NEWS/PIC

OCT./NOV. 1964

For the 22,117 Johns-Manville employees, retirees and their families



RUSH
RUSH
RUSH
RUSH
RUSH
RUSH
RUSH
RUSH
RUSH

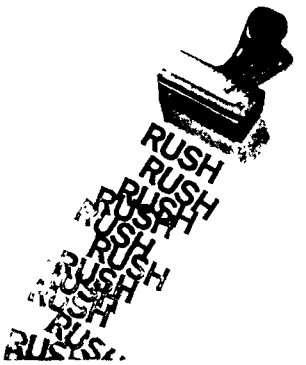
PRODUCED
JM - 83

FAST SERVICE
from New York
....Long Beach
....Manville

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/1

NEWS/PIC

Published for all 22,117 J-M employees, retirees and their families by Johns-Manville Corporation, 22 East 40th Street, New York 16, N. Y.



In all plants, J-Mers work to get our products quickly into customers' hands. Service often means delivery in a few hours. In this issue, they show how it's done — in Long Beach, New York, and Manville.

C. B. Burnett: President

Publications Editor: Joseph L. Barrington

Associate Editors:
Mary E. Rowland, Arthur Detman, Jr.

Art Director: Charles W. Zendler

Designer: David E. Krieger

Copyright 1964 by Johns-Manville Corporation
All Rights Reserved: The Contents Hereof May Not Be Reproduced Without the Express Permission of the Copyright Owner.

Correspondents

Pg. 2: J. D. McGee, GHQ; Pg. 3: Paul Nikitovich, DHQ International; Pg. 4-7: Bert Gilbertson, Long Beach; Pg. 8-9: Leo Ward, DHQ International; Lou Sorrentino, NY; Pg. 10-13: E. T. Legge, Manville; Ruth Keusseff, Manville Research; William Yau, Hong Kong and C. J. Hueng Summit, I. C. Bangkok; John L. Fischer, DHQ International; A. A. Poisson, Asbestos; Ed Garolis, Waukegan; Homer Frame, Parkersburg; J. M. Gadway, Lompoc; William Schneekloth, Manville; Pg. 14-15: A. A. Poisson, Jeffrey; R. A. Anderson, Chillicothe; J. A. Rust, Corona; Paul D. Burnum Jr., Defiance; Carole Bolduc, Denver; W. R. Clayton, Dutch Brand; Beverly Wright, Los Angeles; Ruth Keusseff, Manville; T. E. Billingsley, Pittsburg; Ray Gaskin, Savannah; Wayne Stout, Waterville Tech Center; Ed Garolis, Waukegan; Pg. 16: W. E. Lohuis, Lompoc.

Illustrators

Cover: design, David E. Krieger, staff; photo, Art Detman Jr., staff; Pg. 4-7: Mary E. Rowland, staff; Pg. 8-9: Art Detman Jr., staff; Sickles Photo, Maplewood, N. J.; Pg. 10-13: Neal Ranauro, Manville; Ted Czarda, Manville Research; A. A. Poisson, Asbestos; Homer Frame, Parkersburg; Art Detman Jr., staff; Pg. 14-15: M. Collett, Pittsburg; The Blakelys Photography, Ojai, Calif.; Ed Garolis, Waukegan; Walbridge & Bellg, Toledo; Servais Photographers, Inc., Maumee, Ohio; J. A. Rust, Corona; D. Ray Gasken, Savannah; Ted Czarda, Manville Research; Art Detman Jr., staff; Pg. 16: Ed Burke, Lompoc.

PRODUCED
JM - 83

Health card vital

For fast, efficient service under the Johns-Manville hospital-medical-surgical plan, J-Mers should always carry their Health Service or local Blue Cross Identification Cards.

These cards show the certificate number, which enables claims to be processed by the recently installed 1401 computer. Otherwise claims must be handled manually, a time-consuming and expensive process involving alphabetical files and cross-referencing.

The certificate number should always be used when telephoning or filing a claim and in all correspondence.

Duplicate cards may be obtained through local Industrial Relations Managers or Managers of Office Service.

Safety marks set

Dutch Brand led Johns-Manville divisions in safety during July, latest month for which figures are available. The Division had no disabling accidents.

The accident frequency for the entire company was down to 3.96 per million manhours, well below the goal of 4.50.

Recognized for having no disabling accidents in July were:

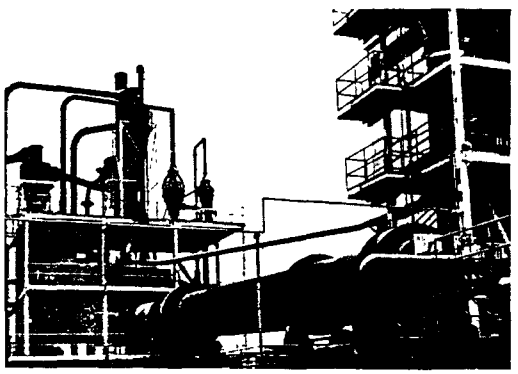
Quality Control Dept., Parkersburg; Finishing Dept., North Bay; Rigid Shingle Dept., Asbestos; Pipe, Waukegan; Cut Gasket Dept., Waukegan P/FM; Building Products, Fort Worth.

By Division and accident frequency, the July record was:

Dutch Brand, 0.00; Industrial Insulation, 1.13; Flooring, 1.49; Research Centers, 2.29; Packings and Friction, 2.73; Pipe, 2.92; Canadian Products, 3.81; Asbestos Fibre, 4.42; Fiber Glass, 4.64; Building Products, 6.45; Celite, 10.24.

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/2

historic MEXICO



now new source of DIATOMITE

Central Mexico is a land of rugged beauty, ancient and romantic history, and mineral riches.

Today modern miners use 20th century technology to process this mineral wealth.

One such operation is the Diatomita San Nicolas diatomite mine in the state of Jalisco. Operated with the technical and management assistance of Johns-Manville, it is owned by a Mexican investment firm in which J-M has part interest.

The 7500-acre mine is located 40 miles east of Guadalajara.

First discovered in the late 1920s by the Mexican explorer and prospector Jose Reyes, the deposits lay untouched until geologists began exploratory work in 1954. Actual mining started only this spring with official ceremonies on May 25.

This is the first time J-M is associated with mining diatomite outside the United States.

In charge of the Jalisco Mine are L. L. Johnson and Oscar Jimenez. Johnson, a J-M employee providing technical assistance, previously was Quality Control Manager at Lompoc, J-M's vast diatomite mine in California. Jimenez is an employee of DSN, the Mexican mining company.

