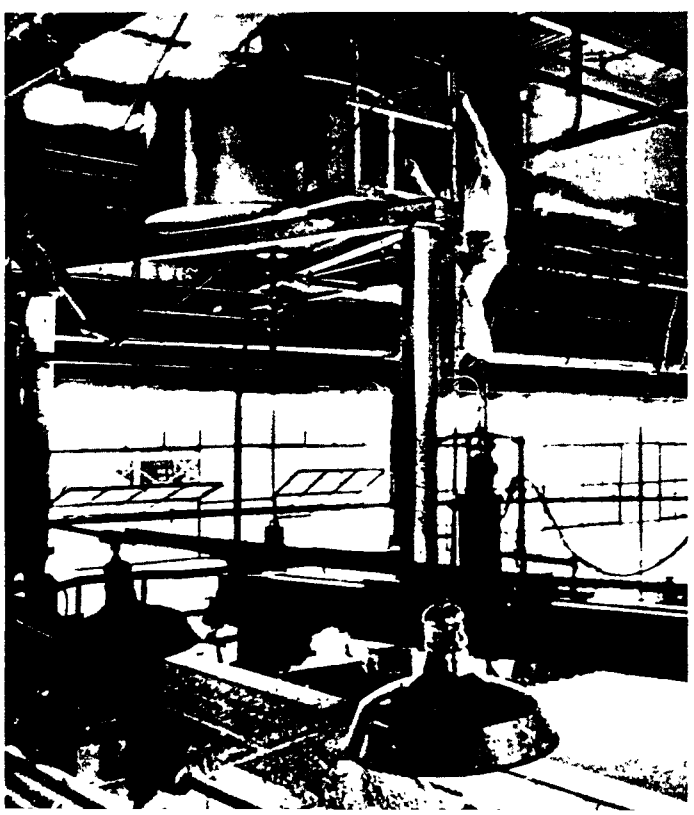
"Then once a month comes repair day," says Luther Edwards. "That means it takes about a week to get running smoothly again."

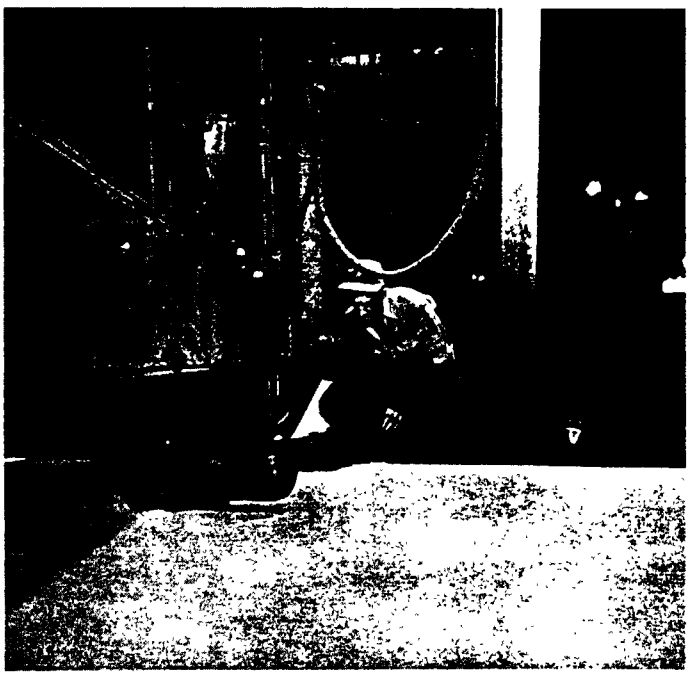
Luther has been working on the Oliver for 23 years and he's more than well aware of the peculiarities of the machinery before his eyes.

"Those late hours, watching sheets come off the cylinder, with all that

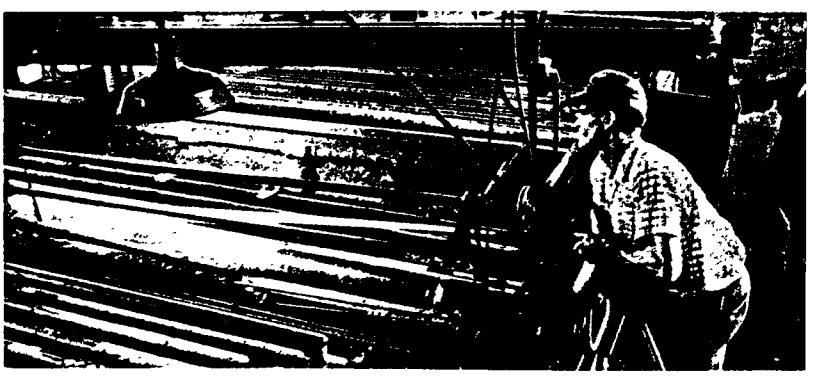


(below) Scampering up a ladder nimbly, Oliver Operator Paulous Padgett checks a tank of top-loc wet end coating material. His responsibilities include the entire Press and Oliver machine (above), the "backbone" of the plant.





