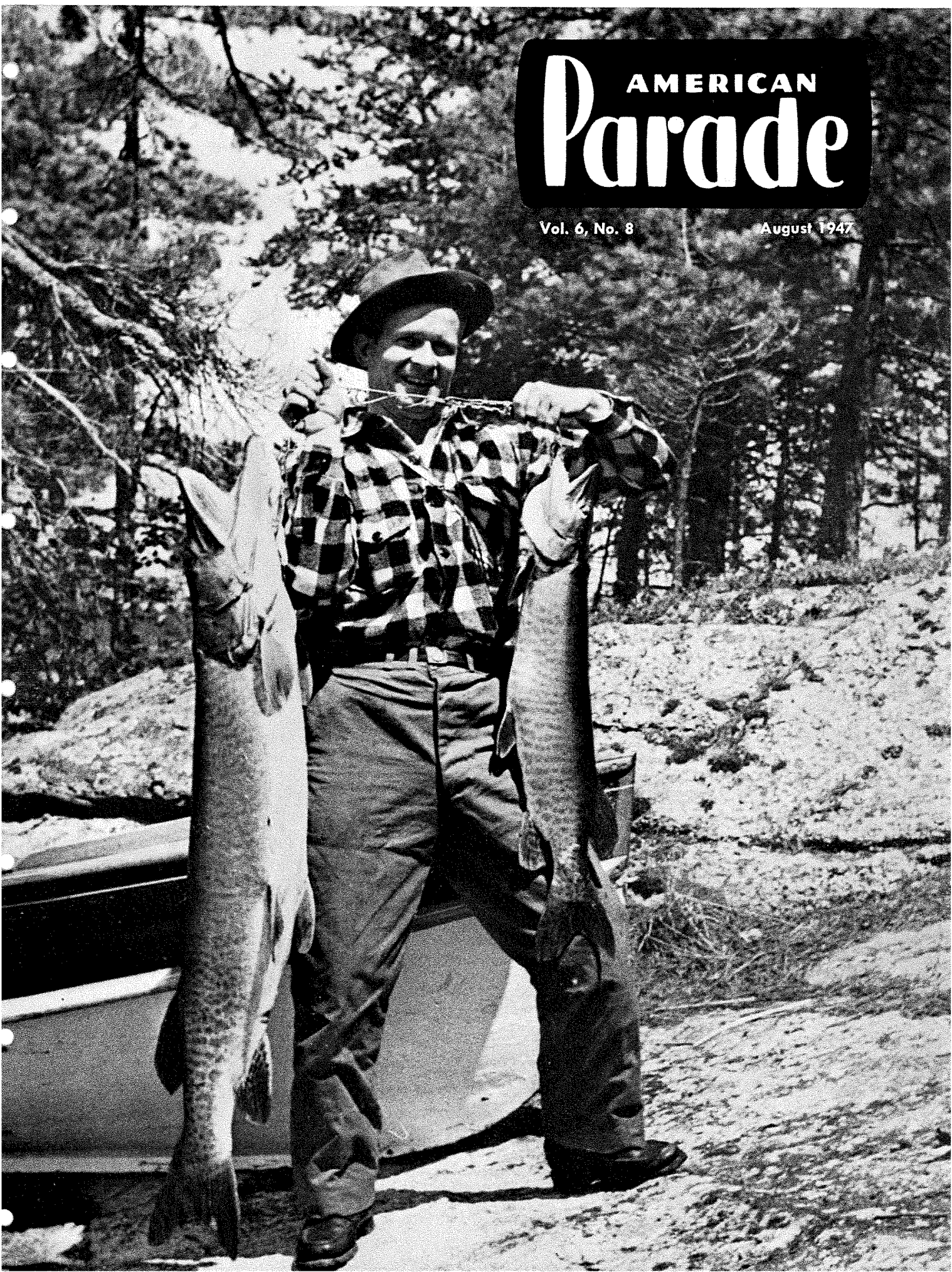


AMERICAN Parade

Vol. 6, No. 8

August 1947



The Real Boss



Published by Permission

Who's the real boss of a business? Is it the Factory Manager? Foreman? Supervisor? Group Leader? Hardly.

A little thought on the matter and most people will arrive at the same answer. It's the *customer*.

When you help to make a Wheelabrator or a Dust Collector you're making it to please some Mr. John Citizen like yourself, and he's the toughest boss alive. He knows what he wants and he gets it. If a product doesn't measure up to the highest standards he doesn't buy it. Or if he does buy it and it fails to give him satisfaction and true value for his money, he certainly will not come back for more.

Every worker . . . no matter what his job . . . plays an important role when it comes to satisfying the customer. There's not a job in our plant that does not in some way affect customer relationships either for good or bad. And it is usually the little things that make or break smooth harmony. That harmony should always prevail with customers, because it is upon their buying that every organization depends for its livelihood . . . and for the jobs it thereby provides.

An irritated customer usually doesn't consider the many good things an organization has done for him . . . he's too concerned about that extra postage, for example, he had to pay this morning because the mail clerk was careless in affixing the right stamps; or he got an un-

tactful letter from a sales correspondent; or a shipping clerk overlooked sending some vital parts with the main shipment and he's got to wait another week or two until the matter is adjusted; or inspection passed through some faulty parts and they failed after the first day's operation; or a hundred and one other "little" things that anyone else in any other department might do to cause the customer annoyance or serious loss.

The customer is the real boss and he's a tough boss. And if we continue to satisfy him we continue to work and to prosper.



OFFICE

Anna Mae Ehrmin, Jeannine Ann Tharp, Loretta Lang, Paul E. Myers, Ruth Marie Books, Evelyn C. Burns, Gladys May Pedrotty, Dixie L. Beck

STEEL SHOP

Raymond T. Humphries

SHIPPING

Everett H. Watson, George W. Richards, Elmer L. Clark, Hugh W. Pierce

STOCKROOM

Donald F. Rapp, Robert D. Barks

ENGINEERING

Gerald E. Westfall, Rosemary Boehlein

MACHINE SHOP

Marion C. Pobiedzinski

DEMONSTRATION

Robert L. Hensler

American PARADE

Published by and for Employees of
American Wheelabrator and Equipment Corp.
Mishawaka, Indiana

VOL. 6, No. 8

AUGUST, 1947

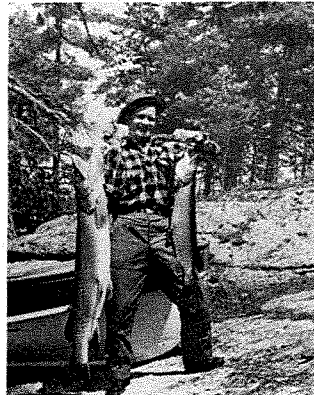
MARJORIE E. FRAZEE
Editor

ON THE COVER

Ray Good, machine shop night foreman, went fishing during his vacation. And the first day he caught these two muskies.