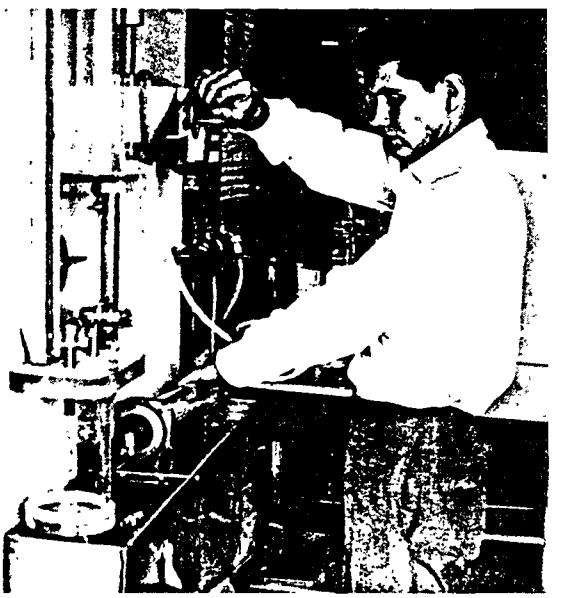
Jalisco's mining fields provide employment for two nearby villages. Another 12 to 15 men work in the mine's mill, pictured at left.

Presently natural powders and filter aids are being produced for use in making Mexican paper, paint, insecticides, matches, polishes, beer, and drugs.

Historians say that the Aztecs called diatomite Tizatl and used it for coloring and polishing and possibly in religious ceremonies.

In the 1800s the fluffy powder was saturated with oil and used for street lighting.

But no longer is diatomite restricted to royal rites or gas lamps. The Jalisco Mine is part of 20th century industry's promise of a bright future for Mexico and a better standard of living for its people.



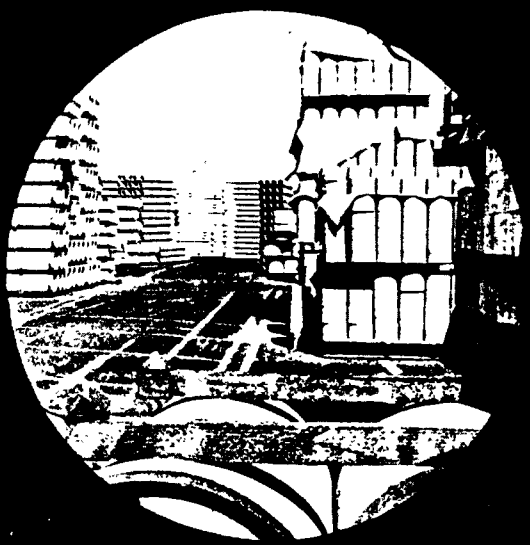
A technician at the Jalisco Mine works with diatomite compounds in the plant mill's modern laboratory.



At mine opening are, from left, Dr. Jose Covarrubias, State of Jalisco; D. T. Colton, General Mgr. of J-M International; an unidentified Mexican official; P. C. Nikitovich, Director for Latin American, J-M International; and Oscar Jiminez, DSN.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/3



Competing in a buyer's market

"We've pampered our customers, and we're proud of it!"

That's quite a statement. But, coming from Walt O'Connor, Long Beach Plant's busy Supervisor of Planning and Scheduling, it's the truth. Says Walt, "It's a buyer's market and we do all we can to compete in it."

The Long Beach Plant has a really rugged service platform to stand on—more than 50% of the orders they get each day have to be delivered, on the jobsite, by early the next morning.

That's what the stamp, "Ship ASAP," means on their orders—"as soon as possible" means one-day service.

"We're right in the center of rapidly-growing areas in Southern California, Arizona, and Nevada," he continues. "Most of the construction going up is for housing. This involves a large number of contractors. Coordination is difficult and their work makes it hard for them to plan too far ahead on orders. So, when they call us—and most of our orders come over the phone—they want pipe delivered the next morning."

Take a quick tour of the "yard" outside the plant any day and you'll see some 8,000 items in Transite®, asbestos-cement pipe, epoxy-lined pipe and plastic pipe in inventory over 25 acres, waiting to be loaded. To organize this potential "circus" takes teamwork, the kind where everyone has some decisions to make right down the line from Walt to sales clerks to truck drivers.

A major decision made three years ago moved the Los Angeles Pipe Sales District to the Long Beach Plant. That may be a matter of only a few miles—an hour's drive—but the benefits are many. Working side-by-side, plant people and sales people have a better understanding of each other's needs and problems. In particular, plant people get a good picture of customer needs. Lines of communication have been shortened for greater speed.

An important decision came about years earlier, in 1945, when Axelrod and Forman Trucking Company became a contract carrier hauling exclusively for J-M and basing their fleet at Long Beach. They handle all pipe going within a 150-mile radius of the plant. This is about 75% of the plant's total pipe shipments.



Walt O'Connor (l.) discusses delivery requirements of a new order with Chief Sales Clerk Lou Tanos (rt.)

In California this implies a distinct advantage. While J-M uses four other major common carriers, Interstate Commerce Commission regulations and those of the California Public Utilities Commission stipulate that common carriers can travel only on certain routes. Contract carriers can travel on any routes.

Comments Walt, "Nobody could conceive of a better carrier set-up than ours!"

Oscar "Bud" Bjoralt, Traffic Manager, finds it's sometimes so much of a "marriage" that, "People call Axel-

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/4

rod and give their order to them, thinking they're an extension of Johns-Manville, or part of us!"

This team has set some remarkable standards for shipping. Recently, one customer received 14 separate orders over only a two-day period. "Once you start giving that kind of good service, customers expect it everytime," says Bud. "It's a great problem, though—keeping up with your own high standards."

But the biggest problems come in the smallest bundles—individual orders. How do you cope with a daily situation where, out of every 100 orders, there are 99 changes on the average? Paper work could be tremendous. Marshall Sanders, Plant Office Manager, comments with a wry grin, "We found we could ship an order faster than we could do the paper work.

"At that point, you realize you either have to throw up your hands in despair, or do something about the situation pretty fast."

And do something they did.

Those changes refer to the few customers each day who will change their original order some four or five times in the day. With these customers, they establish an open "hot line" on the telephone.

The system on regular orders is fairly simple.

First, an order is phoned or mailed in, and written up with a carbon. Before the order is priced or coded, the carbon copy is given to a scheduler who checks inventory records to be sure the material is in stock. He then passes the copy on to Shipping. Immediate count of daily orders helps Shipping know how many trucks to order that day.

While all this is going on, the order clerk has finished the formal order and given the copy to Scheduling. Then credit approval is obtained on the order.





In quick conference, Walt O'Connor (rt.) reviews the details of an order for special products with (l. to r.) Schedulers Phil Turbitt, John Hoff, and Clarence Darrow.

"Most customers are easily cleared," says Marshall Sanders. "In a few cases it's more difficult, and requires more time. Admittedly, sometimes we cross our fingers. But usually we go ahead and load the order."

