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NEWS / PIC

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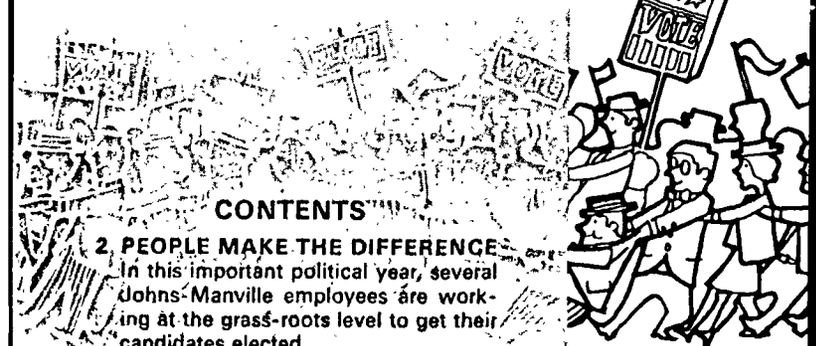
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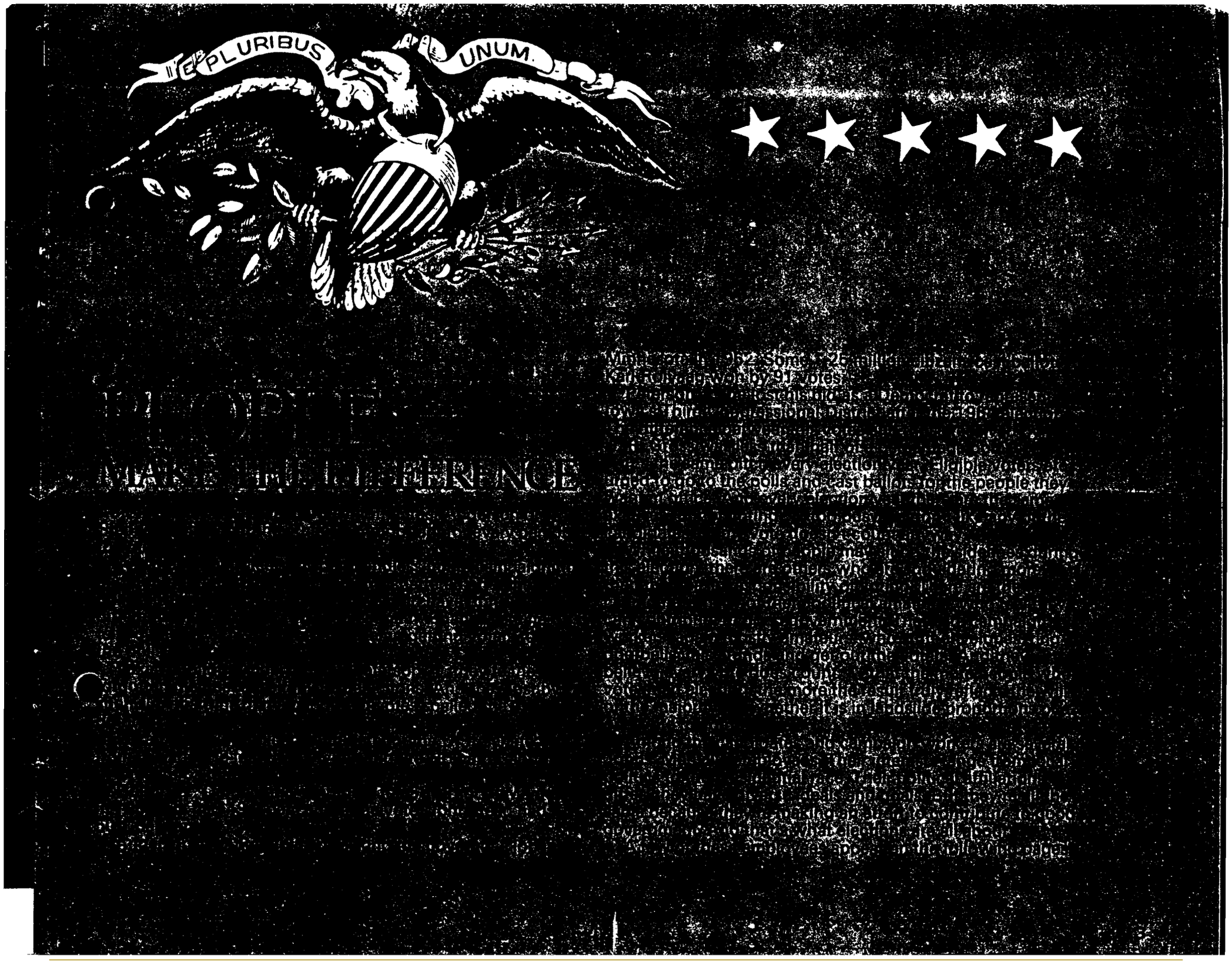


TO THE MAN... IN THE ARENA

"It is not the critic who counts, not the man who points out how the strong man stumbled or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena; whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who, at the best, knows the triumph of high achievement: and who, at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat."