Sam Hearrell, machine shop superintendent, went along to take Ray's picture; at least he didn't catch any fish.

Fish! Real fish. Gaze with envy upon these two prime specimens. The "small"



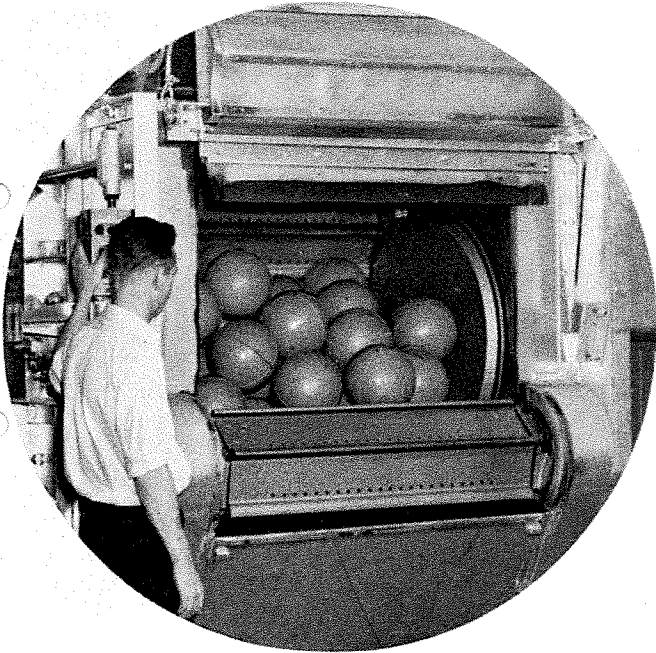
one weighed 9 lbs. and was approximately 35 inches long. The larger one tipped the scales at 32 lbs., was 54 inches long.

Disposal: The Good's refrigerator was full of fish for weeks; the Goods and all their friends were full of muskie for weeks.

The head is to be mounted and displayed for the benefit of the skeptics.

30 Minutes Does an 8 Hour Job

A 36" x 42" Wheelabrator Tumbler at West Point Foundry & Machine Co., West Point, Georgia is cleaning cast gears, gear blanks, wheels, pulleys, etc. The entire day's production is now handled by the Wheelabrator in 30 minutes operating time. Prior to the installation of this machine, a battery of rumbling mills was operating eight hours to handle the same work.



How the Wheelabrator Kept a Famous Basketball

BOUNCING

—Another Application for the Wheelabrator

36" x 42" Wheelabrator Tumbblast used by A. G. Spalding & Bros., Inc. in the precision manufacture of their Top-Flite Last-Bilt Basketballs.



Truth is stranger than fiction. Ripley, of "Believe-it-or-Not" fame, certainly found that out, but he seems to have missed one sure-fire source of material by overlooking the Wheelabrator and the many usual things it has been doing for industry.

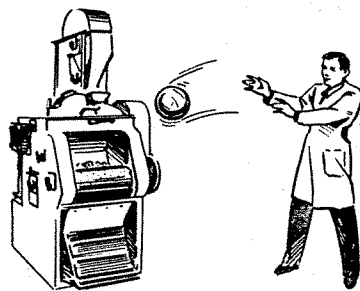
The exploits of this famous airless blasting process are quite different from those everyday, prosaic tasks ordinarily expected from a blast cleaning machine. Every month in PARADE is told the story of another application for our product, often almost unbelievable applications, such as:

A. G. Spalding & Bros., Inc., Chicopee, Massachusetts, one of the largest manufacturers of sporting goods, was faced with the serious problem of keeping the

leather on its leather-cemented basketball from pulling away from the carcass at the seams. To make matters worse, the American Basketball Association threatened to drop the ball from its official list.

The Spalding engineering department tackled the problem valiantly, but in spite of everything the job began to take on the aspects of a hopeless case. At least it appeared that way until one eventful day that marked the turning point in the quest for a solution to the problem.

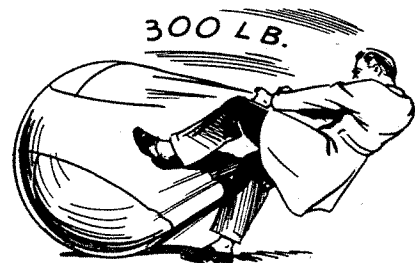
It happened like this: The engineer who finally came up with the winning answer was walking dejectedly through the forge shop one day. Under his arm was a basketball. When he came upon the 20" x 27" Wheelabrator Tumbblast used in that department, he stopped.



We can picture the malicious glint in his eye as he pictured to himself what would happen to that basketball inside the cleaning chamber. The operator of the Tumbblast was preparing to load the machine with golf head forgings. Obey-

ing an impulse the engineer tossed the ball through the open door.

He waited until the end of the 10 minute cleaning period to see what had happened. When the carcass was removed, he found, not a shredded and battered piece of rubber, but what appeared to be a perfectly roughened surface on an undamaged ball. Hurrying back to the shop, he had the leather cemented to the carcass and impatiently waited for the required tests.



To make a long story short it was found that a 300 lb. pull was now required before the leather would pull away as it had so disappointingly done before. It was just what they needed.