There's a lot to talk over, and the comments from customers written on driver's reports are often filled with favorable notes on products and driver service. Or there may be discussion about the latest "Will-Call" order that's come in. These are orders where customers come in themselves to pick up. It's not uncommon for them to complete a "Will-Call" in five minutes.

On the average day, Long Beach will ship some 25 full truck loads, 15 partial ones (known as LTLS—"less than truck loads") and several "Will-Calls." But, however they do it, by the end of the day they've got to have tomorrow morning ready to roll.

Because California prides itself on being an all-round "sunshine state," it experiences comparatively less of a seasonal "peak" in shipping than other states. Orders are fairly even in distribution throughout the year, rising somewhat in the warmer summer months due to some increased housing construction and the need for J-M's Transite water pipe system.

A&F Trucking Co. partners Morris Forman (l.) and Milton Axelrod (rt.) who work full-time at the plant, line up their day's schedule of pipe deliveries to customers.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/5



Bob Price, Mobile Equipment Operator, has a ready hand on banding pipe shipments. Here he checks to see that all the chocks are securely nailed to the dunnage lumber.

Meanwhile, customer contact is maintained by the five sales clerks in the busy central office. Typewriters busy, phones ringing and more often off the hook than on—the hum of the office work goes on.

"By agreement with sales people, we have for a number of years been calling customers before we ship, to be sure they are ready to take delivery," says Walt O'Connor.

"By now, all of our regular customers know it is our standard practice to call them the day before the specified delivery date to be sure their plans haven't changed. In fact, if we haven't called them by mid-afternoon of the day before delivery, they call us to see if there has been some slip-up."

By the peak hour of 3 in the afternoon, things get pretty hectic, declares Chief Sales Clerk Lou Tanos. "But we've gotten to know our customers, and they us. And, if someone gets overloaded with work, others help out."

Says Shipping Foreman Glen Bear, "Just gaining 10 or 15 minutes in getting an order to Shipping can be critical some afternoons."

"And we're still trying to cut a minute here, a minute there," Lou Tanos continues. "We never stop trying. You just can't be content."

If an order can't be filled, they'll call a customer, advise him how soon it can be filled and may possibly offer him a substitute item. Out of the normal 1,000 orders the plant ships every month, about 25 have one or more items which are not in stock.

In a plant where the unusual is normal in customer service, a mistake can and does slip through occasionally, but they're kept at a minimum. That's when they go all out in their efforts.

"Thankfully, we're backed up by good production people, the men on the floor who get us what we want when we want it," comments Walt, leaning back thoughtfully in his desk chair. "But we've learned something about customer psychology. A customer will usually realize that you, like any one else, can make mistakes. Unfortunately, though, he'll still judge you on those few mistakes instead of the many shipments you complete without any trouble. What's more, he'll watch just how quickly you correct those mistakes."

However, exceptional service is noted, though it may never be marked down in red letters in a book or given an award. Recently, a major oil company on a job in northern California was caught short in inventory on rubber rings.

They telephoned the order in. The Long Beach people got the order on a fast jet and a salesman met it at the San Francisco airport and drove it right to the customer.



At the start of a busy day, Shipping Foreman Glen Bear (right) and Jim Kellett (left), Shipping Shift Foreman, plan the loading schedule for pipe for the day's shipments.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/6

With tons loaded each day on waiting trucks, Ed Knapp, Shipping Checker Loader, operates a fork lift truck to carefully place a unit of water pipe on a carrier's truck.



It was finally received, after a total 400-mile trip—only 2½ hours after it had been placed!

What's their secret? Change. You can listen to customers' demands all you want, but if you're not willing to keep up with them you'll never get ahead of them. It's a type of political savvy that teaches you how to listen to the present problems, demands, and ideas, and be ready for future ones. It's applying the old saying, "Rules are made to be changed."

So everybody's kept up on the latest in company product changes and customer changes. Several times a year the Axelrod and Forman truck drivers, shipping people and people from sales meet to trade ideas on both sides of the customer-service fence.

A majority of the orders are large truck loads; a few trucks may have several orders on each. The Axelrod and Forman fleet includes 10 highway tractors with two sets of trailers for each tractor, 2 equivalent trucks—25 ft. semis—and four smaller trucks ranging down to pickups.

This is enough to handle normal times and in peak periods they call on the services of some independent sub-haulers.

A&F handles pipe going to municipalities, contractors, state and federal agency projects. They make deliveries often by "stringing" the pipe along the right-of-way or beside the work area where it is to be used.

To do so, every truck is equipped with a pair of aluminum skids to help ease the pipe down off the truck. According to Walt, most contractors don't have much unloading equipment. So this is also included in driver training for A&F drivers.

And the five sales clerks keep the orders rolling. It's a big job, but they've all had some previous plant experience.

For the men covering the 25 acres of storage, the "yard," whether in lift trucks or on bicycles, the work can become quite scattered.

To offset this, the men are equipped with radios so the shipping office can easily reach them and direct them to new loading and unloading positions, thus saving repetition of work. This also helps traffic, as the layout of the yard has changed in past years.

The pipe is quickly banded and readied for its trip. Most of it will roll over highways, some on rails. This last is about 10% that travels "piggy-back"—loaded on trucks on railroad flat cars that can get to a customer faster at certain rail points.

It's a hectic life. For men like Walt, who declares, "It's a complicated business trying to make everybody happy," the rewards come in a sense of satisfaction and pride.

"What's my reward?" Walt O'Connor asks himself, musing in his office now growing quiet in the late afternoon. "Well, I guess it's going home each night and allowing myself a smile when I see the long lines of loaded trucks ready to roll."



A fast man on the radio, Ollie White, Yard Driver for A&F Trucking Co., gets instructions from the Shipping Office on spotting trucks loaded or ready to be loaded.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/7

24 HOUR DEADLINE

New York District Salesman Lou Sorrentino had been providing Burns and Roe with fast, dependable service for several years. When the decision was made to buy the Thermobestos, the construction firm knew it could rely on Sorrentino and the New York office staff.

So William B. Baxter, a buyer for Burns and Roe, called New York District Sales Clerk Charles Chateau late in the afternoon. Chuck in turn called Leo B. Ward, Acting Manager of the Industrial Insulation Department in the International Division. A series of calls followed between

James Buccino



Catherine Montgomery



Mrs. Marlene Ryan Joseph Manara



'GITMO' fresh water flows

How fast can Johns-Manville give customer service?

To a New York contractor working on a Navy Bureau of Yards and Docks project, the answer is plenty fast:

The job was assembly of the salt water conversion plant transferred from San Diego to Guantanamo Bay, Cuba—needed was J-M Thermobestos® from Manville, N. J.—and the deadline was 24 hours.

Through co-operation of more than a dozen J-M people in two states the deadline was met and work on the conversion plant completed on schedule.

"They did a remarkable job in getting out our order," said N. L. Miner, assistant project manager from Burns and Roe Construction Corp. "The fast service was a great help in meeting our own deadline."

