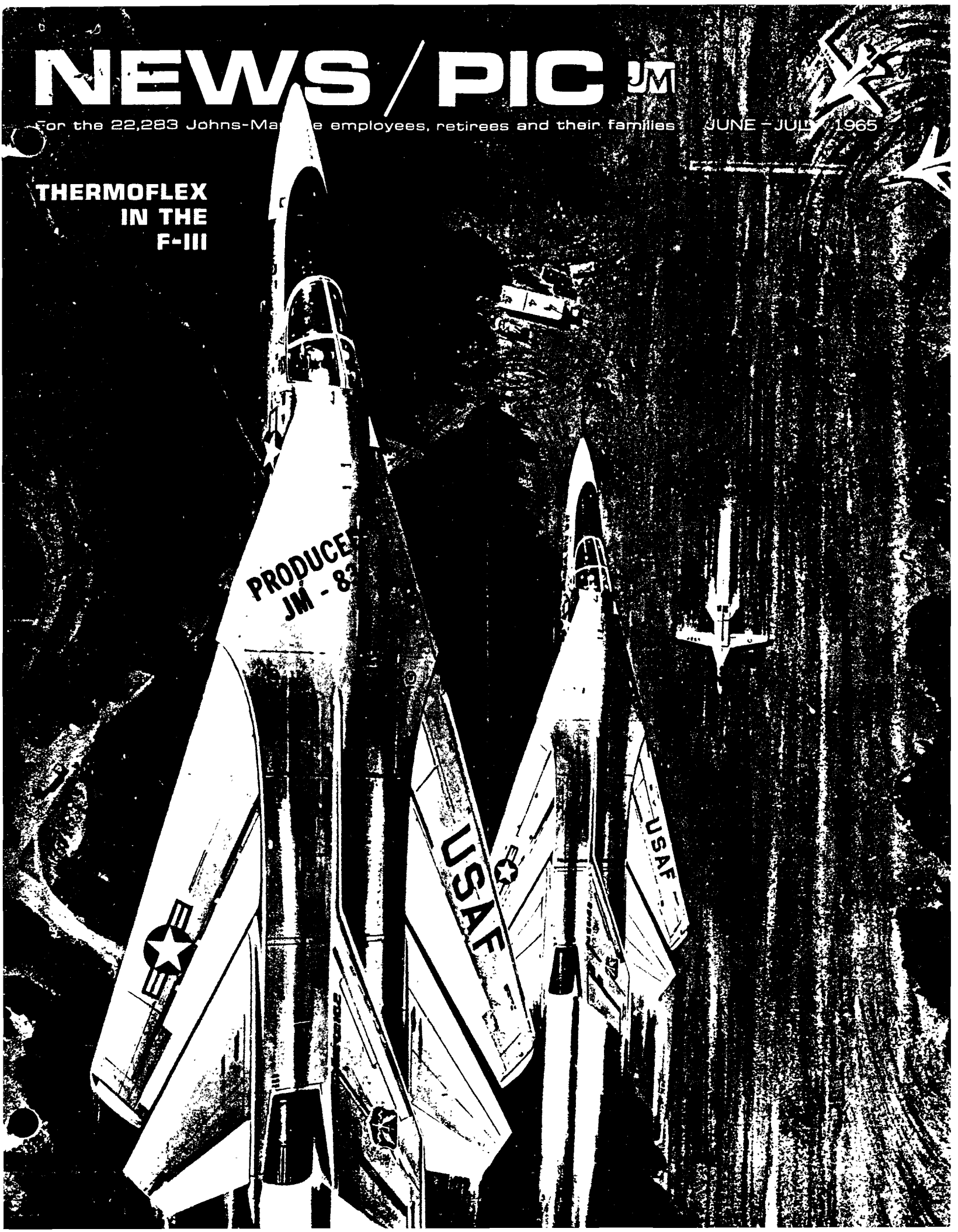
NEWS / PIC JM

For the 22,283 Johns-Ma[illegible]e employees, retirees and their families JUNE – JUL[illegible] 1965

THERMOFLEX IN THE F-111



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NEWS/PIC

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C. B. Burnett: President

Editor: Gerald D. Murray

Designer: Fil Giuliano

Manager of Art and Production: Charles W. Zendler

Cover: J-M Thermoflex® Felt blanket insulation plays an important part in the versatile, supersonic F-111, one of the nation's most advanced combat planes.

Contributing Correspondents

Ebbie Eberhardt, Helen Kimpel, GHQ; W. A. Deal, B/P DHQ; J. M. Van Voorhis, II DHQ; P. D. Morrell, P&FM DHQ; B. E. Mullen, Albany Contract Unit; W. H. Samberg, Dayton Office; P. D. Burnam, Defiance Plant; P. R. Clarke, Jarratt Plant; G. M. Gould, Manville Plant; G. G. Guthrie, Montreal Office; W. Lohuis, Lompoc Plant; L. P. Clemens, Los Angeles Office; Will Stone, Savannah Plant.