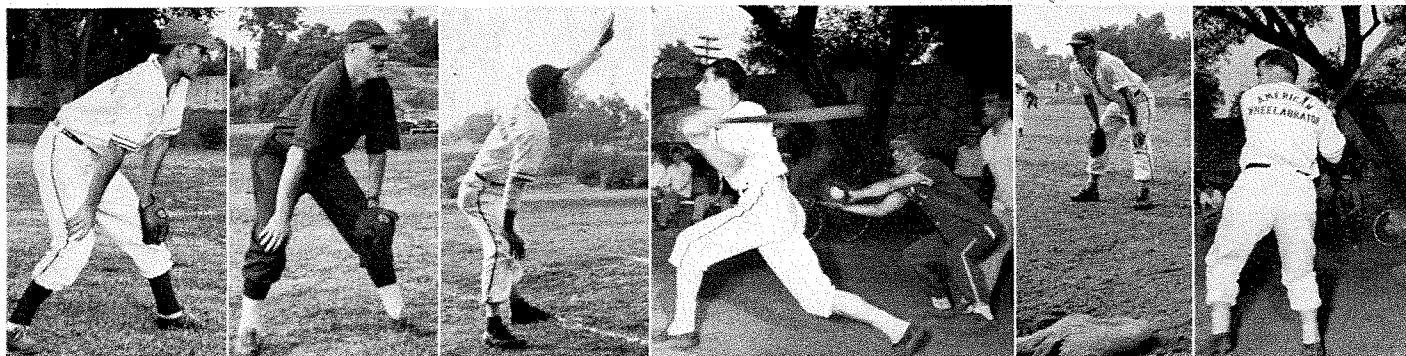
As a result of this and further tests here in our demonstration room, C. L. Benham sold Spalding a 36" x 42" Wheelabrator Tumbblast. The ball is still being used in competition because the seams "stay put."

A load of 24 basketballs is thoroughly roughened in 6 minutes. Incidentally, the old method used at this plant for handling the same work ineffectively required 45 minutes.

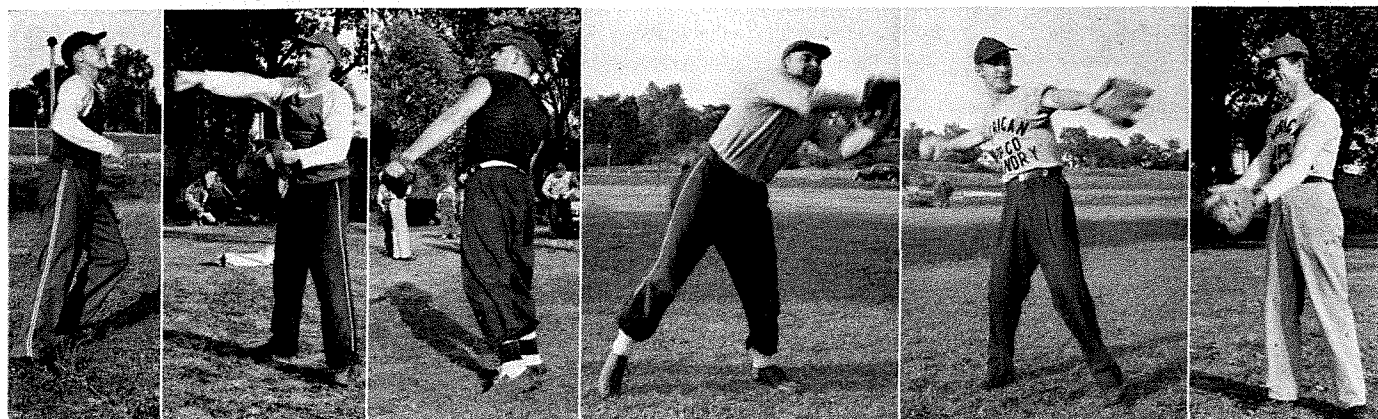
AA Plays Ball In Two Leagues

This year the Athletic Association is sponsoring softball teams in both the "AA" and "B" leagues. The pictures on this page were taken in Central Park.

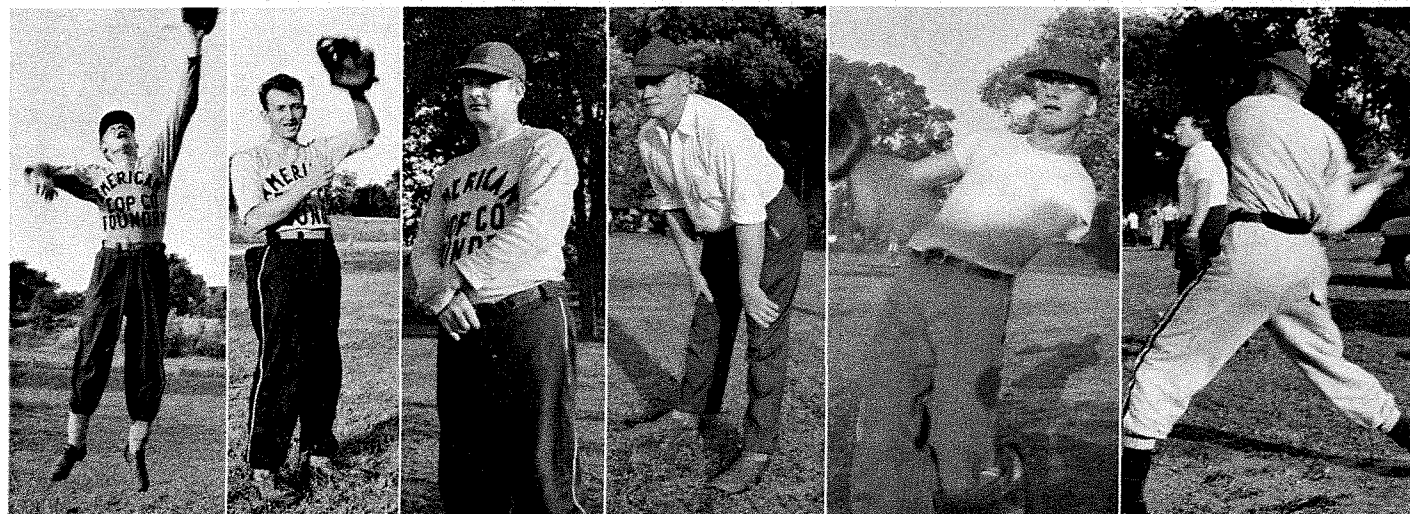
At Right: (Left to right): Gene Kempner, John Dorogi, Bud Dipert, Robert Gibbens, short stop; Max Whittaker, pitcher; Ed Scott Hixenbaugh, first base; Clay Fisher, manager; and John Van Belleghem, catcher.