The construction company ordered the J-M pipe insulation from the New York office June 24. Less than 24 hours later two trucks carrying nearly 15,000 pounds of Thermobestos were on their way from Manville to a waiting ship at Norfolk, Va.

Between that first phone call and the ship loading lies a story of close-knit co-operation between J-M Industrial Insulations and International Division sales people and Manville production and shipping personnel.



J-M Salesman Lou Sorrentino (left) confers with W. B. Baxter (center), buyer, and N. L. Miner, assistant project manager, at Burns and Roe headquarters in New York.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/8

Leo, Baxter, and Mrs. Marlene Ryan and Joseph Manara of the Manville Plant.

By 5 p.m. it was determined that the 317 cartons of smaller sized Thermobestos were on hand for shipment. Baxter approved overtime and packaging work began. Delivery of larger sized Thermobestos, which would have to be manufactured, would follow eight days later.

Meanwhile a Military Sea Transport Service vessel was steaming toward Norfolk, due to dock the next day. It was aboard this ship that Burns and Roe wanted to send the through with shipment and delivery.)

More calls followed between Al, Leo, and Miner. Meanwhile Order Clerk James Buccino and Typist Maureen Nixon in the International Dept. set aside other work to prepare the Burns and Roe order. By noon the rush operation was proceeding smoothly both in New York and at Manville.

A few hours later, the semi-trailer trucks loaded with Thermobestos rumbled out of Manville's loading dock, the result of complex but efficient teamwork by J-Mers.

Charles Chateau



Maureen Nixon



Al Feininger



Leo B. Ward



aided by fast J-M service

insulation.

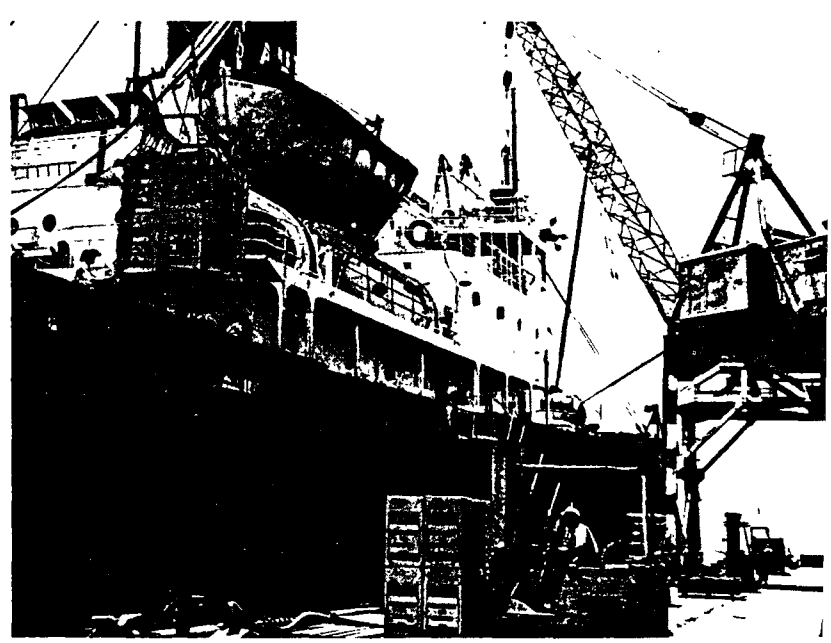
"We are designing and building the conversion plant at the same time," explained Baxter. "As we determine what materials we need we must have them almost immediately. A delay could set back the whole project. This is why getting the Thermobestos quickly was so vital."

According to Miner, Burns and Roe is the sub-contractor for Westinghouse, the prime contractor. Westinghouse evaporators, generators, and turbines are being used in the plant. Work began in March and was completed on the first of three units July 26.

On the morning following Baxter's rush order, as written confirmation of the order arrived by mail at J-M, assistant project manager Miner called Catherine Montgomery, with whom he has dealt for several years.

Now Corporate Marketing Dept. Analyst, Miss Montgomery assured her customer of long standing that she would follow through for him to help expedite the order. She then called Al Feininger, Senior Sales Clerk for the Industrial Insulation Division's Northeast District.

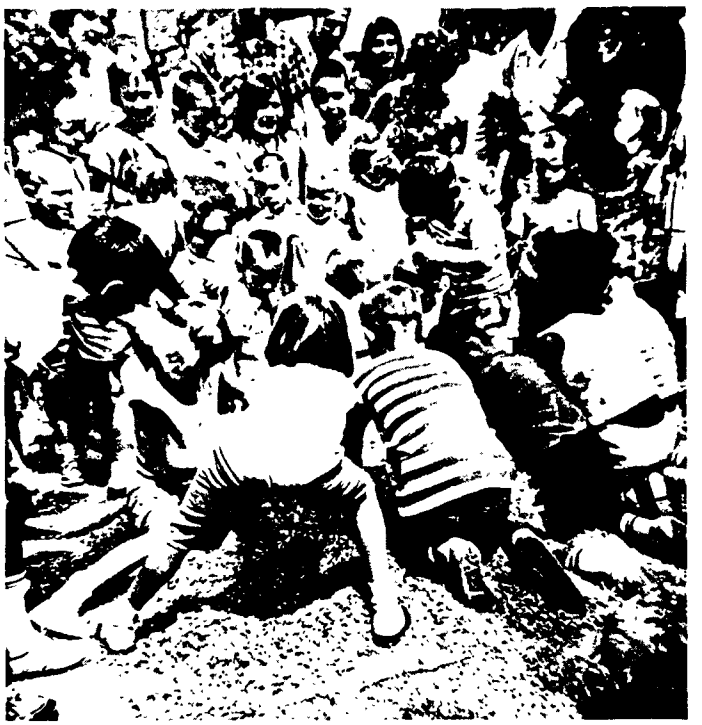
(On overseas shipments ordered by companies within the United States, the domestic sales office quotes prices and makes the sale; the International Division follows