THEODORE ROOSEVELT

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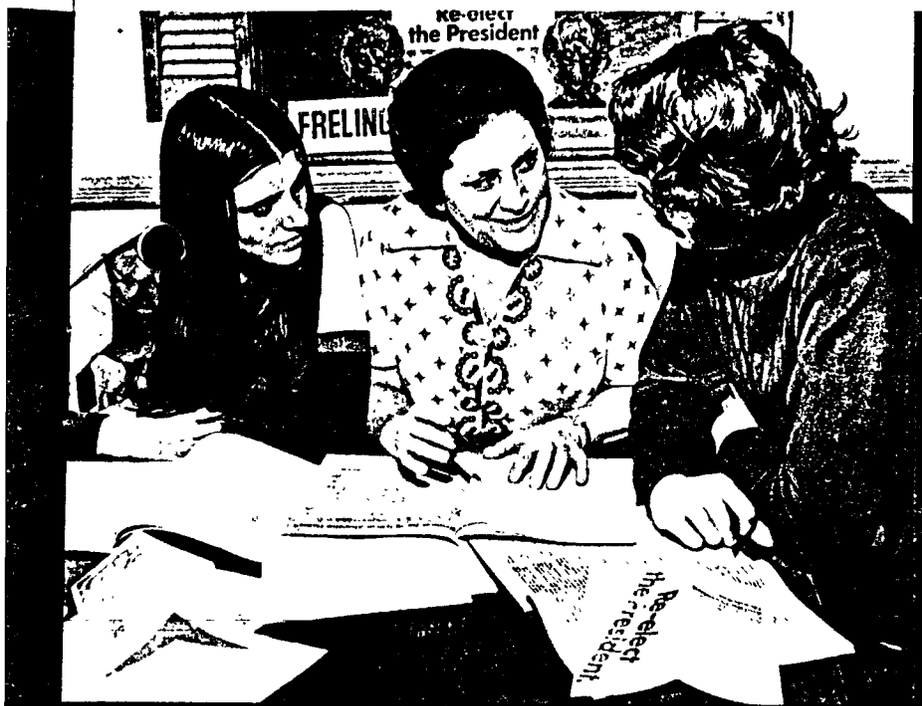


FUND RAISERS . . . Ralph McKay, employee relations manager at the Nashua, N.H., plant, and his wife Ruth make it a family affair as they work together to help raise funds for George McGovern's campaign. They can be found in their off hours at campaign headquarters answering questions about the Democratic presidential candidate and getting others to support the candidates of their choice. They also arrange for housing accommodations when Sen. McGovern or any of the members of his staff visit the Nashua area.

CANVASSING NEIGHBORHOODS... As a Republican committeewoman for Bridgewater Township, N.J., Helen Apgar spends many hours campaigning door-to-door for President Nixon and New Jersey Republican candidates. Ringing doorbells is one of the more traditional campaign methods but it still works. Helen, active in politics for six years, works in the Pipe Finance Department at Manville.



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MAPPING OUT STRATEGY

. . . Bob Vivalo briefs Manville, N.J., Democratic party workers on the campaign strategy they'll use in their efforts to get George McGovern and other Democrats elected this year. Bob, supervisor of building services at the Research and Engineering Center, is a five-year veteran of the Democratic District Committee in Manville. He is also chairman of the Manville Planning Board.