Gene Kempner who alternates between pitching, catching and outfield; Jim Andrews, outfield and pitcher; Harry Hixenbaugh, left field; Andy Koleszar, center field; Scott Hixenbaugh, first base; and John Dorogi, third base.



The "B" League Team: Bernie Byrd, outfield; Carl Martin, outfield; Robert Andrews, pitcher; Lee Kelly, second base; Levi Himes, third base; Everett Weiss, first base. Below: August Inghels, catcher; Rudy Fermi, short stop; Jackson Snyder, manager; George Scott, Sr., coach; Jim Pollock, pitcher; and George Scott, Jr., outfield.



No Longer Does Ash Float Through the Air

Nu-Brick Products, Inc., Detroit, manufacturers of asphalt brick and stone siding material had a dust problem. At the suggestion of the Fuller Co. who had installed their pneumatic conveying equipment, Nu-Brick consulted Bud Bryant of our Detroit office.

Here was the problem they wanted corrected:

The siding is made by coating asphalt-treated wood fibre insulation board with a mixture of 5% asphalt and 95% fly ash (extremely light weight ash formed when coal is burned). Then one side is coated with finely crushed ceramic granules in a pattern to look like brick or stone.

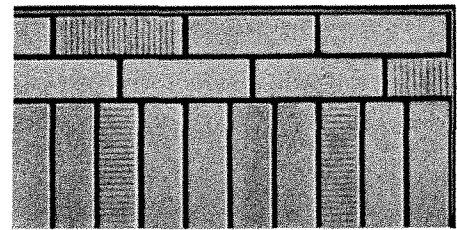
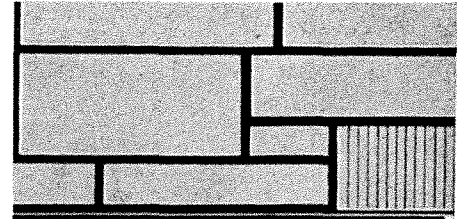
The fly ash is delivered to the plant in freight cars. By means of a vacuum hose it is transferred to underground storage bins, or to an outside silo.

As they prepare to mix the fly ash with asphalt, the ash is fed from the storage bins or silo to either of two hoppers through 4" tubes. This is done at the rate of 10 tons an hour. It takes about 25 minutes to fill each of the 4-ton capacity hoppers.

Each hopper is filled about four times a day, and, at each filling approximately 800 lbs. of ash is lost. It is this loss that Nu-Brick wanted to eliminate.

The fly ash not only has value but 800 lbs. of fly ash floating around the plant and neighborhood is a nuisance. In addition, the ash is a health hazard.

Bud discussed the problem with Nu-Brick, checked over the complete operation, and after studying the application, recommended a No. 35 A Dustube Dust Collector and walked away with an order for the equipment.



Above: Nu-Stone, Below: Nu-Brick

A NIGHTSHIFT ELECTRICIAN

WAS A TRUCK GARDENER

HE HAS SIX KIDS

Walter F. MYERS

HOBBY.. THE RADIO

A MUSIC FAN

What's Your Idea?

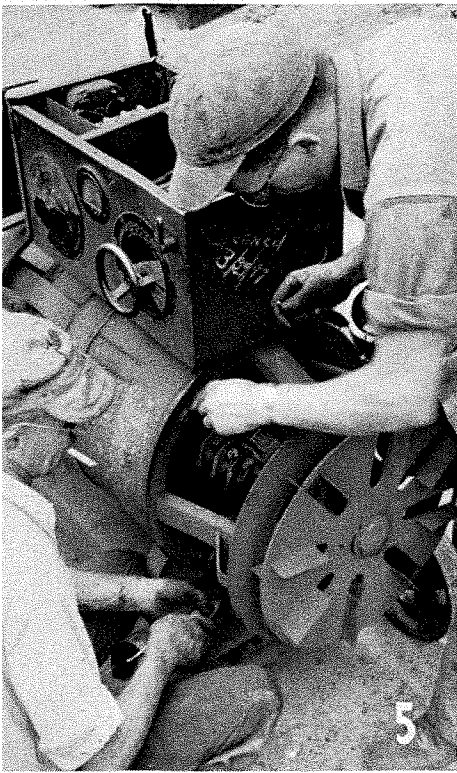
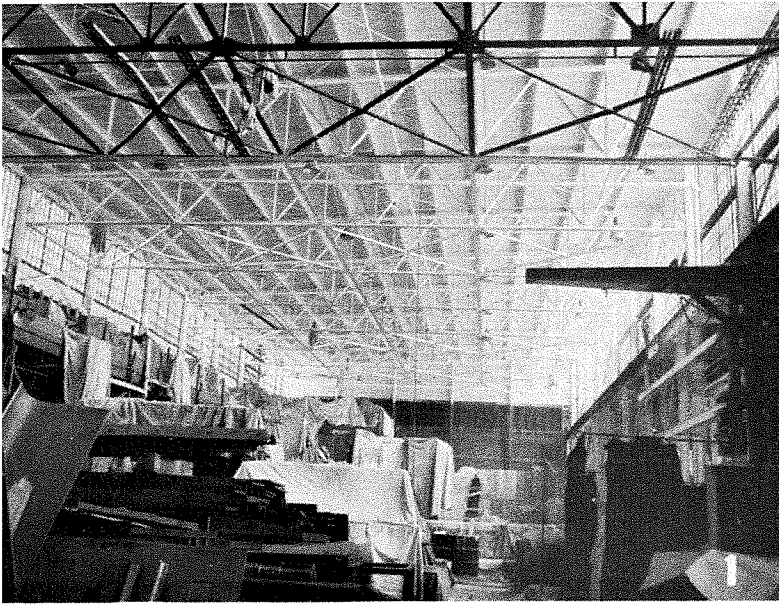
What keeps American progressing through the years? What enables this enterprise to prosper? What is largely responsible for its successful development and growth? Ideas, *Ideas*, IDEAS.

Here at *American* many ideas come from our engineers, but another good source, year in and year out, is the workman on the job — the person who knows a particular operation intimately.

Ideas are vitally important. And it's the fellow with the "know-how" who frequently sees the best way a job can be improved.

If you've been at your job any time at all you've undoubtedly seen ways to cut corners and improve the way it is being done. That's what makes progress . . . but you've got to make your ideas known to help your own progress.