Contributing Illustrators

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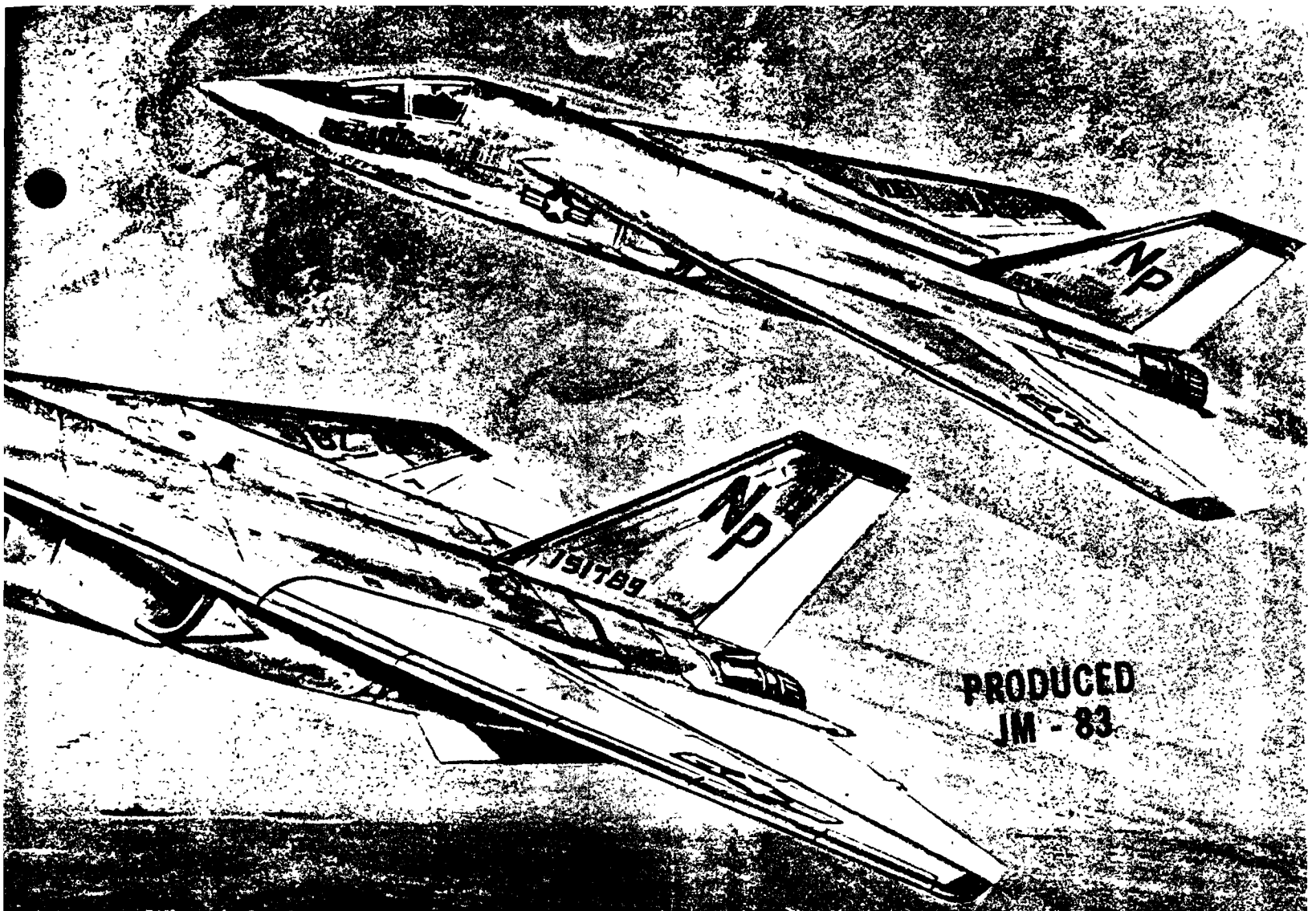


THERMOFLEX IN THE F-111

THE SLEEK JET fighter, its wings nearly straight out, soared lazily over Long Island, New York. Then its twin engines roared louder and the plane increased speed—and its wings slowly moved back forming a vee, as if gently pushed there by the increasing air resistance.

The F-111B, the Navy version of America's newest and most advanced combat plane, was successfully [illegible] its first flight [illegible] an all-[illegible] Grumman man-built plane [illegible]

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paces. When it landed its wings again were nearly straight out, enabling it to set down at slow speed in a short distance.

Playing a vital role in the success of the F-111 design was Johns-Manville Thermoflex® Felt blanket insulation. About 2,200 square feet of Thermoflex, encased in a thin stainless steel jacket, protects each plane's fuel from engine temperature ranging up to 1,000°F.

On the Navy F-111B and its sister ship, the Air Force F-111A, fuel tanks wrap around the twin Pratt and Whitney TF-30 turbofan engines with afterburners. Thermoflex is between the engines and tanks.

The hot side of the Thermoflex stainless steel facing is subjected to constant temperatures of 400°F during cruising. This increases to 450°F during short term maximum speed flight. Hot spots on the shrouds can reach 1,000°F.

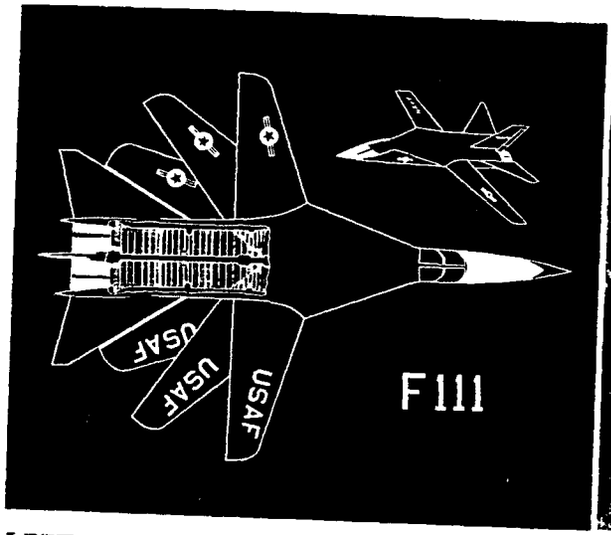
The stainless steel casing is .005 inch thick on the hot side, .003 inch thick on the cold side.