Luther Edwards breaks the edge of the sheet in preparation for taking a test of solids content in the finished product.



Oliver Operator Vonnie Benton washes Tipple rollers, cleaning them up in preparation for a change of products.

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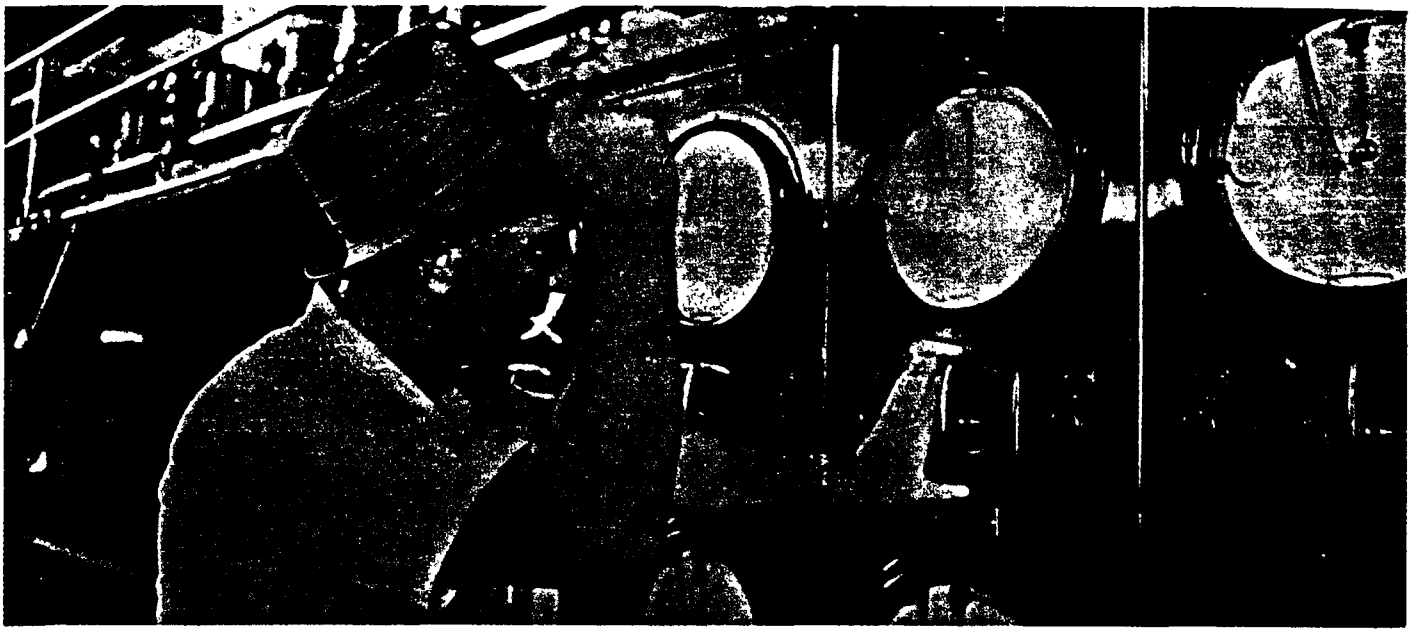
buzzing you can get pretty sleepy," he explains. "It's a long job, a tiring one. And then on some really hot days I can't sleep much and I have to work again at night."

Vonnie Benton sometimes worries about his job. "I used to worry about it at home, even dream about it," he says. "After all, I've been trained for this job since the beginning. I know this plant would be lost without it. You can't turn the Oliver off for just any reason so it has to be kept running and running right."

Because it isn't an easy job, the Oliver operator is second only to the foreman of the Manufacturing Department. Sometimes, in an emergency, the Oliver man may take over as foreman temporarily. Eventually, he might "graduate" to that job.