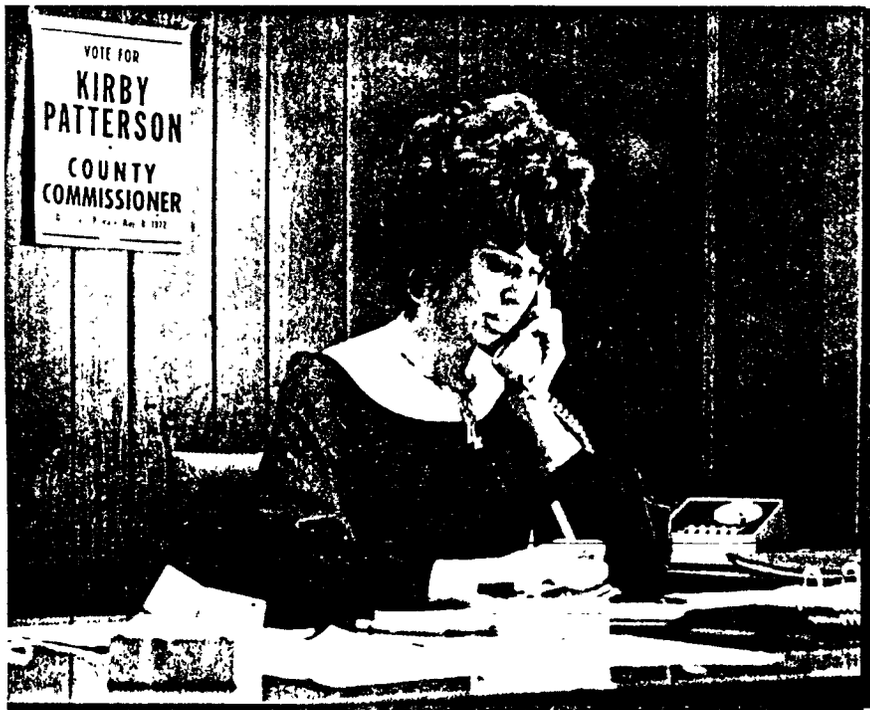
YEAR OF THE YOUNG ADULT

. . . There's a whole new group of voters this year between the ages of 18 and 21. Anne Olivo explains procedures in filing absentee ballots in Bound Brook, N.J., to two young adults now eligible to vote. Anne is supervisor of communications and special services at Manville and a Republican Committeewoman in Bound Brook.



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READ ALL ABOUT IT... A 20-year veteran of political campaigning, Paul Mihaly, center, knows the value of getting the name of the candidates in front of the voters. Here, he's passing out literature for President Nixon and local candidates at a fair in Somerville, N.J. An electrician at the Manville Research and Engineering Center, Paul is active as Republican campaign chairman for Somerville and is a member of the Somerville Borough Council.

CAMPAIGNING FOR HER MAN . . . Rita Patterson spent many long hours this summer campaigning for the reelection of her husband Kirby as commissioner in Murray County, Ga. Part of her efforts included telephone calls to prospective voters urging them to be sure and vote and then giving them a pitch about her man. Kirby won his Democratic primary battle and is unopposed in the November balloting. Rita is a secretary at the J-M Spring Place plant.



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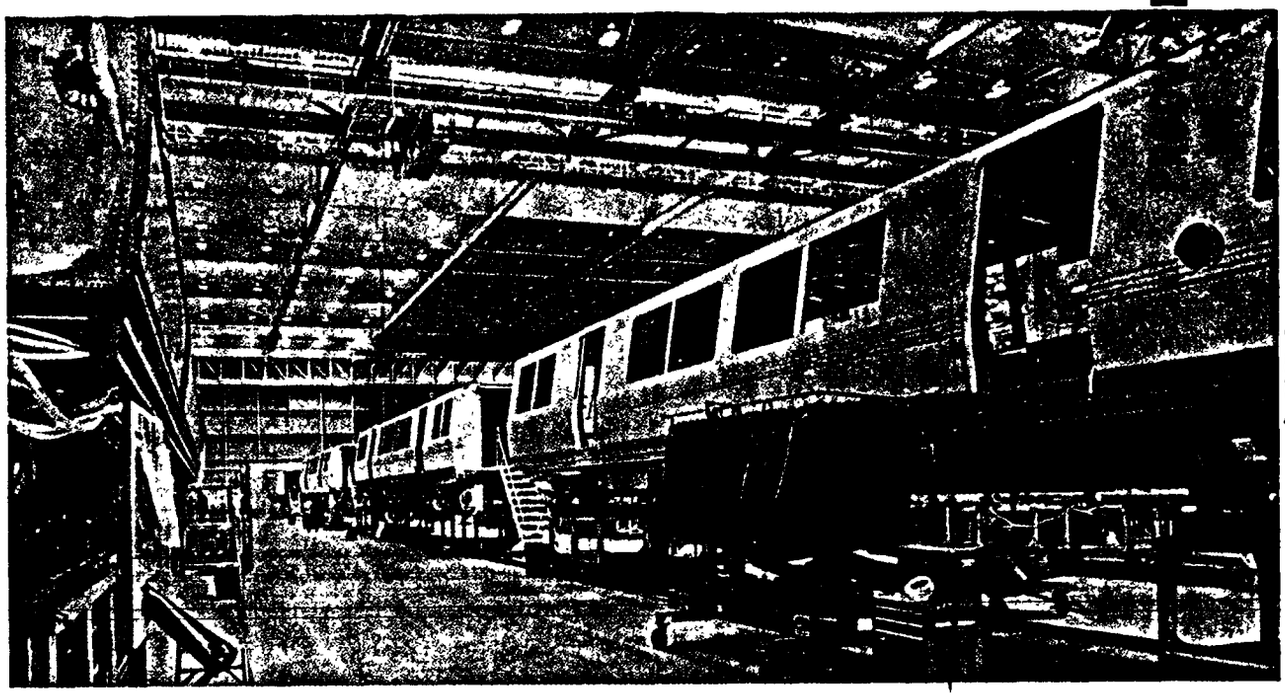
THEIR HATS ARE IN THE RING . . . Josef Murawski (left) and Ralph Terracciano decided to become involved as candidates in local politics this year. Both Josef and Ralph are Republican candidates for the Manville, N.J., Borough Council. Josef works in the J-M Manville plant traffic department; Ralph is an equipment operator at Manville. Both are seeking to unseat incumbent Democrats in the election.