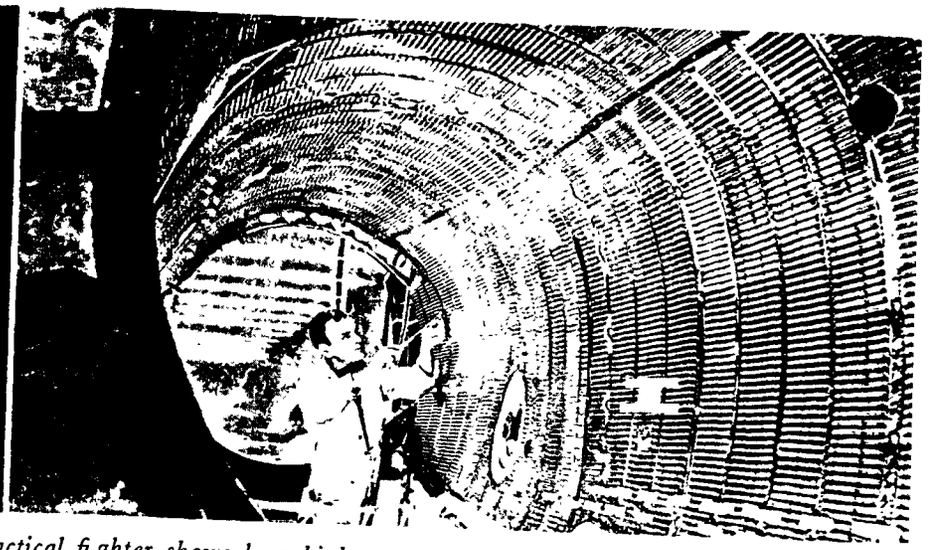
Compounding the severity of these temperatures is the extremely high noise level of the jet engines, which reaches 150 decibels. Thermoflex is engineered to withstand this temperature-noise assault for long periods without breaking down and losing its insulating qualities, as would conventional fibrous and rigid materials.

Also on board the F-111 are J-M insulations to protect the parachute compartment of the pilot

Greg Knowles

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LEFT: This artist's visualization of the F-111B tactical fighter shows how high-temperature Johns-Manville insulation (shaded area), stainless steel encased, is located to protect the fuel from jet exhaust which passes right through surrounding fuel tanks. RIGHT: A technician at Grumman Aircraft installs J-M Thermoflex shroud.

ejection system, and to control noise in the cockpit.

The first test flight of the F-111B was May 11; a week earlier the plane was rolled out for its first public viewing. Among the civilian and military officials at the roll-out were four J-Mers: E. F. Briggs, General Manager of the Aerospace Department; J. M. Van Voorhis, Sales Manager; William Story, Salesman; and Steve Previte, Contract Administrator. All have had key parts in supplying J-M materials for use in the nation's air defense and space programs.

Both versions of the F-111 were developed from the TFX design of General Dynamics Corporation, Fort Worth. General Dynamics is building the Air Force F-111A; Grumman, of Bethpage, Long Island, is building the Navy F-111B. The F-111A was rolled out in October and made its first flight in December.

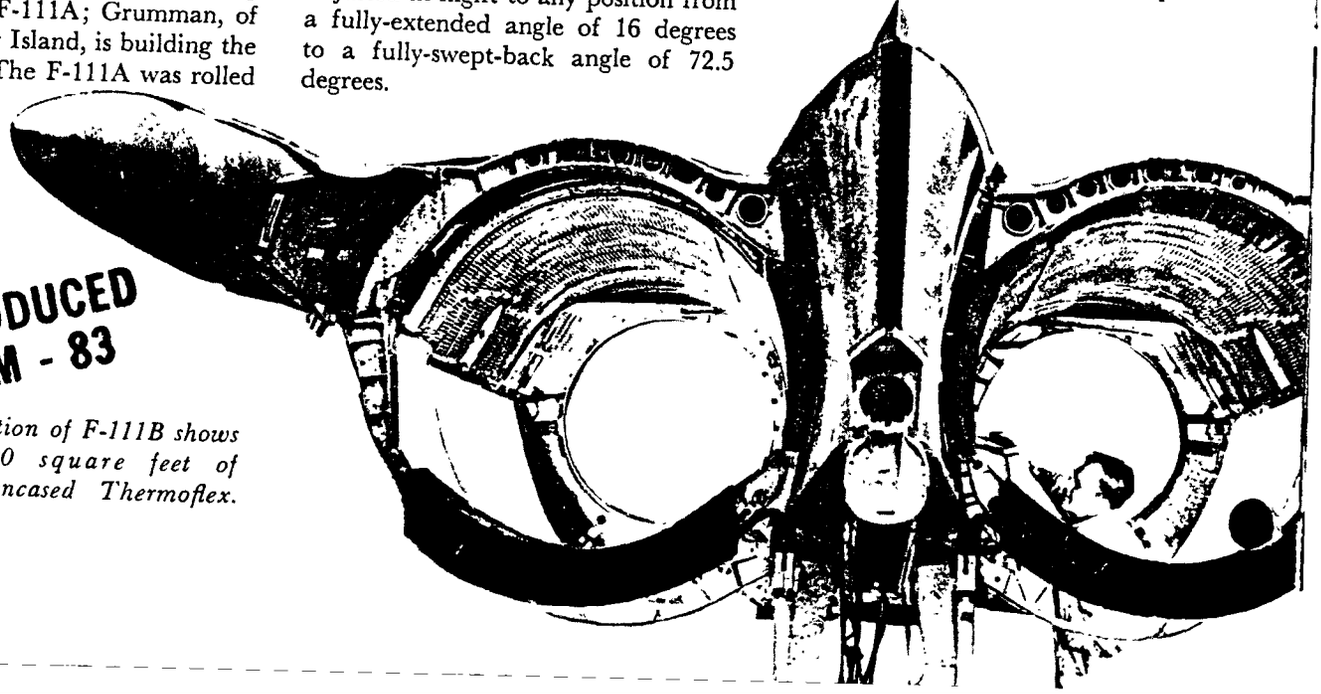
The variable-wing F-111 was developed because no fixed-wing aircraft design could meet the demands of both slow-speed and high-speed flying. As a plane increases speed it requires less wing area; conversely, greater wing area is required at slow speeds. The adjustable wings of the F-111 answer these requirements.