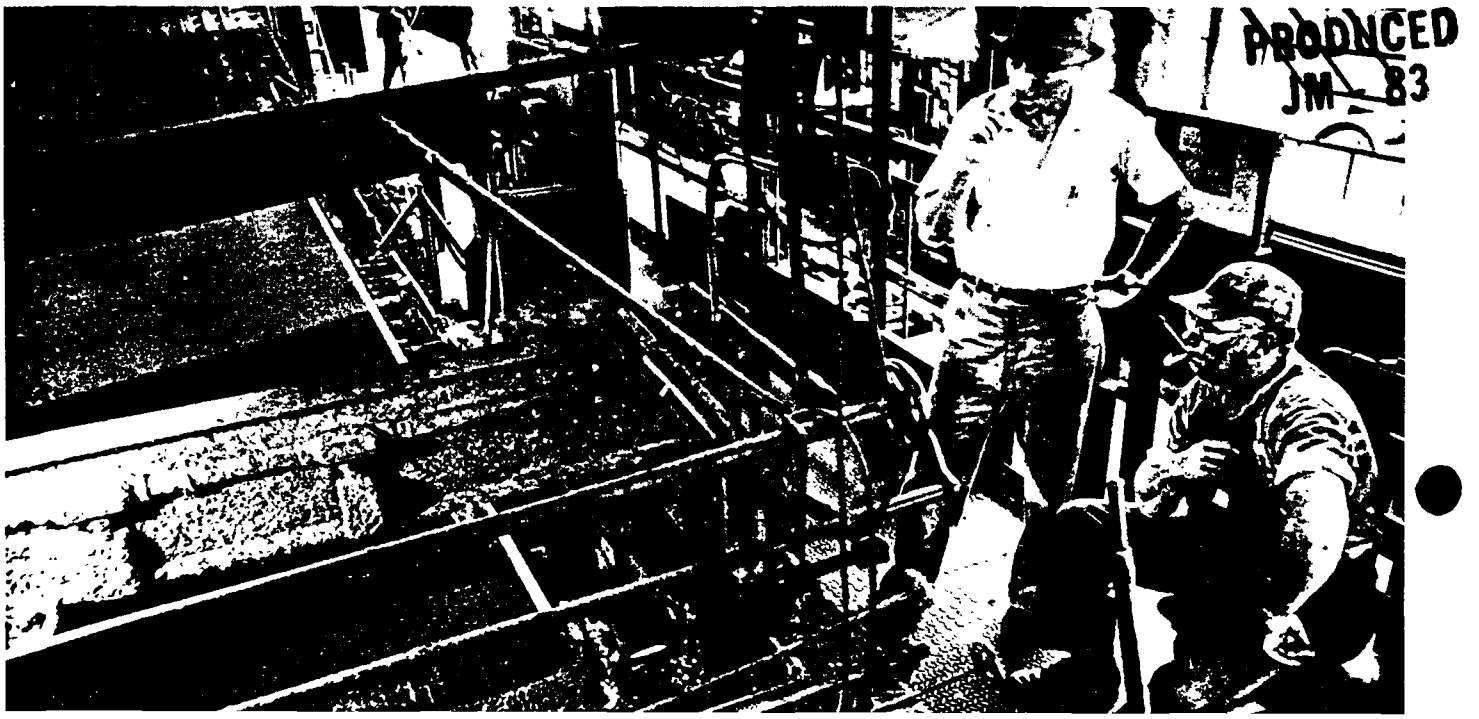
For all of these men—Rufus, Vonnie, Luther and Padgett—it's good to get home. But even there their work problems go with them. They take their jobs seriously.

"I know I smoke too many cigarettes," admits Padgett with a grin, "but when you spend hours just trying to stay alert, it's hard not to smoke



"Padgett" checks the accuracy of the Press and Oliver (above) at a glance at this bank of gauges, all able to be adjusted during production. But away from these gauges, his best instruments are his ears and eyes, always alert.

A pause for a cigarette and a bit of conversation is not uncommon on his rounds, (below) admits Padgett. Here he and Tipple Operator William Rodgester watch the start-up of top-loc wet end coating process on the insulating boards.



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too many packs of cigarettes."

Working alternating shifts presents other problems. "Some mornings, I wake up too early, long before I should," says Rufus. "Then when I'm working the night shifts I'm really dead beat by the time I get off at seven in the morning."