We are glad to investigate any idea . . . even if it doesn't seem too practical . . . because it shows that you are thinking. And that counts tremendously in your favor. So send in your ideas now!



While the majority of workers at American were enjoying their one or two weeks vacation with pay, all was not quiet on the plant front. A group of men were working—and hard, too,—installing new equipment and facilities, cleaning, repairing, and overhauling existing facilities. Pictured here are some of the work done during the first week.

1 This isn't a scene from *Inner Sanctum* but the steel shop being painted. One of the painters may be seen just under the hoist arm on the far right. The shop was painted white with a gray wainscot. Cranes, hoists, and jeeps were given a coat of bright yellow paint. Result: Increased light and cleanliness.

2 The old wood floor in the Tumblast assembly line was torn up and a new cement floor poured. The men in the foreground: Henry Van deWalle, Donald Allegree, Gerald Brunk and Eldon Eberly. The blur isn't a ghost, but a workman who moved.

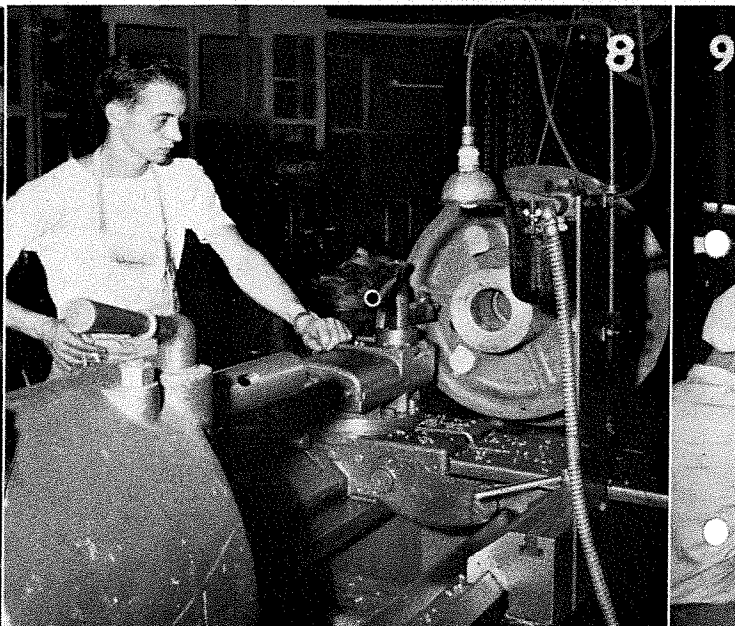
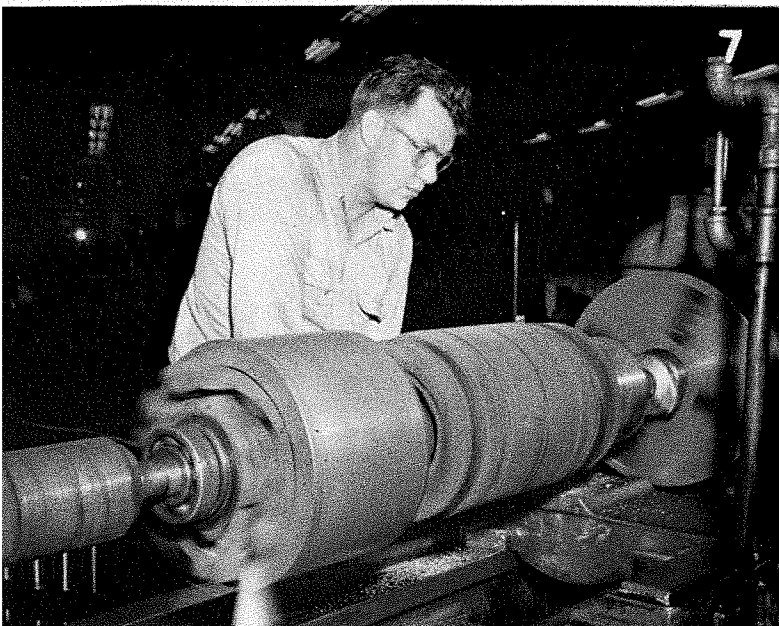
This is Who During Vacat

3 Joe DeJoegher, Donald A Eckman pour concrete for

4 Machinery was overhauled and Robert Buck take the r

5 Valdie Spakes and Charle chine apart before cleaning

6 The air quench for the b and a salt water quench





ipped

operates the jeep lowering the water tank into a previously prepared pit. John Smith guides the tank with a crowbar and Jim Andrews watches from the opposite side.

Shutdown

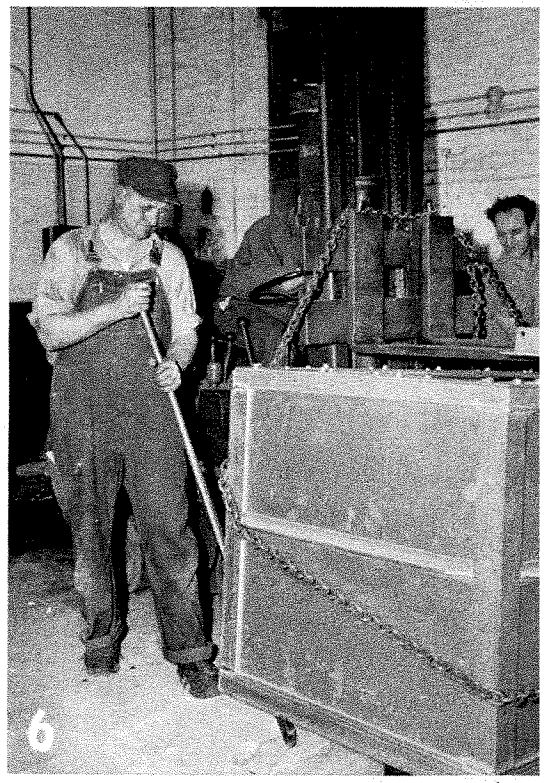
7 Repairs call for work in the machine shop. Ted Baker machines the armature of a welding machine. All the welding machines were cleaned and overhauled.

8 George Reith machines one of the wheels for an overhead crane.

9 Herb Weaver and Ed DeVos tear down a punch press while foreman Arneal Squibb looks on.

10 Then there were a lot of "little things", such as repairing and replacing window blinds. Maynard A. Williams, Jr., installs a new shade in the machine shop.