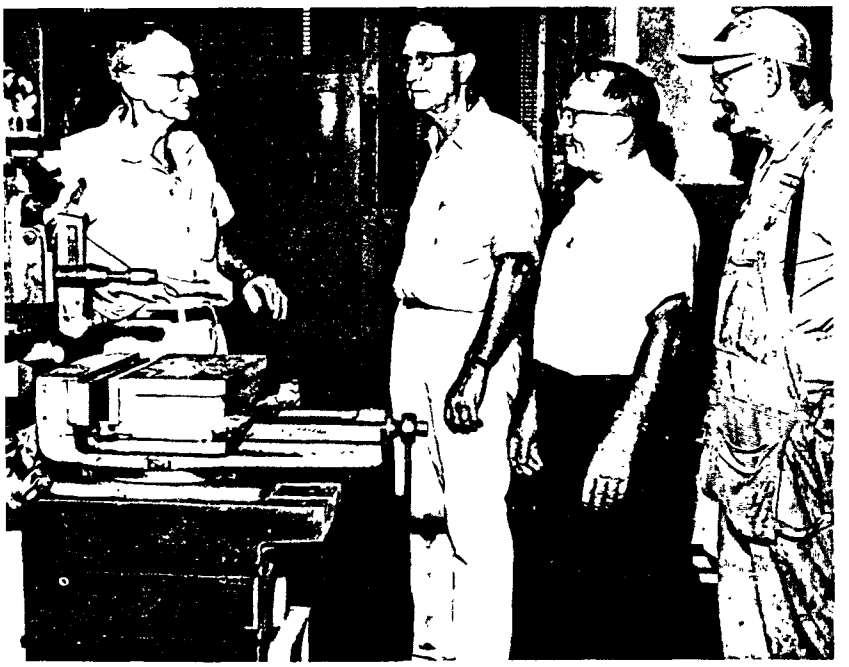
Less than 24 hours after being ordered, Thermobestos was on its way to this ship at Norfolk, Va., bound for salt water conversion plant at Guantanamo Bay, Cuba.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/9



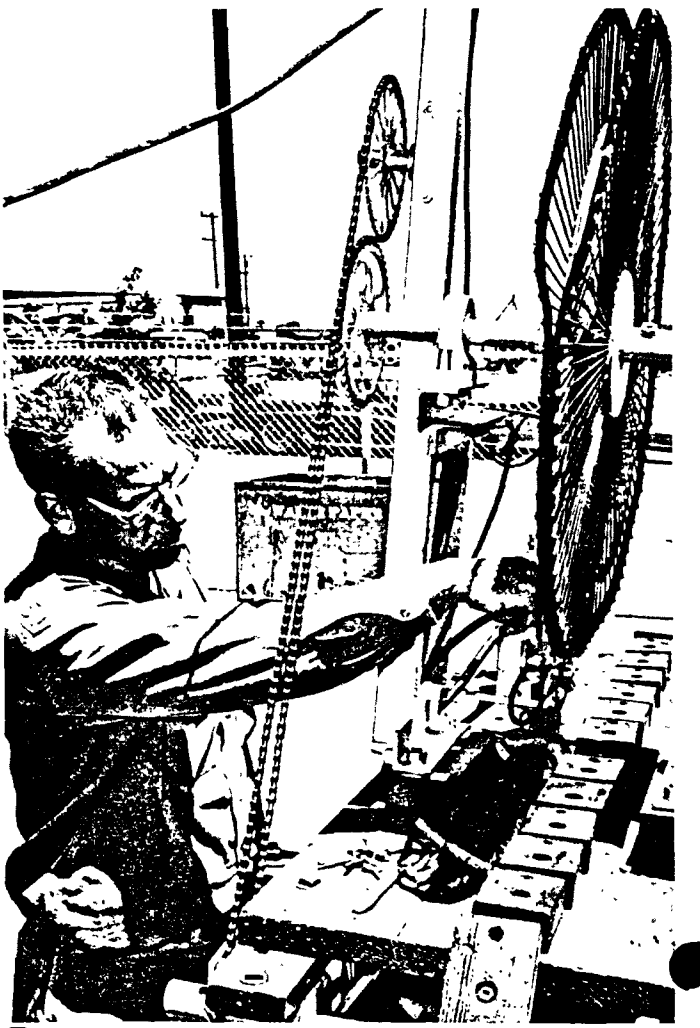
If J-Mers at the Chillicothe Plant annual summer picnic couldn't find their children, they had something in common with picnicking parents around the country. But the kids got together for treasure hunt and other games—here scrambling in a sawdust pile for small coin "treasures."



Planners behind recent QCC Parkersburg picnic are (l. to r.) Machinist Arthur Uhl, 37 yrs. a J-Mer; Electrical Foreman Ernie Riggs, 40 yrs.; Chief Operator Orville McDonald and Carpenter Leo Lyons, "44 yrs.-young" J-Mers.

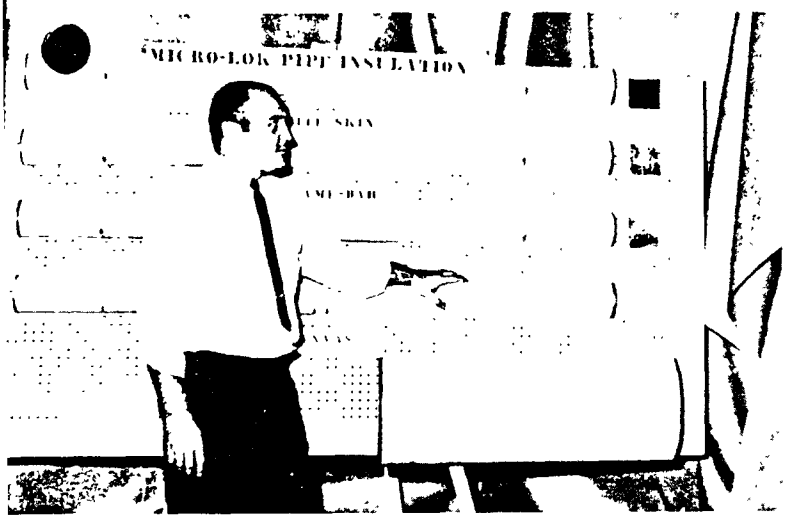
J-M news-makers

Pittsburg Plant employee Francis J. Chatagnier, E&R Machinist, has just received a U. S. Patent on his unique asparagus harvesting machine. He's worked six years perfecting it, to efficiently select, cut, and pile only mature stalks. It's a mechanical "first," in the agricultural field.



PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/10

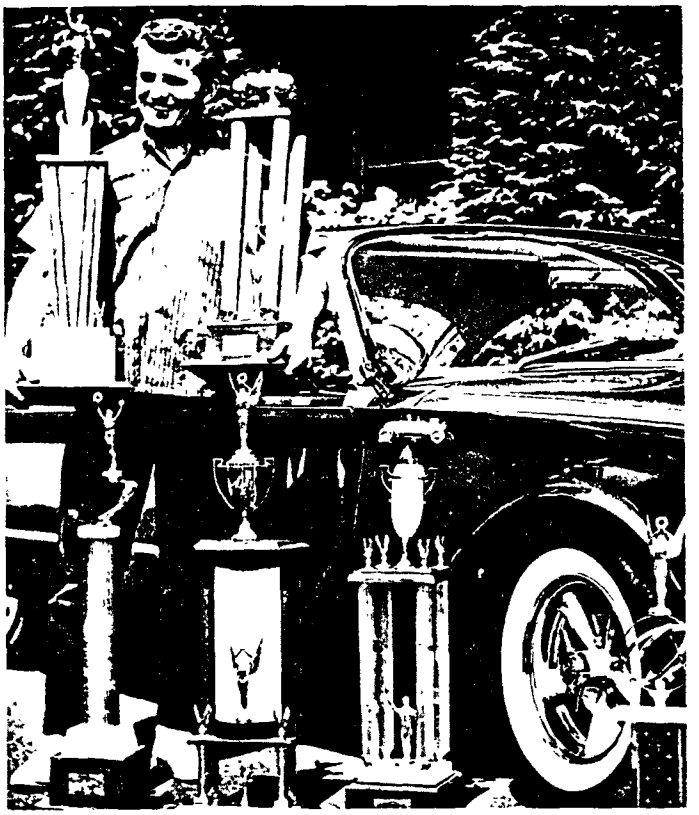


Peter J. Marihugh, Shift Foreman-Insulations, at Defiance G-26 Plant, explains J-M products and their uses to visitors at the Defiance County Fair in September. Marihugh acted as J-M's representative at the fair, explaining to tri-state citizens how J-M products at all three Defiance Plants are made and their uses in national distribution.