The shift routine is two morning shifts, two second shifts, and two night shifts. Each man gets two days off, but never the same two days.

"That's the only trouble," says Rufus. "You have to take your Sundays when the preacher's not preaching. And then your friends don't realize you work. They see you down the street many times and you don't seem to be working regularly."

Rufus is one of the many farm boys who started with the plant in its early days. When he was 28 he came to work for J-M—"for just a few months"—and next October he'll have been with the plant 24 years.

Like other workers he admits, "I still miss the farm. I guess that's why I work around the garden so much when I'm home."

Padgett has been with J-M 25 years. The Oliver has been in the plant since it opened. Since they're both "old-timers" they've gotten to know each other pretty well. "Of course all this machinery is getting old," he admits, "but it's actually running better now that everybody's used to it. We all know it much better now. Things usually work out the way I figure, even if there is a lot to figure on all the time."

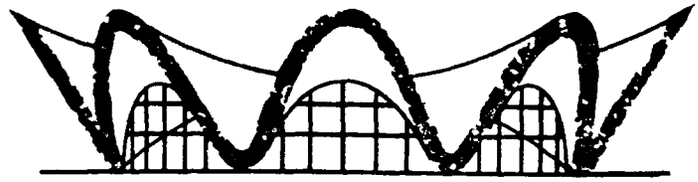
Four men who "know it better" have earned their jobs. A job for a quiet man, sincere alert, who maybe smokes too many cigarettes, who can get tired from the strain of just watching. A job to grow into.



Up and down ladders, turning and adjusting gauges, an Oliver man like Vonnie Benton can't relax much. Here he adjusts the amount of stock being fed into the board-forming Oliver.

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REVOLUTION in Roofing

THE SEEDS OF Walter Gropius and his famous Bauhaus School of Architecture have been spread throughout the world. As a result, commercial and industrial buildings have thrown off their shackles of stone. No longer do they have bulky foundations. Seemingly, they rest on nothing. Each is a shell of manufactured curtain walls such as J-M Transitop or J-M Colorlith and glass. Airily light, these structures soar hundreds of feet into the vault of the sky.

But their modernity ends at the roof.

Long close to the building business, our company saw how conventional roofs inhibited building design. This was the frequent meeting theme of a dedicated group of Building Products Division Merchandising Men, Manufacturing Executives and Research Group Heads who met from time to time in our Research Center at Manville and in General Headquarters in New York. These men were aware of the fact that the standard roof had been basically unchanged for more than fifty years. True, there were improvements. The rag felt had given way to asbestos in quality installations. Coal tar and Trinidad Asphalt had been supplanted by petroleum bitumens especially designed for roofing.

Basically, the roof still remained as plies of felts and bitumen. It was good but not good enough. This group believed a new product with better aging and weathering characteristics was needed. They wanted a new product which would readily accomodate itself to normal building movement and stresses. It should be more adaptable, they believed, to the various slopes and curvatures that architects wanted to use. In this air age, the drab black of the asphalt saturated roof or the dull grey and pale pink of the stone covered roof were sadly out of date.



GEORGE W. CLARVOE *has some notions to dispel and an untypical story to tell. As chief of the Asphalt Roofing Section at Research he led development of Last-O-Roof, an important new J-M roofing system.*

Yet these earnest people knew that they had to do more than find a new material. They had to plot a revolution in roofing . . . by developing an entire system based on a new material and making it so outstandingly good that the building industry would forsake the multi-plied roof and safely invest its money in the new. That is how Exploratory Project X-3678 was born.

Under George Clarvoe, assisted by Dr. Ernest Long, the Research Task Force first sought the basic material they needed. They started testing about thirty materials, mainly plastics. As Ernie Long puts it, "Our procedure was to do more than test for physical, chemical, weathering and aging characteristics. We had to probe for adaptability to current building practices because non-conformity can cost thousands of dollars in marketing a product."

Not every material was subjected to the same test routine. Some were discarded after only a few tests for weathering, extensibility, various strength factors and applicability. Finally the list of thirty original materials was cut down to eight. Of these eight, one stood out, especially in the tests in the weatherometer. "It was so good," said George Clarvoe, "we found the results of the tests hard to believe."