11 Sam Weiser cuts up scrap steel with a torch. The steel will be used in the foundry.

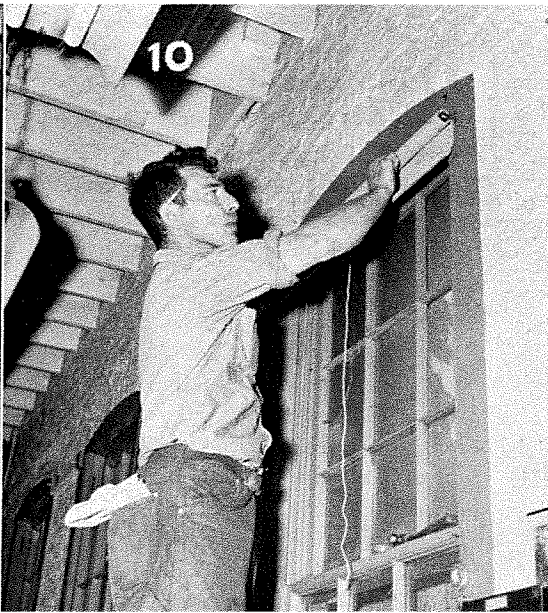
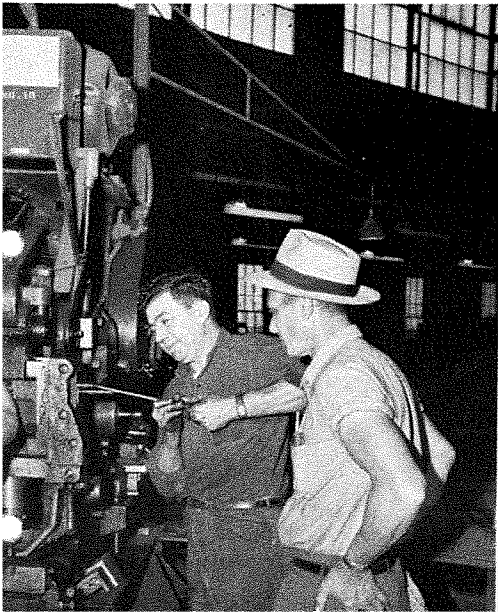


rl Bryan and George
nd of the floor.

Volfe, Ray Goethals,
rt.

l take a welding ma-

urnace was torn out
stalled. Robert Sult





Our Workers From England

Left: Gladys Pedrotty



Right: Winifred Jeffries

In the strict sense of the term, Winifred Jeffries and Gladys Pedrotty are not "war brides" for they were both married this year; but they are both British.

Winifred met her husband, Thomas, in Oxford, England, while Winnie was serving as a volunteer hostess in an Army Soldiers Club. During the day she was an engineering file clerk for the Morris Motor Co.; work similar to that she is now doing here in our own engineering department.

When she came to the United States in January of this year, aboard the *Queen Elizabeth*, she brought along her 15-year-old daughter, Shelagh. She has another daughter still in England. Both children are by a previous marriage. Thomas met Winnie in New York and they came to Mishawaka to be married.

Gladys, wife of Dick Pedrotty of the demonstration department, and daughter-in-law of Frank Pedrotty of the Philadelphia sales area, landed in New York on Good Friday of this year. About six

weeks later Gladys and Dick were married in Our Lady of Lourdes Church, Philadelphia. Now she is working as an order entry clerk.

Gladys and Dick met at a dance in London. During the war she worked for the Ministry of Supply.

This is Gladys' first job since coming to the United States. Winnie worked several other places before coming to *American*. She disliked all of them. She even didn't care too much for the U. S. But she likes it here — also she can use her previous experience. Winnie is delighted by the informality among supervisors and workmen, especially our casual use of Christian names.

Both girls say the U. S. is not what they had expected from ideas gleaned from movies and the Americans they had met. They tell with amusement their experiences with our high prices, and different living habits.

NBC Broadcast

Quotes AWE Corp.

For over four years radio station KPO in San Francisco has been broadcasting a radio program called "News in Advertising". KPO feeds this series of programs to the Western Network of the National Broadcasting Company.

The program presents the stories that are told in advertising . . . stories of the march of American business and industry through war to victory and a better world tomorrow. Material for the program is drawn primarily from the various advertising media of our nation and the advertisements are quoted exactly.

The program broadcast Saturday, June 14 at 1:30 P. M., P. S. T., included a quotation from the ad we printed in the June issue of *Fortune* magazine. The advertisement outlined the advantages of Wheelapeening. "Peening makes possible the reduction in size and weight of metal parts without sacrificing strength, provides longer fatigue life by increasing resistance to fatigue failure, makes possible the use of cheaper alloys, and eliminates expensive polishing operations."

The *Fortune* advertisement, which commentator Tol Avery quoted in his broadcast, was written by our advertising department.



Harold Schulte, A. Sonderetter, and John H. Romann.

Swiss Engineer Visits Us

Recently John H. Romann, Vice President of U. S. Engineering & Mfg. Co. in Chicago, and A. Sonderetter of Schaffhausen, Switzerland were in Mishawaka. Harold A. Schulte of the engineering department conducted them on a tour of our plant and answered questions.

Mr. Romann is the newly appointed U. S. resident engineer for George Fischer Steel and Iron Works (Schaffhausen), licensees for the Wheelabrator in Continental Europe. Mr. Sonderetter is connected with the foundry engineering division of the Fischer organization.

Mr. Sonderetter flew to the U. S. in December of last year and will return by ship in September. During his time in the U. S. he has been studying manufacturing and engineering advancement developed during the war.

Mr. Romann returned to this country about a month ago after a three month stay in Switzerland. During his time abroad he lectured on U. S. technical advancements. During the war he was connected with the war department. He is a consulting engineer with degrees in mechanical and electrical engineering and metallurgy.

IMPORTANT

The following letter from the Aetna Life Insurance Company explains three important changes in our Group Hospitalization Policy. These changes are in effect at once.

Please Attach This Notice To Your Policy

Management.