YOU MUST REGISTER TO VOTE . . . So, Bob Ewing, left, a project engineer at the Holophane R & D Center in Newark, Ohio, is concentrating his efforts on getting people to register so they are eligible to vote on Election Day, November 7. Here, Bob reviews voter registration manuals with Glen Abel, chairman of the Licking County, Ohio, Republican Executive Committee. Bob, active in the Republican party for several years, is a member of the Executive Committee and is a committeeman from his precinct.



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BART Moves People



SOME CALL IT the greatest public works project since the Egyptians built their pyramids. Others, kiddingly, call it another Disneyland. More serious observers hope it will mark a new era in urban planning. Johns-Manville played a part in the construction of the project.

What the Bay Area Rapid Transit (BART) system means to casual observers is a wildly innovative method of moving thousands of people at one time with a minimum of confusion and a maximum of comfort.

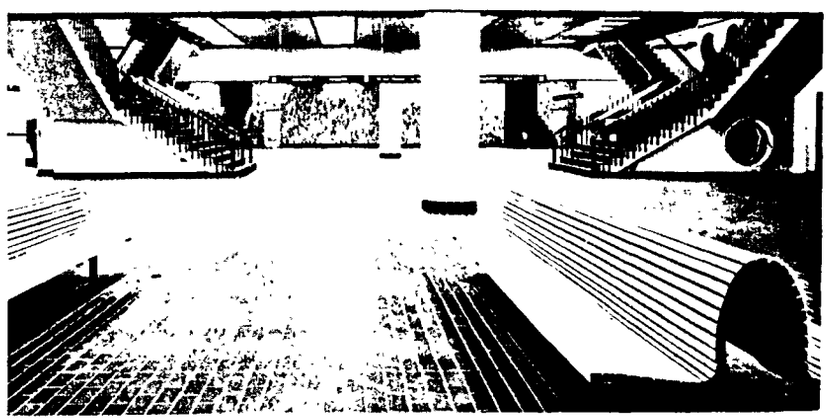
BART began serving 3.5 million residents of the San Francisco-Oakland region in September, culminating more than two decades of engineering and construction. The price tag: a whopping $1.4 billion in public funds.

It all started in 1951 when a specially organized commission concluded that a fast, efficient rapid transit system was the "only answer to protecting the future Bay Area environment from the fate of a society dependent on the automobile." What followed was a massive project to design and construct the first all-new regional transportation network since

Above: BART cars receive the final touches at a manufacturing plant in Chula Vista, Calif.

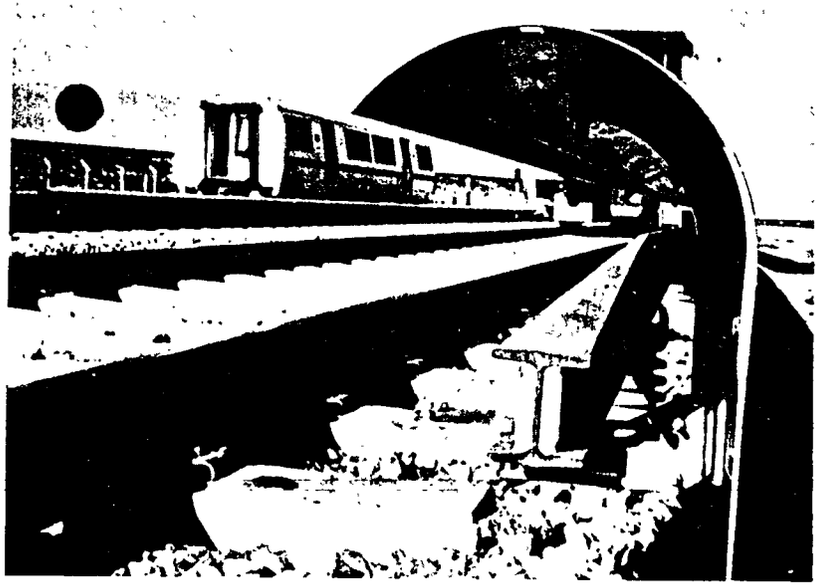
Right: Design of the MacArthur Station in Oakland is typical of the stations along the BART route.





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Left: Three rails, one to generate power to the trains, are used for tracks along the BART system.

Below: Passengers leave a BART train at the MacArthur Station. The main station is below the loading platform.

the turn of the century.

This big step from the present into the future was not a smooth one. There were immense problems in engineering. There were hot controversies over financing and service areas. There were labor problems and an investigation into cost over-runs. But on September 11, 1972, one year after it was due to begin service, BART opened its doors to the public.

When the initial three-county BART system is fully operational by mid-1973, there will be 75 miles of track, including a four-mile span beneath San Francisco Bay. There will be 34 stations, each individually designed to fit the neighborhood. Some 250 cars will haul 21,200 people per hour. And the whole system will be fully automated, including the collection of fares.

There are some other interesting – and unique – features in BART. Trilingual information services (English, Chinese and Spanish) give passengers details on train schedules. Everything is designed to accommodate the elderly and handicapped. Employees have been hand-picked and specially trained to run the equipment and services. They're dressed in bright, modern uniforms, which complement this highly sophisticated transportation system.