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ERNEST G. LONG, *Ph. D. research engineer, checks a Last-O-Roof test panel on Weatherometer. He was charged with overall form, evaluation and field testing. Tests put Last-O-Roof life at 25 or more years.*

Confirmation of the laboratory tests came in an unexpected way. Joe Zettel, head of the Building Products Research Group came back from a vacation in Germany excited about a roofing material he had seen there. Ten year old installations looked like new, he reported. It was based on the same material that had proved to be the best of the thirty tried—polyisobutylene.

George Clarvoe was dispatched to Germany to investigate more thoroughly and to confirm or reject Mr. Zettel's findings. He gathered more data on polyisobutylene roofs, their lengths of service, their condition, the difficulties or lack of difficulty in installation, their compatibility with sealing, cementing and flashing materials and other factors.

Johns-Manville had been making the polyisobutylene film in the laboratory and pilot plant on only a small scale. For the first field trial, an order was given to a German firm for a production run of film. When the film arrived at Manville, it was turned over to Ernie Long for laminating into the final roofing and for field testing.

The New Business Building being erected in the Research Center was selected for the initial test. In order to use existing Johns-Manville products with the new material and thus save manufacturing and research costs, the polyisobutylene film was plied to our standard asbestos felt, using asphalt as an adhesive. The experiment had limited success but showed that considerable work remained to be done before a fully acceptable commercial product could be placed on the market.



RALPH A. GAZZILLO, *chemical engineer, inspects Last-O-Roof finish. It comes in white, aluminum and several pastel colors. Ralph was responsible for developing them and the three adhesives used in the system.*

A meeting of interested Merchandising, Sales, Manufacturing and Research people was held. More money was alloted, a higher priority was given and a target date for commercial release of November 1, 1962, was set. The task of finding a compatible adhesive system was assigned to Ralph A. Gazzillo. Starting with the basic chemical and compounding work done earlier by Chuck Rairdon under the direction of J. E. McCorkle, Walter Buch began to perfect methods of compounding the film and of bonding it to the support. The installation and field testing were put in the hands of Ernie Long. Ralph Gazzillo was also asked to develop suitable attractive finishes for the roofing. Bob Quinn and his asbestos paper research group were drafted to engineer the Aquabestos support. The whole project was directed and coordinated by George Clarvoe.

Walter Buch fulfilled his assignment and thereby saved Johns-



WALTER BUCH, *chemical engineer, measures thickness of Last-O-Roof sample as it comes from pilot mill. He saw to film formulation, processing and manufacturing, working closely with J-M plant personnel.*

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Last-O-Lume finishes do more than make Last-O-Roof attractive. Their reflectivity helps ward off sun heat.



Manville thousands of dollars in production costs by developing unique methods for bonding the film to the support.

A review of the problems of manufacture showed that J-M had the necessary manufacturing equipment but the most suitable location was in the Dutch Brand plant rather than the Manville plant where initial trials were made. Accordingly, all further research plant trials were transferred there. There Roscoe Nicodemus and his staff proved to be invaluable allies in getting the product into smooth production, in keeping costs down, production up, and in meeting the target dates for delivery.



Bryan Warfield, l., a DB Gen. Foreman, watches Edwin Reinhart charge Banbury with the raw polyisobutylene.

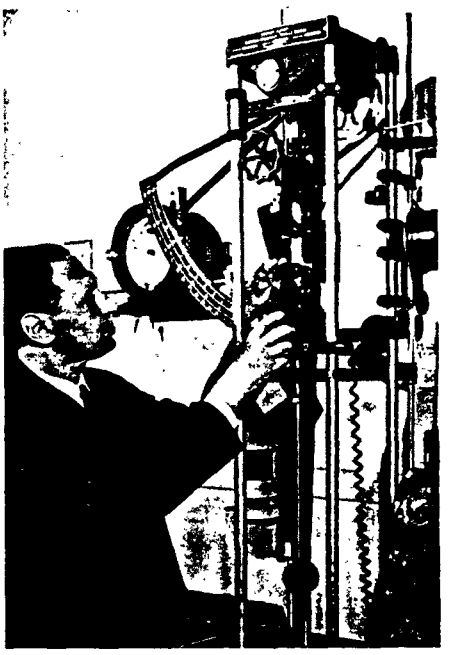
Ralph Gazzillo developed the necessary cements for installation of the roofing. He also originated the line of Last-O-Lume finishes in beautiful pastel shades of blue, green and rose as well as aluminum and white—thereby giving commercial and industrial roofing what it has long needed —attractiveness.