Use of the same basic design for the Air Force and Navy models was to reduce development and construction costs. The Navy version is a few feet shorter in length and tail height, but has a wider wing span.

The wings of the F-111 can be adjusted in flight to any position from a fully-extended angle of 16 degrees to a fully-swept-back angle of 72.5 degrees.

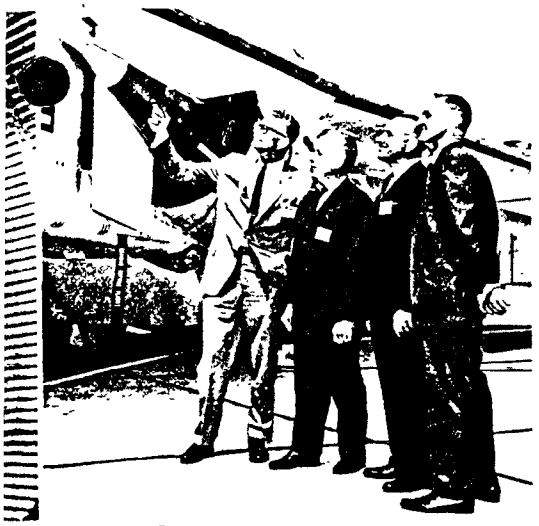
Thus an F-111 can take off from a short airstrip or carrier deck with its wings extended, engage enemy aircraft in the stratosphere at supersonic speeds with its wings swept back, drop down to tree-top level to support ground troops with its wings again extended, and then return to its base.

Exact operating capabilities of the F-111 are, of course, classified. Officials have released "in excess of" figures: top speed is more than Mach 2.5 (two-and-one-half times the speed of sound—roughly 1,500 mph plus); landing speed is under 150 mph; maximum altitude is above 60,000 feet; minimum operating altitude is under 500 feet; and it is capable



View of rear section of F-111B shows locations of 220 square feet of stainless steel encased Thermoflex.

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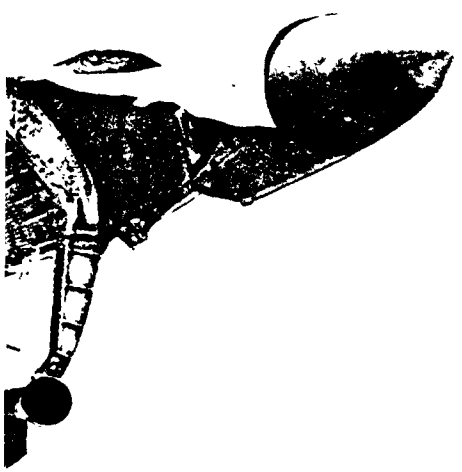
J-M Aerospace men view F-111B at Grumman. They are (l. to r.) E. F. Briggs, J. M. VanVoorhis, W. H. Story, Jr., and Steve Previte.

of "transoceanic" flight.

Both versions call for a two-man crew, seated side-by-side rather than in tandem as on other fighter planes. The entire cockpit serves as an ejection capsule in an emergency.

Armament includes conventional and nuclear weapons of all types, including air-to-surface and air-to-air missiles and rockets. The Navy version will carry the new Hughes air-to-air Phoenix missile.

The F-111 is the latest in a long line of American combat planes which have depended upon J-M insulations to protect against heat and noise. As these new variable-wing planes continue their test flights, the quality of J-M materials and excellence of J-M technology are again being substantiated under severe conditions.



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Advertising's Doug Cooke chats with Dr. Von Braun.

NEXT STOP: THE MOON

JOHNS-MANVILLE PRODUCTS, now international, are on their way to becoming interstellar.

America's Moon Flight program, which makes use of several J-M materials, is now "half-way to target," according to aerospace technologist Dr. Wernher von Braun, Director of NASA's Marshall Space Flight Center at Huntsville, Alabama. He described this country's Project Apollo, which is to put an American on the moon around 1970, in a talk before the Sales Executive Club of New York last month.

The theme of the Club's meeting was the adaptation to consumer or industrial use of products originally developed for aerospace needs. One such item on display was J-M's Cera Form combustion chamber.

The chamber is made of molded pieces of refractory fibers, similar to those J-M developed for Cera-Felt and Thermoflex Felt insulations. Used at first on jet fighters, these insulations later were widely used in the Mercury and Gemini space programs.

J-M products have played an important role in America's space program. Min-K and Thermoflex helped insulate the Mercury and Gemini craft and will be protecting astronauts aboard Apollo, as will Micro-Quartz. Blastape protects umbilicals and other cables of the rocket and its gantry. J-M gaskets are within space rockets; J-M brake block are used on the giant rocket transporter, which will take the Apollo-Saturn to its launch pad. Even Transite pipe, though not thought of as an exotic space age product, serves the Cape Kennedy launching complex.

As J-Mers watch their country's progress toward the conquest of space, they can also take pride in the products they produce which contribute to that progress.