BART's nerve center is situated in Oakland where all the mass transit system's operations are run and monitored. A computer controls the distancing and speed of the trains. It also regulates the air conditioning and decides when the lights of the cars should be turned on. There is a back-up computer which kicks into service if the first fails. Other automated devices have been placed along the route to help solve local difficulties.

BART officials say the stations and cars are as modern as technology per-

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mits. They claim many firms refused to bid on jobs because the firms didn't have enough knowledge to do the work.

Each of the 34 stations was designed to blend in with the surrounding neighborhood. Sixteen architectural firms and eight landscape architects were retained to do the work. "Despite the lively, colorful diversity which has been achieved, all BART stations are designed to handle large numbers of patrons efficiently in generally pleasant and natural surroundings," say BART spokesmen.

Several Johns-Manville products were used in the construction of many stations. J-M Acousti-Clad tile is used for ceilings in three San Francisco stations. They include Mission Street, Van Ness Street and Richmond Street.

J-M Built-up Roofing and Fesco board roof insulation were specified for several stations, including the one at Hayward.

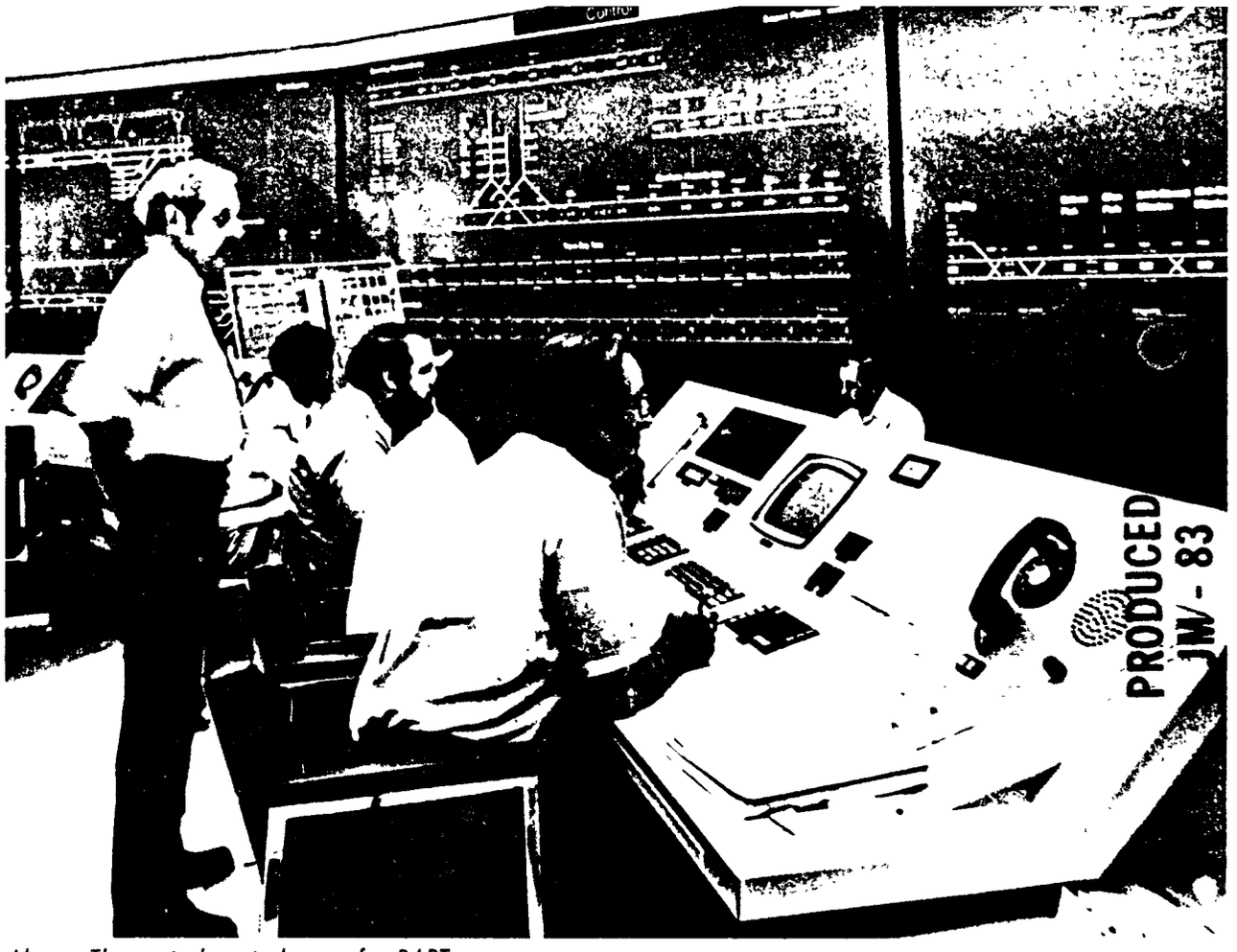
Electrical duct was used in the Fremont, Walnut Creek and Southern Alameda stations.