While the project was moving forward in Research and Manufacturing, Finance was analyzing costs, the Product Manager, Bob Stafford, was developing his merchandising plans and laying the ground work for sales. The Patent Department under John McKinney was acquiring patent and copyright protection. At the same time, Advertising and Public Relations were writing copy, making the layouts and producing the necessary folders, newspaper releases, displays and other sales promotion aids.

In summing up, George Clarvoe turned to Dr. Long and said, "Ernie, when do you think we had this thing licked." "I'd say, in the winter of 61-62. That was when the Somerville, New Jersey installation proved so successful. We had a long lasting entirely conformable, flexible, one-ply roof which could be easily applied on any deck, anywhere in practically any climatic condition."

George Clarvoe then pointed out, "It should be understood that the job done by Research is only part of the over-all job. The job done by Bob Stafford in helping direct the later stages of the development, in putting the result on the market, and making it a commercial success has been tremendous and vital to our success."

The commercialization of Last-O-Roof is typical of many research projects requiring the cooperation of many segments of the company. In the five years from the day it was decided that polyisobutylene has merit as a basic roofing material, the project moved with the precision of a professional army capturing an objective, each man fulfilling his alloted assignment—a revolution in roofing accomplished.



Fred Klepetar, Dutch Brand Technical Mgr., tests Last-O-Bestos tensile strength. He aided project valuably.



James Eyster, Roscoe Nicodemus, DB Plt. Mgr., and Frank Chonacki, l to r, check [illegible] another factor.

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RECENT J-M ASSIGNMENTS





P. A. MARTINSON

Perry A. Martinson, a Vice President of Johns-Manville Sales Corp., is appointed General Manager of the Celite Division, succeeding C. J. O'Neil, who is retiring after a 35-year career. Perry started with J-M in 1937 as a Sales Engineer at Chicago. After a Navy stint in the War, he moved to Minneapolis, and in 1953 was named Product Manager, Fillers. An expert in the applications of Diatomite in chemical-food industries, he was appointed Merchandise Manager and, in 1962, General Sales Manager, later elected a VP and made Assistant General Manager.



PIPE DIVISION
Division Headquarters

CHARLES H. DOLAN to Product Manager for Irrigation Pipe, Distributor Sales Dept., from Sales Manager, N. Y. District Distributor Sales.



PIPE DIVISION
Division Headquarters

EDGAR W. SPINZIG to Senior Staff Engineer, Direct Sales Department, from Salesman, St. Louis District.



PIPE DIVISION
New York District

HUGH THOMAS to District Sales Manager, Distributor Sales Dept., from Chicago District Manager, Distributor Sales Department.



PIPE DIVISION
Chicago District

EDW. STOLTZ, JR. to District Sales Manager, Distributor Sales Department, from Salesman for Pittsburgh Distributor Sales.

Announcements

RETIRING—OCT. 1

CONRAD BRUNELLE, Asbestos
ARTHUR G. BUCK, Manville
JOHN V. GILLELAND, Antonito
WORTHINGTON L. HANCOCK, GHQ
MARY KLIMOWICZ, Manville
JOHN LEMERY, Nashua
ANGUS Mac KAY, Boston
LEROY PEARSON, Manville
LIONEL PIQUETTE, Waukegan
EDWARD J. ROPER, Waukegan
ARTHUR C. SEAVEY, New Orleans
BARTHOLEMEW G. SHEA, Nashua
DOROTHY SHIRK, San Francisco
VINCENT SUJANSKY, Manville

QCC INDUCTIONS

PHILADELPHIA CHAPTER, Sept. 24, Glasgow Arms, Glasgow, Delaware.
CLARENCE A. KISSINGER

ASBESTOS, Sept. 26, AAAA Auditorium.

HALF CENTURY CLUB CANDIDATE
JOSEPH G. A. LAMBERT

QUARTER CENTURY CANDIDATES
L. GASTON BEAUCHESNE
EDOUARD BENOIT
LEO BENOIT
ELZEAR BERARD
GERMAIN BISSONETTE
JOSEPH A. E. BOILARD
AZARIAS CHARLAND
WILFRID COUTU
NANCY CUNNINGHAM
MAURICE MARTINEAU
EARL G. PATTERSON
SEVERIN PELLERIN
ARMAND TURCOTTE
EMILE VIGNEUX

NEW ORLEANS CHAPTER, Oct. 1, Fontainbleau Motor Hotel, New Orleans
ROBERT H. ECKERT

NATCHEZ, Oct. 2, Natchez C. C.
FRANK G. KRIZE, JR.