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HOW WESTINGHOUSE REFRIGERATORS KEEP COOL

"NO ICE TODAY" . . . "No ice today" . . . "No ice today."

This refrain became increasingly familiar to icemen of the 1930s as their horse drawn wagons, loaded with blocks of ice under canvas, moved through the streets of urban America.

The red and white 10-25-50 signs began to disappear from windows. The brawny iceman, in his leather apron with ice pick and tongs, was being seen less and less.

The icebox was giving way to the electric refrigerator.

Though primitive by today's standards, these early models changed the American kitchen. Menus became more varied and nutritious as food could be kept fresher longer. The kitchen became more attractive and much more efficient.

After World War II, as production strained to meet demand, the refrigerator became part of the American way of life.

Many of these refrigerators were built by Westinghouse. Famous for its industrial products and broadcasting activities, the Westinghouse name on refrigerators and other appliances became known in millions of households throughout the nation.

Today the Westinghouse Electric Corporation produces thousands of refrigerators in many models and colors. In size, variety, and utility they far surpass refrigerators of even 15 years ago.

To the homemaker, today's refrigerators do more than just keep foods cold. Various Westinghouse models



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About 5,000 people work at Westinghouse's Phillippi Road Plant in Columbus, Ohio. They can assemble up to 1,500 refrigerators during each eight-hour shift.

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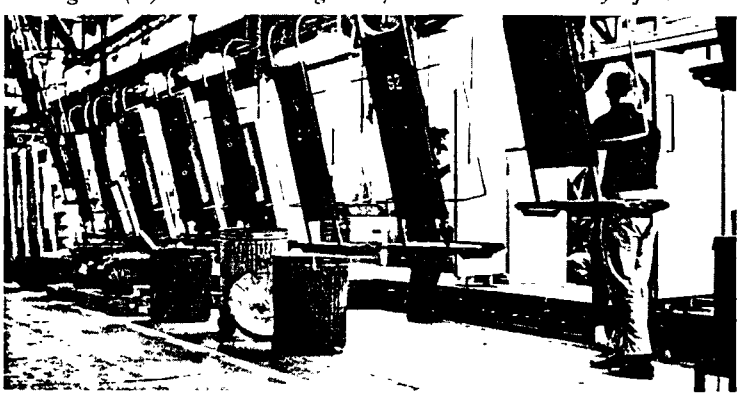


Quality control supervisors monitor each phase of production on the two assembly lines.

WESTINGHOUSE USES J-M PRODUCTS



Bill Samberg (l) confers with Supervisory Buyer Earl Pittinger (c) and Manager of Purchases Harry Johnson.



defrost themselves automatically so that they may be truly called "frost-free." Vegetables keep crisp and moist in a high-humidity bin, meats stay fresh for seven days in a meat locker, and butter remains at desired firmness in a butter conditioner.

From an engineering standpoint, a refrigerator is basically a cabinet with a heat-exchange mechanism to take away the inside heat and insulation to keep away the outside heat.

"Any refrigerator compressor has only limited capacity," explains H. L. Frankenstein, Westinghouse refrigeration engineer. "So the walls of a refrigerator must be insulated to reduce heat leakage to no more than the capacity of the compressor.

"But of course it is not good to have the compressor working all of the time," he continues. "A typical design criterion in the industry is 60 per cent running time in 90-degree room temperature to maintain 36-degree refrigerator temperature and zero degree frozen food temperature.

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Depending on the model, about 300 operations go into the assembly of each refrigerator.

IN ALL MODELS OF ITS REFRIGERATORS

So you can see how important insulation is to the operation of a refrigerator."

Westinghouse uses a fine-fibered fiber glass blanket insulation; Johns-Manville's tradename for this is SPIN-GLAS®. Before fiber glass was adopted by appliance manufacturers mineral fiber insulation made from molten inorganic materials, such as J-M SPINTEX®, was used.

"SPIN-GLAS is, pound for pound, twice as good as SPINTEX" says Frankenstein. "The same volume does the same work but weighs only half as much."

J-M SPIN-GLAS, used between the inner and outer walls of the cabinet and in the door, surrounds the cooling compartment.

"Essentially, SPIN-GLAS stops the movement of air between the walls without conducting much heat itself," says Frankenstein. "Dead air has a lower conductivity but is almost impossible to achieve, so fiber glass is used."

All Westinghouse refrigerators are assembled at the company's modern plant in Columbus, Ohio. From this central location they are shipped throughout the country.

Refrigerator components—including J-M SPIN-GLAS—arrive by rail at one end of the plant and, in the form of finished refrigerators, leave by rail from the other end.

In between, hundreds of skilled hands assemble the refrigerators on two cabinet lines and one door line. Overhead, various parts—in white, yellow, turquoise, and coppertan—are carried along by an endless chain conveyor which weaves its way in, around, and over the assembly lines. Some 300 operations, depending on the model, are required to assemble a refrigerator.

As many as 1,500 refrigerators can be produced on the two lines during an eight-hour shift. About 4,000 men and 1,000 women work at the plant, which was opened in late 1953. In addition to refrigerators, they also assemble vertical freezers, chest freezers, room air conditioners, dishwashers, water coolers, and dehumidifiers.

Refrigerators are part of the wide variety of Westinghouse products which range from elevators and street lights to missile guidance systems and atomic reactors. Last year company sales exceeded two billion dollars. Consumer products, such as refrigerators, accounted for more than a fourth of this.

J-M insulation is sold to Westinghouse by Lyle Bungart, salesman, and Bill Samberg, sales supervisor, both of the Appliance Insulation Department's Ohio area.