Cars used by BART are designed to seat 72 passengers. The cars have aluminum exteriors and a low center of gravity to withstand high Bay Area winds. The cars are fully air conditioned, have indirect lighting, large windows, plush seats and are fully carpeted.

Cars can travel up to 80 miles an hour and are powered by four 150-horsepower engines. They have a life-expectancy of two million miles.

All the technology and amenities of BART are really secondary to a more important accomplishment. All indications point to the mass transit system as unlocking solutions to urban ills in the Bay Area. And if the problems can be solved there, it is likely they can be solved in other metropolitan areas.

San Franciso is in the midst of an



Above: The central control room for BART.

Above Right: BART cars await passengers at the main transfer station.

Below right: A BART train speeds along its route with the Bay Area skyline in the background (Photo courtesy Life Magazine, copyright 1972, Time Inc.)

$850 million high-rise construction boom. The migration of businesses to the suburbs is grinding to a halt. Downtown San Francisco and Oakland are expected to get out of a stranglehold automobiles have put on the streets. Residential property values along the BART routes are already increasing.

If, over the long run, BART does work, and few expect it won't, other cities may turn to the Bay Area as a model for mass transit development. Cities like Washington, D.C., Atlanta, Denver, Baltimore and Houston, all of which are building or planning high-speed transit systems, may find BART provides some helpful answers to their problems.

Perhaps the whole spirit and hope of BART were summed up by one person who was there on opening day: "Gone is the shut-in, below-the-ground sense of confinement, that sardine sensation so familiar to riders of subways in cities like Boston and New York. So far, at least, riding BART is a real delight."

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HAPPENINGS

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GETTING TO KNOW YOU

Employees from many locations were in Denver this summer to launch the newly formed J-M Architectural Construction Systems group.

The three-day meeting was designed to outline goals of the new department and to preview some products that will be entered into the market. Some 80 sales representatives, plant personnel and officials from division management participated in the sessions.

Among the new concepts is a design ceiling system which incorporates J-M acoustical products with Holophane lights. Fred Kohlmeier, Denver district manager for Holophane, is shown here demonstrating a part of the new package.

Also at the meeting, Jim Adams of the Birmingham, Ala., office was presented an award for outstanding achievement in specifications writing; and John Busch of the Dayton, Ohio, office was tapped acoustical salesman of the year.