At a recent J-M exhibit at this summer's United States Trade Center Show in Bangkok, an attractive visitor was Mrs. Sophy Foolsap, with J-M Distributor, Summit Industrial Corp. The American Products Exhibition was held at the Center which, since its opening in May 1962, has helped create an interchange of ideas between businessmen and engineers in the United States and other Western countries and those of Thailand and Eastern countries.

Manville J-Mer Steve Marce Jr., Packings & Friction Quality Control, is winning handfuls of trophies and prizes for his car. He's completely modified it from stem to stern, for the Great Eastern Rod & Custom Show competitions —and it's about the fanciest car in Somerset County!



Asbestos Plant celebrated an outstanding safety record of 2,972,000 manhours without a lost time accident by throwing a plant party for all employees. It kept several chefs busy supplying steak to a long line. Here "Chef" J. E. Morrison, C.P.D. Plant Manager, serves a sizzling cut to Rene Blanchette, Sheeter Operator, Packing Department.

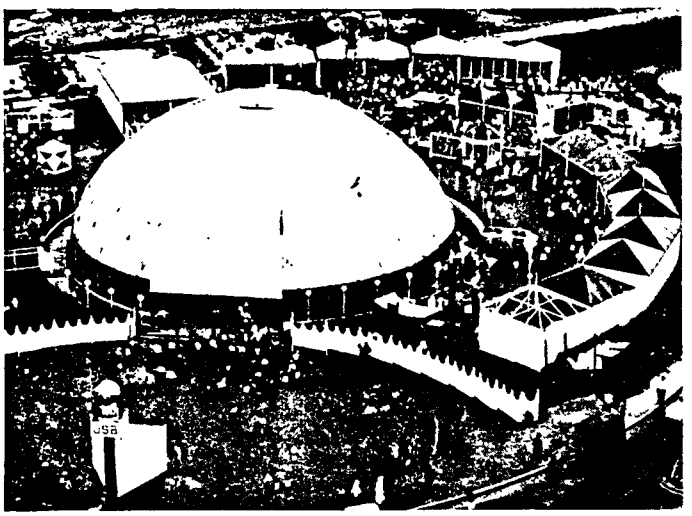


PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/11

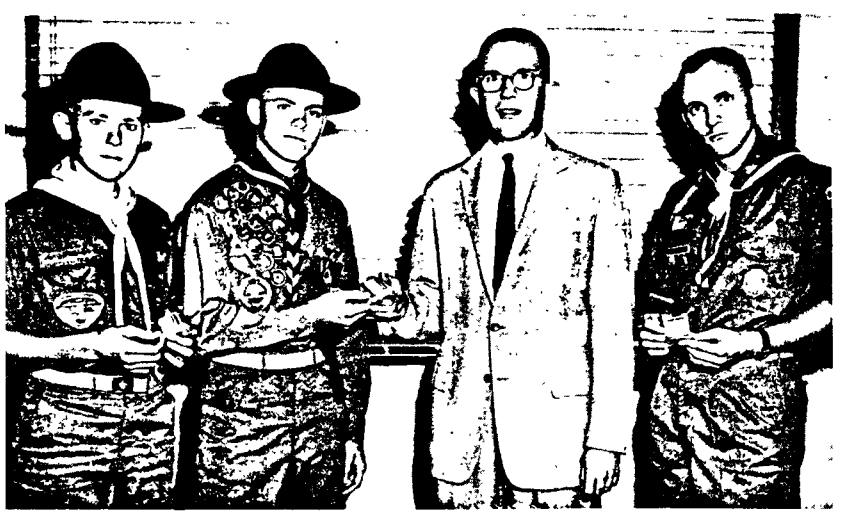


J-Mer Gilbert Mohr, Product Planning Engineer for J-M Fiber Glass, is the co-author of "The Handbook of Reinforced Plastics," a "first" in the field for plastics engineers and designers. Mr. Mohr, a recognized inventor in the field, co-authored the book with Samuel Oleesky, a Plastics Consultant in Los Angeles.



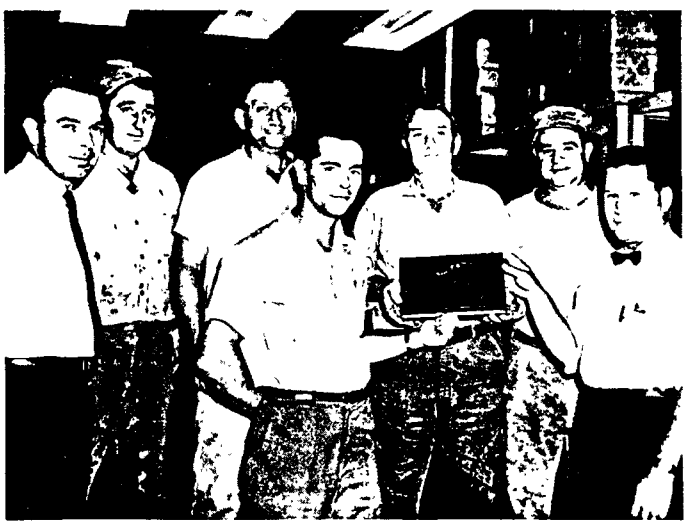
At a recent U.S.A. Exhibition in Algiers, J-M featured a display of Transite Pipe Systems. This was the first large U. S. commercial exhibit in the new, 18-month-old country, and was attended by Algerian President Ben Bella.

Research Engineer J. O. Collins presents samples of Min-K to Scouts Arthur Olmstead and Steve Van Doren, sons of Research J-Mers, and Watchung Area Council Scoutmaster Williams Radley (right), also a Research J-Mer.





Manville Industrial Insulations Plant conducted a Quality Slogan Contest. Winners are here congratulated by T. H. Eaton (2nd from rt.), Production Manager for Industrial Divisions, and R. W. Honnig, Supervisor, Quality Control. James Weidenfeller (l.) tied for first place with Patsy Ricci. Accepting for Patsy is Sebastian Bonet, rt., Planning & Sched. Supervisor. Muriel Gattone, seated, placed second. More than 180 slogans were submitted in the whole contest.