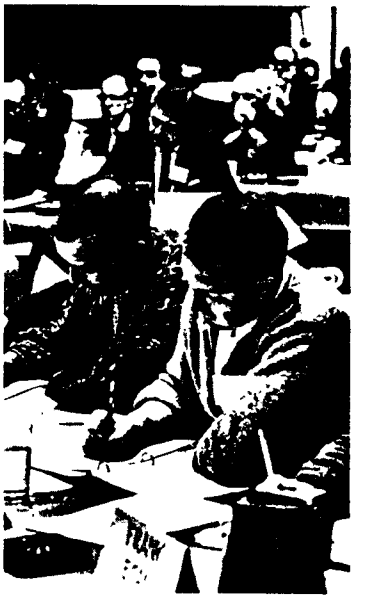
"The refrigerator business is highly competitive," Bill says. "Westinghouse accepts only the best materials and is constantly looking for better ways of doing things.

"This is why we are proud to be a Westinghouse supplier," he continues. "After all, isn't their motto, 'You can be sure if it's Westinghouse'?"

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Work Session: (Left to right) District Manager R. C. Hall, Cleveland; W. G. Moorehead, Chicago; F. R. Egan, New York City; T. H. McCarthy, Maine; J. F. Robin, Joliet; H. E. Nixon, Philadelphia; and J. E. Trish, Philadelphia. Right Photo: Bill Schafer (left), York, Pa., and Terry McGovern, St. Louis, at a meeting of all the 65 salesmen.

FIRST NATIONAL PACKING & GASKETS MEETING

AN AGGRESSIVE PROGRAM to capture a greater share of the large—and profitable—packings and gaskets replacement market is underway.

Featuring new products, sales aids, and brochures, the program was outlined to about 65 packing salesmen at their first national sales meeting recently. The J-Mers met for three days at Tarrytown, N. Y.; a three-day meeting of the eight district managers preceeded the general meeting.

These J-M salesmen sell to 527 distributors in the 50 states. The distributors in turn sell replacement packings and gaskets for use in machinery such as hot water pumps, petroleum distillation towers, textile dye agitators, and chemical autoclaves.

"The bulk of our gasket and packings sales now is to manufacturers for use in original equipment," said Roy M. Billings, Sales Manager for Packings and Textiles. "We want to increase our share of the replacement market."

Billings said J-M has 110 major competitors in the field.

"Some sell only one or two specialty items," he explained. "Others have a wider selection. Our line is the most complete in the industry—we offer gaskets and packings of metal, Teflon, cloth, rope, and molded rubber."

Introduced at the meeting were:

- A new mechanical seal for pumps and mixers; developed in England, this seal is superior to competitive products and fills a large gap in J-M's product line.
- A pocket-size worksheet called TAMP which enables distributor salesmen to make on-the-spot packing and gasket recommendations.
- Three new catalogues.
- A "family album" brochure of pictures and testimonials of eight prominent J-M distributors.

Working with Billings at the sales meeting were Paul D. Morrell, Manager of Marketing Analysis and Distribution; James J. Whalen, Product Manager of Mechanical Packings; Gene Cramer, Product Manager; John H. MacKay, Manager for Management Training; and H. J. Wood, Advertising Manager.

Seminar: (clockwise from left) George E. Duley, Denver; John M. Ryan, St. Louis; Jack J. Hayes, New York City; W. D. Smith, Baton Rouge; J. M. Rackley, Atlanta; Tony Malcanas, Cleveland; Norman J. Adams, Massachusetts; J. I. Erickson, Indianapolis; and District Manager William J. Alfriend, Jr., Atlanta.



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Product Manager W. M. Gooden instructs salesmen in how to specify building sheets and how to install them.

From front are salesmen Lars Edwurtzl, Cincinnati; Fred Kelly, Boston; Fred Hiedl, San Francisco; Earl Young, Philadelphia; Hank Selby, Charleston, N. C.; and Jerry Burns, Detroit.

NEW PRODUCTS INTRODUCED TO IAC SALESMEN

CAN A FACTORY OWNER in a small town expect the same high quality installation of Corrugated Transite® from his local J-M contractor as from a big city contractor?

"Definitely yes," answer salesmen of the Industrial Asbestos Cement Group.

To help insure this, 25 IAC salesmen from throughout the country wrote specifications, read blueprints, and studied construction details during the group's annual sales meeting in New York in March.

A primary purpose of the meeting was to enable the salesmen to act as consultants to small contractors—to help them get asbestos-cement products specified in plans, figure costs for bidding, and plan installations.

"We have more than 300 authorized J-M erectors," said W. A. "Pat" Deal, IAC Sales Manager. "And many of them are small town contractors who may sell only a few dozen sheets a year, but they are important to us. These contractors can hardly be expected to keep up with all the improvements and changes in our products, so our salesmen must be able to assist them."

Deal hopes to continue the momentum of activity which increased IAC's sales by 17 per cent last year. Before becoming IAC manager on the first of this year, he was B/P district manager in Cleveland.

The salesmen were welcomed to the three-day meeting by J. E. Kindregan, B/P General Sales Manager.

A new product, Terraceran asbestos-Cement building sheets, was introduced by J. V. Magee, COLORLITH® Product Manager. Produced at the Billerica plant, Terraceran has a glazed, baked-on, ceramic-like finish available in seven weather-resistant colors. It is designed for a wide range of uses including exterior facing and interior partitions.

Magee also reviewed use of FLEXBOARD® bioplates in sewerage treatment systems. In use since 1943, bioplates are enjoying renewed popularity as more communities become concerned about water pollution.

FLEXBOARD bioplates, in vertical rows one inch apart, are placed in treatment chambers. The sheets, with screen marks on each side, provide a high surface area for bacterial growth. Such sewerage treatment systems are low in cost and require several thousand bioplates.