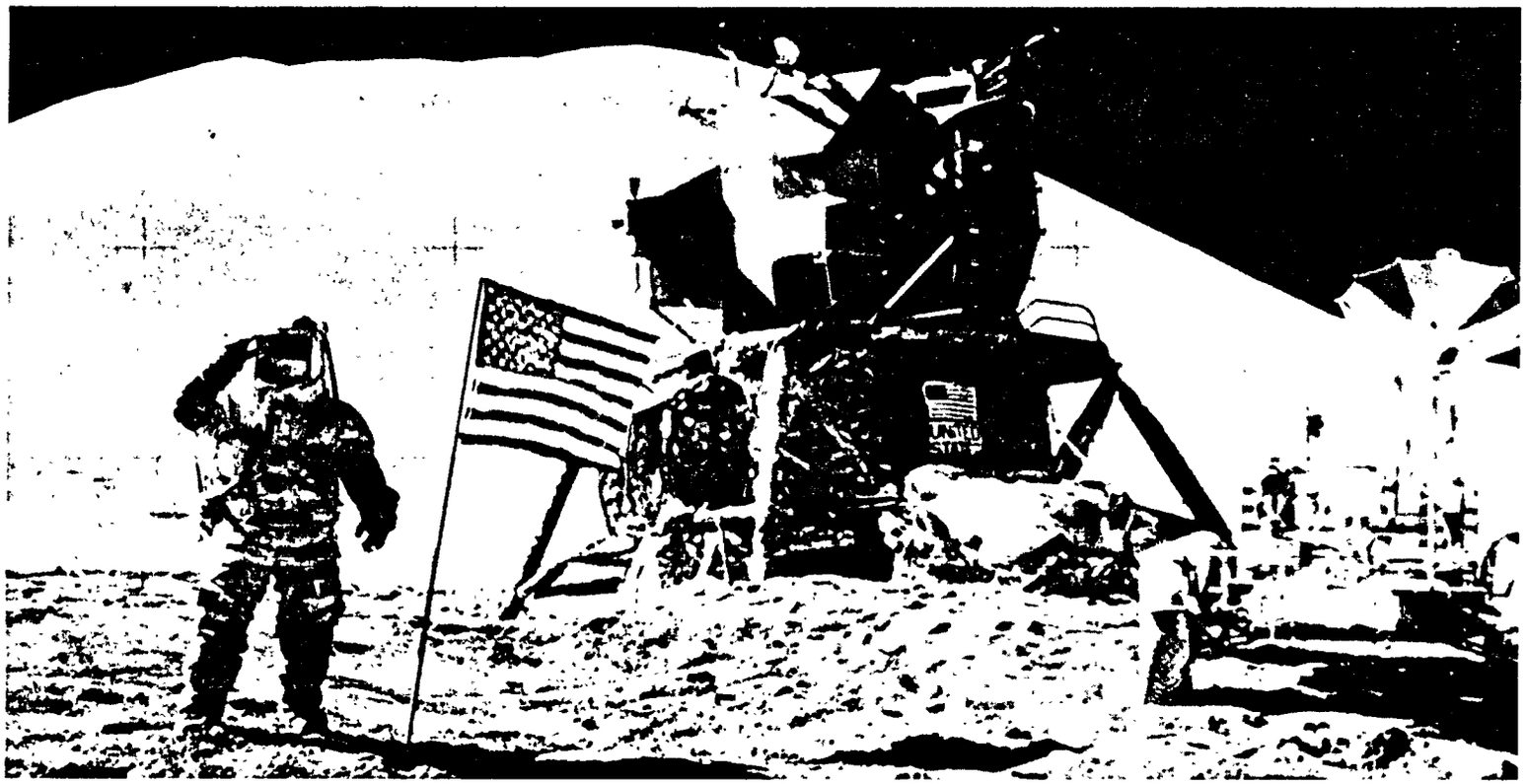
KEEPING IT SAFE

The Johns-Manville Savannah, Ga., plant has been honored by the Asphalt Roofing Association for outstanding safety performance during 1971.

Shown here with the plaque noting the achievement are, left to right, A. W. Buechner, plant manager; J. R. Straight, coordinator of training and safety; and J. C. Greene, chief shop steward in the Production Department.

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FORMER ASTRONAUT JOINS J-M

The eighth man to walk on the moon has joined Johns-Manville. Jim Irwin, retired astronaut, was part of the Apollo 15 mission and piloted the lunar module during the 1971 space flight.

Jim is currently touring plant communities to discuss his experiences during the 12-day mission. He is shown here talking about his flight with employees at the Winder plant.

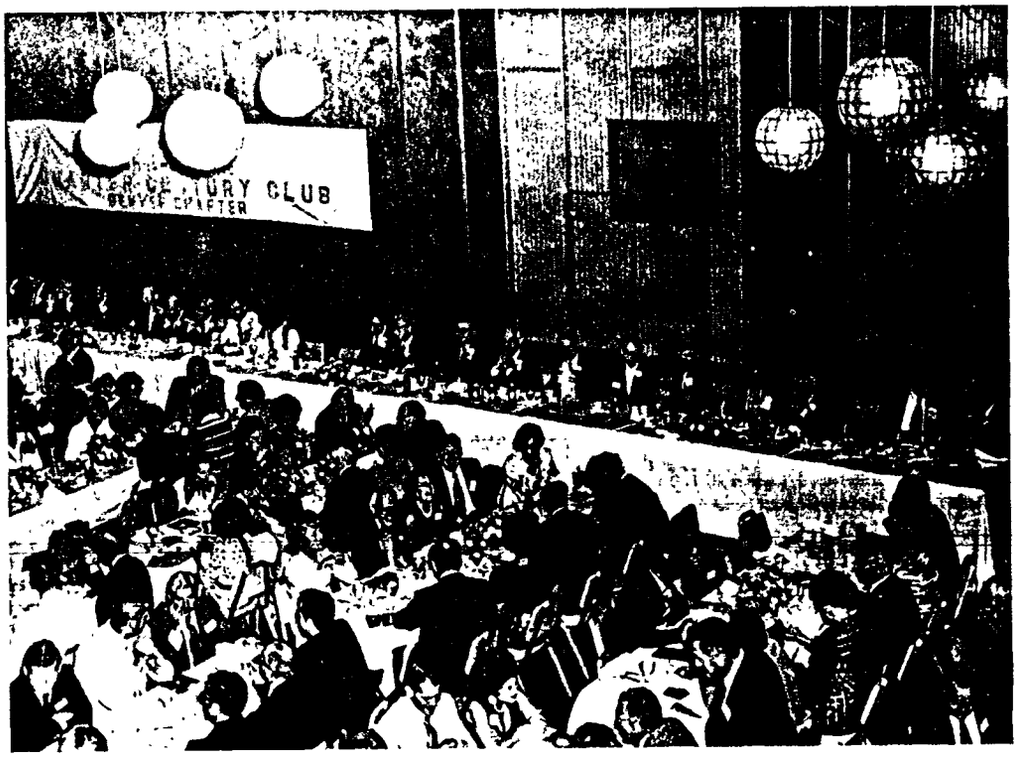
A retired colonel in the U.S. Air Force who is training for a J-M management post, Jim joined the space program in 1966. He and Apollo 15 Commander David R. Scott were the first to use a "lunar buggy" to explore the moon's surface. Jim is pictured here as he walked on the moon's surface.

The 42-year-old native of Pittsburgh, Pa. graduated from the U.S. Naval Academy and earned a master's degree from the University of Michigan. He and his family make their home in Colorado Springs, Colo.