J-Mers at Manville Flooring Plant recently completed 252,662 manhours without a disabling injury. Safety Engineer Lou Tomsa (rt.), presented a safety plaque in honor of the event to the employees, here represented by (left to right) George Davis, Department Superintendent; John Balunda; Frank Santilli; Ray Wojcik, Process Foreman & Safety Coordinator; Carl Santostefano; Ed Vantaggo. This outstanding safety accomplishment was for the period of July 16, 1963, through May 10, 1964 at the plant.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/12

Quickly, Safely, the pipes roll out

pipe plant J-Mers set two records

Alert and hardworking J-Mers in two departments at Manville's Pipe Plant have set two records—in safety and in shipping tonnage.

Twenty-two men of the "B" Crew on number two and three machines have worked more than 600 days and 100,000 manhours without so much as a scratch.

Another 60 J-Mers in the shipping department set tonnage records for two consecutive months—13,230 tons in June topped by 13,400 tons in July.

Both records are the best of any of the seven J-M Transite Pipe Plants.

The safety record—still unbroken at press time—was set with a rigid standard of no injuries of any kind. Usually only disabling injuries are used in determining safety records.

On July 31 the crew had completed 601 consecutive injury-free working days. Plans are being made to honor the men with a second safety dinner. Such dinners usually are held for each 300 record days.

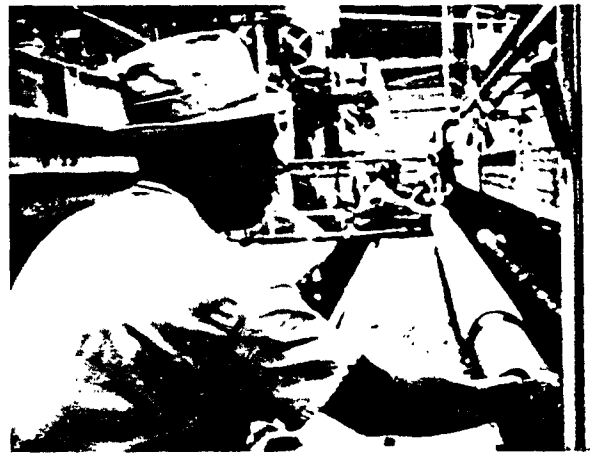
Crew foreman J. Andresko sums up the safety record in one word, "teamwork." "We stress safety to each new crewman," he said. "And we keep a lookout for one another on the machines. By working together we work safely."

The shipping department records, set during peak building periods when record amounts of Transite were used by contractors, were the result of the combined efforts of sales, planning and scheduling, and shipping personnel.

J-Mers worked three shifts daily to meet demand. Shipments were made from a 9,000-item 23,000-ton inventory and from regular production.

During winter inventory is built up. In spring shipping begins, reaching its peak during the summer construction season. Contractors, who put "holds" on items during winter, "release" materials as needed—often expecting immediate delivery.

And shipping department J-Mers proudly say that even with the record number of orders every J-M customer received his shipment on time.



Men of safety record setting "B" Crew at Manville guide Transite asbestos-cement pipe through machine.

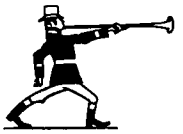


These men of the shipping department help set the summer's tonnage records. First row, from left, are J. Marshall, foreman H. Andreychik, foreman W. Popiduik, and W. Yelsh; second row, from left, are J. Gurski, J. Obyrne, J. Sikoryak, P. Moschak, G. Krantz, S. Appell, R. Koprowski, L. Eglesia, M. Indresek, J. McGinn, and foreman J. Godlewski; third row, from left, are J. Kobilus, K. Albright, P. Hnasko, J. Sebes, G. Woytowich, N. Wiencek, and C. Borrie.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/13

RECENT J-M ASSIGNMENTS





ADMINISTRATIVE SERVICES
Pittsburgh Plant
LEROY KAUFENBERG to Regional Traffic Manager from Traffic Supervisor.



BUILDING PRODUCTS
Denver District
ROBERT E. DAHL to Office Manager, Denver Office, from Chief Scheduler & Order Interpreter, Pittsburg Plant.



TERRY E. REED to Co-Ordinator I, Customer Service Unit, from Production Checker, Shipping Dept.



FINANCE DEPARTMENT
General Headquarters
DAVID L. CARPENTER to Manager, Finance Planning, from Controller, Research, Development & Engineering, Finderne.



Minneapolis District
FRANK L. WARDLEY to Minneapolis District Manager, from Assistant District Sales Manager, New York District.



Savannah Plant
WILL R. STONE to Manager, Employment & Safety Department, from Foreman, Roofing Department.



Atlanta Office
CHARLES W. WILSON to Credit Manager, Atlanta Unit, from Credit Supervisor for Florida and Alabama.



Madison Plant
W. L. MILTIMORE to Plant Manager, Madison, from Plant Manager, Waukegan.



Waukegan Plant
NORMAN J. GRAY to Plant Manager, Waukegan, from Plant Manager, Industrial Insulations, Waukegan.



Finderne
LEO J. BARTOLANZO to Controller, Research, Development & Engineering, from Mgr., Analytical Unit, Planning & Analysis.



Pittsburg Plant
D. M. CASTLEMAN to Scheduler "A", Planning & Scheduling Dept., from Production Inspector, Rigid Shingle Dept.



CELITE DIVISION
Division Headquarters
M. P. LIVERANCE to Mgr., Market & Sales Analysis Dept., from Market Analyst, Building Products Division.



ASBESTOS FIBER DIVISION
Advocate Mines Ltd.
ROSS SAMPSON to Mine Manager from Plant Engineer.



ELMER OWEN to Scheduler "A", Planning & Scheduling Dept., from Production Checker, Asphalt Roofing Dept.



DUTCH BRAND DIVISION
Division Headquarters
C. J. LEE to Sales Manager, Pressure-Sensitive Product Applications.



BUILDING PRODUCTS
Division Headquarters
F. L. PAGE to Special Market Analyst, Dept. of Market & Sales Analysis, from Analyst, Comptroller's Office.



MAX A. PRIDGEN to Chief Scheduler & Order Interpreter, from Co-Ordinator I, Customer Service Unit.



FIBER GLASS DIVISION
Division Headquarters
JOHN F. KNOTH to Analyst, Comptroller's Office, from Finance Supervisor, Corona Plant.

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/14



R. L. STAFFORD to Cost Accountant, Comptroller's Office, from Finance Manager, Waterville Technical Center.



Corona Plant
GLEN E. AVERYT to Finance Supervisor, from Cost Accountant.



Defiance Plant
GEORGE A. ENSIGN to Superintendent, Insulations, Molded Parts & Specialities, from Quality Control Supervisor, Corona.