The marketing of a new style of Corrugated TRANSITE, designated W-6, was described by P. L. Earle, Manager of Asbestos-Cement Products.

"Teaching school" during the meeting was W. M. Gooden, Product Manager for Corrugated TRANSITE and Canal Bulkheads. Each salesman had blueprints and, under Gooden's direction, determined how much and what kind of IAC building sheets were needed, and how they were to be installed.

Gooden also reviewed THERMOSTONE 85®, a recently introduced asbestos-cement-cellulose building sheet that looks and handles like wood.



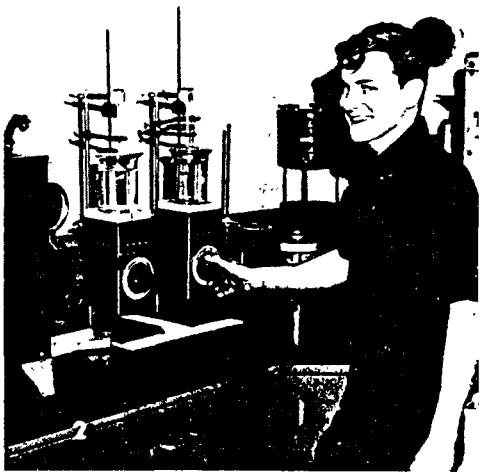
Methods of erecting TRANSITOP®—including new "snap-in" system for curtain walls—were discussed by G. W. Constantin, Product Manager, Utility and General Purpose Products.

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NEWS MAKERS



1. Miss Johns-Manville, Judy Ann Moll of Burbank, Calif., secretary to L. P. Clemens, District Manager, Celite Sales, Los Angeles, was a finalist in the "Miss Swimming Pool" contest. She lost only to a professional model. Judy is more than a beauty. She is capable and efficient on the job and popular among her associates. After-hours she is an avid swimmer and tennis player.

2. Johnny Bitter, Sample Maker, Savannah Plant, is a nominee for the Andrew Carnegie Medal for Heroism. While strolling with his girl, Johnny found a sputtering cherry bomb endangering a group of children. Failing to extinguish the bomb, he covered it with his feet, suffering broken bones when it exploded. A. B. Marchant, Production Manager, Building Products Division, wrote Johnny a letter of commendation.

3. Ralph Starkel, Finance, receives his Quarter Century Club watch at Lompoc from Perry Martinson, Celite Division General Manager. Jim Short, Working Leaderman, Quarries and Mines Department (extreme



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right), was elected Lompoc Chapter President. Also present is Mrs. Starkel.

4. New Contract Experts: Diplomas of Proficiency were awarded by Bernard E. Mullen (left), head of Albany Contract Unit, to Paul Kessel and Mrs. I. Sauerbrunn of Rheinhold & Mahla, Mannheim, Germany. This approved contractor of Vereingigte Korindustriex is a user of J-M Industrial Insulations. Mr. Kessel is Contract Manager, while Mrs. Sauerbrunn is Technical Director. The two were members of a group of engineers visiting J-M Sales locations in the U. S. Witness is Leo E. Ward (right), Industrial Insulations Manager, J-M International.

5. New President and Vice President of Manville, N. J., Civilian Defense Police Reserves are J-Mers Paul Petras (left), a Millwright in "H" Building, and Anthony Caporosa, a Pre-former in "G" Building.

6.(a) A. G. Sinclair (right), President and General Manager, Canadian J-M, receives the Achievement Award for the greatest improvement in safety during 1964 in the Cermaica and Stone Division from J. M. Legate, chairman for 1965. **6.(b)** In addition to this award, the Canadian Accident Prevention Association also honored Ivan H. Sloane (left), Industrial Relations Manager, Toronto Plant, with a past Chairman's certificate.

7. Ernest C. Deane, Jr. (left), Sales Representative, Building Products, was named West Virginia "Jaycee of the Year" by the Bluefield Jaycees.



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NEWS MAKERS



J. R. Scott, Jr. (right), Machinist, Erection & Repair, Jarratt Plant, manages a combo that plays for J-M affairs and has appeared on "Teen Tempo," station WTVR, Richmond. Members are (from left) Billy Anderson, Richard Stone, Eddie Bradley, J. R. Scott III, Tom Jones, and Mr. Scott.



Louis F. Frazza (left), Pipe DHQ Retired, receives from R. V. Ford the first award given by the U. S. Department of Commerce for the securing of Executive Reservists for the Water Industries & Engineering Services Division. Lou has recruited since 1956.



Tom Patterson, Advertising & Public Relations Manager for C. J-M, is new president of the Canadian Circulation Audit Bureau. Tom has also been V. P. of Association of Industrial Advertisers.

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RECENT J-M ASSIGNMENTS



ADVERTISING & PUBLIC RELATIONS
General Headquarters
HAROLD J. HASTINGS to Assistant Advertising Manager — Packings, Friction Materials and Dutch Brand Products from Senior Copywriter.



GENERAL INDUSTRIAL ENGINEERING DEPT.
Finderne
J. M. STOVER to Senior Office Analysis Engineer from Manager of Industrial Relations, New Brunswick Plant.



GENERAL PLANT ENGINEERING DEPT.
Manville Plant
WALTER KOGUT to Foreman - Boiler House from Acting Power Plant Foreman, Erection & Repair Dept.



GOVERNMENT & TRADE RELATIONS DEPT.
N. J. & Pa.
GEORGE H. SHAY to Area Manager, New Jersey & Pennsylvania Area from Manager for Special Services, Pipe Division, Middle Atlantic Area.