ÆTNA LIFE INSURANCE COMPANY HARTFORD, CONNECTICUT

July 23, 1947

To Policyholders:

We have recently made three important liberalizations in our Group Hospitalization policies. These changes are as follows:

1. **Minimum required period of Hospital Confinement**

Most of our outstanding policies require that hospital confinement must last at least eighteen consecutive hours before any benefits are payable. This eighteen-hour provision is no longer required in cases where the hospital makes a charge for board and room or in cases of emergency treatment for non-occupational accidents.

2. **Definition of Dependents**

Most of our outstanding policies providing coverage for dependents permit insurance of an employee's wife and an employee's unmarried children between the ages of three months and eighteen years. The definition of dependents has been liberalized to permit coverage of unmarried children from fourteen days of age to their nineteenth birthdays.

3. **Maternity Benefit for Wives**

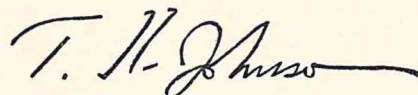
The standard "ten-times" maternity benefit included in most outstanding policies provides reimbursement for all hospital charges up to a maximum payment equal to the rate of daily benefit multiplied by the number of days of confinement, but in no event more than ten times the rate of daily benefit for any one pregnancy. New policies include a standard maternity benefit which provides reimbursement for all hospital charges up to a maximum payment of ten times the rate of daily benefit for any one pregnancy, regardless of the number of days of confinement.

Since these more liberal provisions are being offered in all new policies at no change in premium rates, we are glad to extend the liberalizations to outstanding policies containing less liberal features. Of course, the change in the definition of dependents will not affect policies which do not contain dependent's benefits, and the change in the maternity benefit for wives will apply only to policies which already contain such a benefit on a less liberal basis.

We do not propose to replace employee certificates or to prepare any special announcements. Certificates for new employees will be changed when a new supply is necessary.

We suggest that this letter be filed with your Group Hospitalization policy. In the event you have any questions regarding the changes, we should be pleased to have you get in touch with us.

Very truly yours,



T. H. Johnson

Secretary, Group Division

For Thrills: Hydroplaning at 50 Miles an Hour

Want the thrill of seeing a fast boat race? A race where little shells skip along at nearly 50 miles an hour?

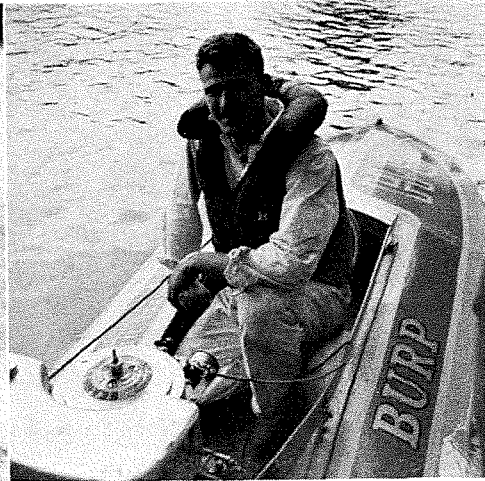
Then ask Indiana Class B Amateur National Champion Bill Sippel, who works in the stock room, when and where his next race will be.

His little craft *Burp* isn't as frail as it appears, for Bill and the boat, minus the Johnson 16 HP motor, weigh 265 lbs. He is a member of the three man Shell Hell Racing Team.

His record of wins, even if he wasn't the Indiana National Champion, would still be impressive. This Spring at a meet in Peru he set a mark by running the half mile course in 35 seconds during time trials.

The biggest thrill for this stock room worker comes on the first turn of the course. A race course usually measures from 1/2 mile to a mile in length. This necessitates 8 to 10 turns. Races are won and lost on these turns. Each of the boats is clocked from a running or flying start.

Three factors, says Bill, equally account for a winner: The skill of the driver, the boat, and the motor. Failure



of any one of these will lose a race.

Bill also has an active interest in promoting the sport of racing for he feels it is one of the cleanest of competitive sports. He helped organize approximately 100 members into the local chapter of the Indiana Outboard Drivers Assn. He not only serves on the Board of Directors, but the club meets in his basement.

Bill's interest in racing goes back a long way. He has always lived along the

St. Joseph river (his home is Osceola) and when he was a small boy, George Martin tested motors on the river near the Sippel home. Whenever he could be of assistance (or when curiosity overcame him) he would paddle out into the stream and lend a hand. When he grew older he got his own boat.

Bill has been racing during the past four years and has finished in the money a good share of the time.

There's a Lot of Difference In the Cost

"There's a quick, easy way to get cash to tide you over between pay-days", reads the ad for a finance company. Then they proceed to list the costs on various amounts of money. Below, are contrasted the cost of a finance company loan and the cost of a Credit Union loan:

Amount	Finance Company	Credit Union
Advanced	1-week charge	1-week charge
\$20.00	14c	5c
\$30.00	21c	7c
\$40.00	28c	9c
\$50.00	35c	12c

Borrow from your Credit Union when you need money. The cost is 1% per month on the unpaid balance. For details see Riley Roberts, Bernard Byrd or Carl Peterson of the Credit Committee.

The Credit Union is also a good place in which to save money. Invest your savings in the Credit Union and collect dividends. See Delia Frisoni or Mildred Fore.

Here's Why You Were Given a Geranium

In case you are wondering if *American* has taken on gardening as a sideline, it isn't true. Here the story as to where Joe Hendrickson got all the geranium plants he was giving away July 15. No, no, he didn't hi-jack a truck load either.

Edgewater Floral place was remodeling their green house and needed the space occupied by over 2400 plants. Dave Pugh, the owner (he worked in the steel shop at one time) called Joe and asked him if he could use them.

Joe could use some of them, as Dave well knew, because *American* has been purchasing plants for the flower beds from Edgewater for a number of years. But 2400 plants were more than even our yard men could use.

So, Joe's men went to Pugh's, and twice filled the dump truck with potted geranium plants just as closely as they could pack them. After selecting a number of them to plant around the grounds here, the remainder were offered to *American* workers, who gladly took them home.