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DENVER QCC: A NEW CHAPTER BEGINS

Thirty-five Johns-Manville employees were recently inducted as charter members into the newly organized Denver Chapter of the Quarter Century Club. The new chapter is a result of the consolidation of world headquarters to Denver and it brings together employees who previously were in New York, New Jersey, Ohio and several other locations.

Bill Hanold, president of the chapter, served as toastmaster for the program held at Denver's Brown Palace Hotel.

J-M President Dick Goodwin applauded all headquarters employees for the admirable way they performed during the period of relocation. He added that it's this kind of spirit which has helped J-M sales to increase from $134 million in 1947 to a projected $780 million in 1972. Mr. Goodwin said he is confident that the carefully conceived growth program implemented during the past year will succeed because of the caliber of the J-M employees.

Those inducted into the chapter included:

Gene Cramer, Don Norris, Charles Stake, Ben Hall, Dave Carpenter, Hal Olson, Ed Stoltz, Bill Henseler, Lloyd Jenssen, Ival Martin, Harry Ruh, Jim Bradley, Georgianna Krobetzky, Harry Kuesel, Hamilton Fess, Jim Brooks, Bill Silk, Jack Dalton, Tom Kurnec, Don Lockard, Ed McMahon, Charlie Pelanne, Walt Pusch, Jim Murphy, Don Gaches, Edna Gill, Charlotte Hamilton, Jack Knoth, Ed Ryan, Ken Wick, Ed Morrison, Bill Ranson, Noel Conway, Dev Josephs and Jack Verschoor.

QCC induction ceremonies are scheduled at many other J-M locations during the coming months.

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THE "FLYING" NURSE OF DEFIANCE

"Flying" Nurse, did we say? Well, almost, because Louise Blissett, as a professional snowmobile racer, nearly literally flies across the snow and ice to win the numerous trophies which decorate the fireplace mantel of her home.

Industrial nurse for the Johns-Manville Defiance plants, Louise, and her husband Bob, are members of the Snow Travelers, a family snowmobile club. During the winters, they spend almost every weekend participating in snowmobile rallies throughout Indiana, Ohio and Michigan. A member of the Indiana Snowmobile Association's Board of Directors, Louise is the club's only professional female member.

"Professional," she explains, "means that only a qualified driver can purchase one of these machines, which can move out up to 120 miles per hour. A driver who has been recognized by the United States Snowmobile Association (USSA) is a professional. To be classified as such, the driver must have completed, without accident, two sanctioned oval, drag and cross country races, and must be deemed thoroughly knowledgeable on every safety rule governing such races."

A three-time sanctioned race winner, Louise was invited to compete in an international professional event sponsored by the USSA. Her husband, who is employed at a nearby Indiana plant where he is known in their club as the "Red Baron," says of his wife, "She's really got courage."

Courage aside, during the 1972 season Louise finished in first place in two classes of competition and runner-up in a third class.

Bundled into her gear, including safety helmet, a good pair of goggles, heavy mittens and the best boots she can buy, Louise extends an invitation to "Join us this winter, and don't forget the kids. This is a family sport; there's no generation gap here."



COMPLIMENTS FOR THE COOKS

Johns-Manville President Dick Goodwin stopped at the J-M Casalpusterlengo, Italy plant during a recent trip to Europe.

After lunch at the plant, he stopped to compliment four cafeteria employees for an excellent meal. Kneeling are Cecconello Domenico, waiter; and Lina Riboni, cook; standing are Franca Fossati (left) and Maria Comizzou, also cooks.

Mr. Goodwin visits plant locations periodically as part of his program to maintain good communications between J-M management and plant people throughout the world.

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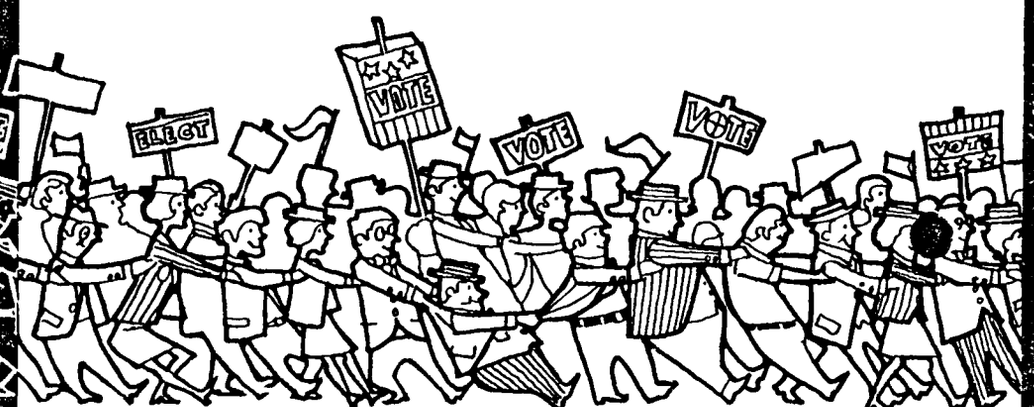
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