CANADIAN PRODUCTS DIVISION
Montreal District
JACK WALE to District Staff Manager, Industrial Products, from Senior Salesman, Industrial Products.



FIBER GLASS DIVISION
Waterville Plant
AUBREY G. ASHER to Scheduler, Planning and Scheduling Dept. from the Finance Dept.



ROBERT A. SNYDER to Foreman - Shipping, Receiving and Warehousing from Planning and Scheduling Dept.



INDUSTRIAL INSULATIONS DIVISION
Atlanta
W. D. BREWER to Contract Sales Engineer from Estimator Salesman in Atlanta.



INTERNATIONAL DIVISION
Weisbaden
JOSEPH BRUGGEMANN to Sales Engineer, Germany, from an outside position in Germany.



PIPE DIVISION
Denison Plant
WILLIAM E. ROUSH to Manager for Services, Plant Manager Dept., from Industrial Engineering Supervisor, Industrial Engineering Dept.



Stockton Plant
EINO HEIKKINEN to Quality Control Foreman from hourly.



DAVID SHUTT to T. P. Finishing Shift Foreman from Hourly Foreman, Finishing Dept.

ANNOUNCEMENTS

QCC INDUCTIONS
Southern California Chapter
Long Beach Plant, June 4

ROBERT A. CHURCH
CROSBY C. GUITH
JOHN E. HOFF
FRANK A. LA FOND
JAMES P. MONTGOMERY
MERLE S. ROSS

RETIRING—September 1

WESLEY CARLTON, Richmond Plant
ALVAH C. COYLE, Waukegan Plant
HENRIETTA DELEHANTY, Pittsburgh Office
MALCOLM E. DUNCAN, Denison Plant
JOHN HUGHES, Manville Plant
JULES LABONTE, Jeffrey Mine
FRED LENTS, Waukegan Plant
THOMAS LUNDY, Jarratt Plant
GEORGE H. NEELEY, Richmond Plant
DONAT PERRAULT, Jeffrey Mine
ROBERT L. RUFFIN, Jacksonville Office
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IN MEMORIAM

GEORGE KASCHAK, Manville Plant, April 17
FRANK FRISHKORN, Zelienople Plant, May 1
JOSEPH A. BEDARD, Asbestos Plant, May 14
LUTHER B. PRITCHETT, Jarratt Plant, May 19
JAMES A. KENNEDY, Waukegan Plant, May 23
PAUL NOVOVESKY, Manville Plant, May 27
ANTHONY MISKOWSKI, Manville Plant, May 30
ROY LIVINGSTONE, Asbestos, June 3

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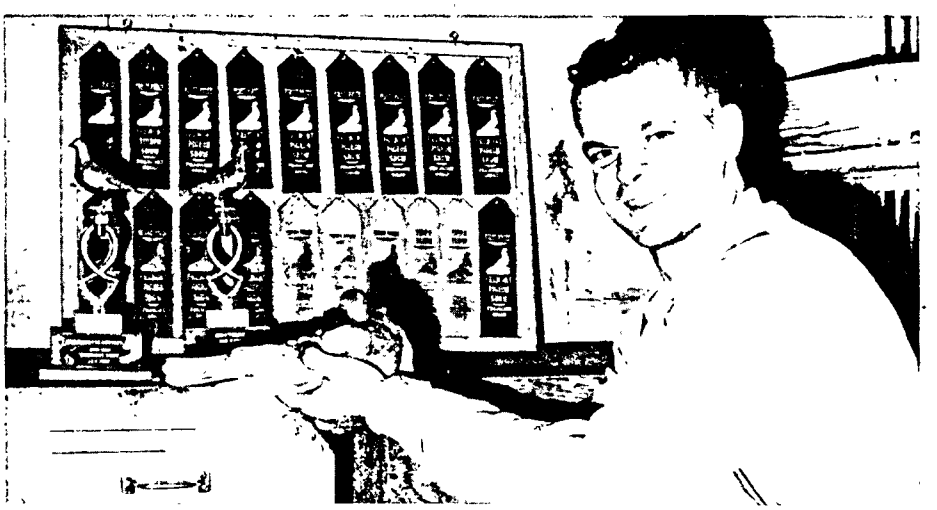
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POLLOCK'S PRIZE PIGEONS



WHEN J-MER Harold O. Pollock praises the beauty of a "blondette," he is not talking about a golden-haired junior miss.

Rather, he is describing a pigeon.

Harold, a fiber glass insulation machine attendant at Defiance Plant G-26, raises show pigeons as a hobby. A member of the American Pigeon Association, Pollock has 250 birds. These are categorized into five breeds: fantail, turbit, satinette, jack, and blondette.

This is Harold's fourth year as a pigeon raiser. Last January he entered his first competition at Norwalk. Each of his 19 entries "flew away" with an award to give Harold 11 firsts, three seconds, and five thirds. Among his prizes were two trophies for the best blondette in show.

The turbit which Harold is proudly holding in the picture was named best in class and runner-up for best in show.

Martha, Harold's wife, keeps the records and helps her husband with the loft work. Known as the Pollock Brothers Loft, the pigeon roost is at the rear of the couple's home in Bryan.

Harold hopes one day to qualify as a show judge.

"Then the shoe will be on the other foot," he concedes. "But I enjoy working with pigeons and I think I would very much like being a judge."

Until then, Harold and Martha will continue to raise birds to capture show prizes—birds which have the correct width between their eyes and the proper shortness of bill and stockiness of body; birds with the exact number of feathers in their tails and wing flights; birds with perfect feathering on their legs and a regal crest on their heads.

And birds which, of course, strut and preen to the judges' satisfaction.

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