JARRATT, Oct. 3, J-M Clubhouse.
DAVID S. CHAMBLISS
RICHARD O. HALL
EDGAR L. HARVELL
GEORGE HILL
WILLIE J. LANDA
SIDNEY A. LANKFORD
IRA O. LEONARD
MILLARD C. McALLISTER
GEORGE W. MOORE
GARLAND S. PARKER
GIDEON K. REDMAN
DELMAS G. SKINNER
RUDOLPH E. SPEED
ROBERT K. STEPHENSON
CHARLIE E. TYLER
JOHN W. WILKS

WAUKEGAN, Oct. 3, J-M Club
ETHEL M. BLANCHARD
MATT JOSEPH BODVEN
RUTH BOGHOSSE
WILLIAM BROCK, JR.
HAROLD BRUCE
MANUEL EUCOLONO
FRANK E. FAULKNER
CLAUDE E. GERRY
HANS M. HANSON
FRANK J. HAUSER
JOHN E. HERBEK
ALVIN E. JOHNSON
FREDERIC J. KEFFER
LAWRENCE S. LINDQUIST
FORD L. McDONALD
AUSTIN H. NEWBURY
EVERETT A. PADDOCK
JOHN H. PHELPS
WALLACE J. RICHARDS
RAYMOND R. RULES
CHESTER A. SAVAGLIO
HOWARD J. SCHUSTER
WILLIAM SEALING
FRANK SKRBEC
OLAF H. SMITH
ROBERT C. SMITH
CAROLINE F. STEIN
STEVE J. SZUROVECZ
ALBERT VELASCO
PHILLIP G. WAGNER

TORONTO, Oct. 4, Old Mill Restaurant.
CHARLES H. DORE

SAN FRANCISCO CHAPTER, Oct. 11, Presidio Officer's Club.
ALLISON J. HAUN
SVEND PEDERSEN

NASHUA CHAPTER, Oct. 24, McNulty & Foley Restaurant.
GEORGE A. CHRISTOPHER
FRED T. COFFIN
EDMOND W. FOURNIER
MYRLE E. HATCH
DONAT J. LEPINE
LAURENCE D. SCHOFIELD
JOSEPH P. SWAKLA

ST. LOUIS CHAPTER, Oct. 24, Chase Park Plaza Hotel.
RICHARD D. GOULD
LOUIS T. RUARK
JANE L. YOUST

CHICAGO, Oct. 30, Sheraton-Blackstone.
MARY T. SEGER

WATERVILLE, Nov. 4, Plantation Inn.
DONALD W[illegible]

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J-M's 'Backstage Queen'

Every year, for several weeks after the night of Aug. 23, Faye Dombrosky gets dozens of letters she never knows quite how to answer. To all of these people, and hundreds more, Faye is the real charmer of the Chattanooga Cotton Ball, the big social event of the year.

Helping out that night, like with this year's lovely queen (left) Miss Charlotte Wheland, is only one of the duties Faye performs as Executive Secretary. For months ahead she has planned, arranged and played "guardian angel" to more than 100 debutantes, escorts, 600 grand marchers, their parents and their relatives.

That night, nobody crosses their fingers hopefully for as many reasons as Mrs. Dombrosky.

"It takes a lot of planning to manage my household, my family and ball affairs too," admits Faye. "And in spite of my well-laid plans, I still find myself wishing there were more hours in every day."

Her family is used to it. Daughter Debbi, 13, and Suzie, 9, sometimes help in emergencies. Husband Frank Dombrosky, J-M's Friction Matls., salesman in Atlanta, Packings & Friction Matls., Div., is pretty busy himself.

"In a sense it's his constant traveling for J-M that enabled me to take the job three years ago," says Faye. "Being busy has sharpened my appreciation for his work, and on weekends when we're all together I think we have greater respect for each other."

Since she's been Executive Secretary, she's worked from her desk at home in colorful Lookout Mountain, Tenn.

How does she do the impossible? "I'm like my husband with his gardening," she laughs. "People told him grass wouldn't grow under pine trees but he kept at it and now we have a beautiful lawn, right under those pines!"

Litho in U.S.A.

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