Waterville Technical Center
ROBERT J. REGAN to Finance Manager, from Cost Accountant, Division Headquarters.



FLOORING DIVISION
Hayward Plant
FRANK G. BRANDON to Employment Sprv. & Buyer, Industrial Relations, from Production Checker, Pittsburg Plant.



PAUL M. GLADSTONE to Plant Engineer, Hayward, from Plant Engineer, Chillicothe.



HERBERT GOODING to Senior Cost Accountant, Finance Department, from Senior Cost Accountant, Pittsburg Plant.



Waukegan Plant
RAYMOND F. SCOTT to Division Senior Standards Engineer, from Industrial Engineer, Industrial Engineering Department.



INDUSTRIAL INSULATIONS
Division Headquarters
JOHN B. DORSEY to Product Manager, Commercial F/G & Spintex Pipe and Duct Insulations, from Salesman, Richmond.



Waukegan Plant
STODDARD LANE, JR., to Plant Manager, Waukegan, from Plant Manager, Long Beach.



PIPE DIVISION
Division Headquarters
HARTLEY SANDT to Product Group Mgr., Pressure, Sewer & Underdrain Pipe, from Product Mgr., Sewer & Underdrain Pipe.

Announcements

QCC INDUCTIONS

CORRECTION
CHICAGO PLANT, September 30
CHARLES CLEWER
JAMES DELUCA
LOUIS HOLMER
HELEN KRAUSE

NATCHEZ, October 13
WILLIS E. BLACK
STEPHEN SKROBACK

ST. LOUIS, October 15
ELVIN L. LANSDALE
ERWIN M. NICOL*
FRANK F. SCHNEIDER
*Deceased

CLEVELAND PLANT, October 22
EDWARD LUCZYCKI

NASHUA, October 29
EARL L. DUDLEY
EDWARD C. GLASER
EDMUND E. GOVONI
HENRY LACHANCE
ARMAND R. LAVOIE
MICHAEL F. McELHINNEY
THOMAS K. McGUIRE
FRANK E. MONSON
EDWARD J. MURPHY
LAWRENCE F. SHEEHAN
ROBERT H. WAKEHAM

RETIRING—NOV. 1
EDGAR ARCEMENT, Marrero
HARRY BRODERSEN, Pittsburg Plant
ALPHONSE HAMEL, Jeffrey
EARL HOWARD, Atlanta
ALPHONSE J. LAROCHE, Jeffrey
JAMES M. LESLIE, Manville
ERNEST MARTINEZ, Waukegan
GLADYS MURDOCK, Montreal
WILLIAM W. PROSSER, Chicago
ELPHIGE PROVENCHER, Jeffrey
PETER G. RAMEY, Pittsburg Plant
WAYNE ROGERS, Antonito
BRUNO ST. LOUIS, Jeffrey

RETIRING—DEC. 1
WILLIAM H. ALLEN, Jarratt
LUCIEN BOISVERT, Jeffrey
WILFRED DIONNE, Jeffrey
JOSEPH ELEMENT, Jeffrey
CHARLES B. HANN, St. Louis
RICHMOND W. PAUL, Dutch Brand
H. ROSS POULSON, New York
W. MALCOLM SMITH, Toronto District
JOHN F. STONE, GHQ
VALERE VACHON, Jeffrey

IN MEMORIAM
JOSEPH BEAUPRE, Nashua June 28
HARRY A. BURRIS, Billerica June 29
JOSEPHINE STANKOWITZ, Manville June 29
KASPER M. KOWAL, Manville June 29
ELI MARKO, Waukegan June 30
HARRY P. JEWETT, DHQ July 3
OSCAR CHILL, Lompoc July 7
JOHN SOBEL, Manville July 9
LOUIS GRASSIS, SR., North Brunswick July 16
MIKE MELNYK, Manville July 21
JOSEPH BINKOWSKI, Manville July 22
HERBERT A. SMITH, Nashua July 22
BENJAMIN H. HORNADAY, Redwood City July 26
ANTHONY JACKOWSKI, Manville, Aug. 3
GRACE I. MACAULAY, GHQ Aug. 9
CATHERINE GELETA, Manville Aug. 12
JAMES E. DEADRICK, Waukegan Aug. 21
ROSS F. REED, North Brunswick Aug. 25
AXEL G. SAMUELSON, Waukegan, Aug. 25
PAUL R. DESCHERE, New York, Aug. 28
CHARLES B. RUSSELL, New York, Aug. 29
MATTHIAS VUSLER, Manville Aug. 29
LESLIE L. JOHNSON, St. Louis, Aug. 31
JOHN ANTHONY, Chicago Sept. 2
JOHN L. PICHETTO, Florida, Sept. 2
JAMES J. STOCK, Jeffrey Sept. 4
VIRGIL BLAGRAVE, Manville, Sept. 7
GEORGE J. HARRIS, Pittsburg Plant Sept. 8
HAROLD CUTTING, Lompoc Sept. 9

PRODUCED
JM - 83

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/15

JOHNS-MANVILLE CORPORATION
P. O. Box 1960
Trenton, N. J. 08607
Return Requested

BULK RATE
U. S. POSTAGE
P A I D
PERMIT No. 831
TRENTON, N. J.

[redacted]





Big man with a gun

"From a bolt action .22 rifle to a shotgun, I've seen more bad and sloppy habits with firearms than I could list in a lifetime."

Sound like somebody's got a "gripe" with hunters? Well, J-Mer Aurelio Quinonez hasn't exactly got a gripe, but he's seen a lot to give him cause to complain about the lack of hunter safety. Around Lompoc, California, this Quarries and Mine truck driver is a big man with a gun—an expert who's listened to by hunters from 8 to 80.

"I've taught more than 1,000 youngsters in nearly seven years of Hunter Safety Instruction, and I'm amazed by how fast they learn and sometimes how little their parents know," he says. "Often a hunter will come in who's had a bad hunting experience, and he wants to know what safety precautions to take.

"The first thing I tell him is, always keep his finger off the trigger, especially when he's walking. Too many hunters think a ready trigger finger is good; but they can be just inviting an accident.

"Secondly, hunters often have a lazy habit of identifying other hunters through their telescopic sights, instead of using binoculars. That's just asking for trouble!

"And of course getting in and out of automobiles or trucks with a loaded gun is dangerous."

Aurelio, a member of the National Rifle Assn., is a qualified Hunter Safety Instructor in California and conducts classes for hunters who, according to state law, must pass the course before obtaining a license.

In the photo, Aurelio, as Chief Instructor for the Lompoc Police Department, demonstrates the "fast-draw." Sometimes his safety students beat him on the target range and, he adds, "The girls learn faster than the boys!"

PRODUCED
JM - 83

Litho in U.S.A.

Published by AsbestosClaims.Law
asbestosclaims.law/library/12829/16