Eye to the Keyhole

Cigar Passer-outer	Reason
WILMER C. BICKEL (steel shop)	Valerie Rae, born June 22
BOB TURNBULL (service engineer)	Jill Delphine, born June 23
LOUIS HAZEN, JR. (stock room)	Archie Lee, born June 23
BOB HAMLIN (order entry)	Coleen Ann, born June 25
DALE SNYDER (steel shop)	John Richard, born June 19
KENNETH MUMBY (machine shop)	Linda Sue, born July 1
BERNARD GEHL (foundry)	Dean Arthur, born July 2
LEVI HIMES, JR. (steel shop)	Linda Kay, born July 17
GEORGE GAY (steel shop)	Anna Lynn, born July 28
EARL BRYAN (steel shop)	Carol Lynn, born July 27
THOMAS HUTCHINSON (metallurgist)	Robert William, born July 30

Congratulations and best wishes to:

AUGUST INGHEL (steel shop) who is engaged to BETTY WEAVER (pay roll).

JUDY BURKET (sales) who is engaged to Roland Schoff.

LUCY GOOLEY (engineering) is engaged to Robert Burkhart.

EVA COPP (steel shop) and Ralph Fisher who were married August 16.

DOLORES GULATTA (payroll) on her engagement to Al Lancaster.

We express our sympathy to the families of GEORGE WILFRET, SR. (steel) who passed away July 9; HOBERT JARRETT (maintenance) who lost his life July 11; EMERSON SAGER (steel) who passed away July 18; and OTTO MORGAN (machine) who passed away July 21.

She doesn't look it, but JOSEPHINE DATTALO is a grandmother. The baby, named Linda Jo, was born July 19.

ALINE DICKERSON is saving money. And, since she feels saving should be a pleasure, she does it by putting her coins in one of the largest, most ornate piggy banks to be found. How much money piggy will hold isn't known, but he looks as if he will hold a gallon.

MAURICE VERCRUYSE took the Chevrolet stake truck to the ware house for a load of steel rods. The load was heavy. So heavy it took six men to stand on the front end of the truck and hold it down.

Maurie drove carefully back to the plant; everything went well. Gingerly the men got off the truck, one at a time.

REMI SPEYBROECK hopped up on the back of the truck to help unload the rods. Just like a teeter totter the front end of the truck flew up into the air amid the laughter of those around the truck.

PATTERN SHOP—reported by Eldien Powell
CLAY FISHER celebrated his birthday July 25 by taking the men of his department to Chicago to see the Cubs play the Giants.

MACHINE SHOP—reported by Sidney Brugh
Don Karnes

JOSEPH SNYDER brought the limit in pan fish back from Wisconsin. He also reported some experience with the Wisconsin police because of speeding.

VELDA CANELL returned from vacationing in Atlantic City with a beautiful tan.

MAURICE DE GEETER is recovering from a long illness and is now doing fine.

DEMONSTRATION—reported by
Emile DeVreese

While on vacation ARMANDO NICOLINI visited in Iowa. One evening he invited a girl to dinner—she accepted and brought along five girl friends.

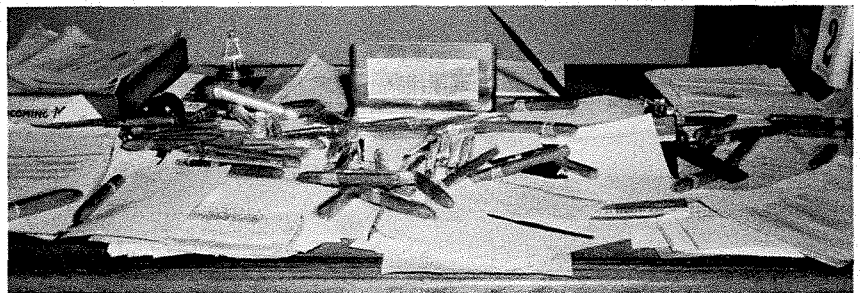
It's absent minded when a fellow comes to work in the morning with two different kinds of socks, but when a man comes in with two different makes of shoes on—one black work shoe, one brown dress shoe, as DALTON SMOCK (demonstration) did . . . well, you name it.

STEEL SHOP—reported by Jephthah Minnes
Paul Kizer

July 24 the steel shop second shift came to work much as usual, but there was something a little unusual, for three high chairs were lined up. They were the gifts of the men to Zelno Beck's son William Paul, Walter Bricker's son Daniel Eugene, and Wilmer Bickel's daughter Valerie Rae. All three children were born recently.

WE ENVY PAUL KENNEDY BECAUSE—
We'd like to go to Notre Dame,
For knowledge sound and full,
The latest dope in welding technique
And how to shoot the bull!

We'd study hard, and learn big words,
We'd learn it all by heart,
So we could tell Foreman Squibb
Why our welding falls apart.



One time when St. Louis sales engineer, JOE UNDERWAY was in Mishawaka, he chanced to remark on the number of cigars prospective customers gave him; and what a pity, for he doesn't smoke cigars.

Generously KEN BARNES (chief engineer) offered to take the haul off Joe's hands. Several months later Joe again visited Mishawaka without the hoard of cigars. Ken mentioned the oversight.

PAUL BROWER (steel shop, second shift) spent his vacation touring Niagara Falls and Canada.

HAROLD NARAGON drove about 3400 on his recent honeymoon. Mr. and Mrs. Naragon visited the Black Hills and Bad Lands of South Dakota, then on to Yellowstone park.

If you will remember the story about GEORGE W. MILLS' hobby of writing sacred music which appeared in the August 1946 issue of *Parade* you will recall that he hoped to publish a collection of his music. The book has now been published and anyone may secure a copy by contacting George.

Such names as some people call us! We received an inquiry from the Acme Code Co., addressed to the "American Steel Abrator & Wheel Co."

AUGUST KUHN (steel shop) celebrated his 70th birthday on May 22.

It was rumored that JULIA DEAK was going to quit eating candy, but when some of the steel shop boys stood near the office eating candy bars, she couldn't resist the temptation. Now Julia is receiving Hersheys and what have you.

RAY BAUGHER had an expensive fishing trip. It seems he lost his glasses overboard and couldn't return to work until he had new ones.

STOCK ROOM—Reported by Blanche Null

On the Beiger "Quizzing the News" program, the announcer intended to dial ANDY STEVENS' home, but slipped on his chair, therefore spoiling the call and getting another party. Andy was listening that night, and, presuming he would be called in the near future, sat beside his radio. A few nights later he was called. The question asked was: "What plane belonging to the Army set the world's fastest speed record? Andy was on the beam and answered: "Why, the P-80 Shooting Star". Andy was richer by \$3.00.

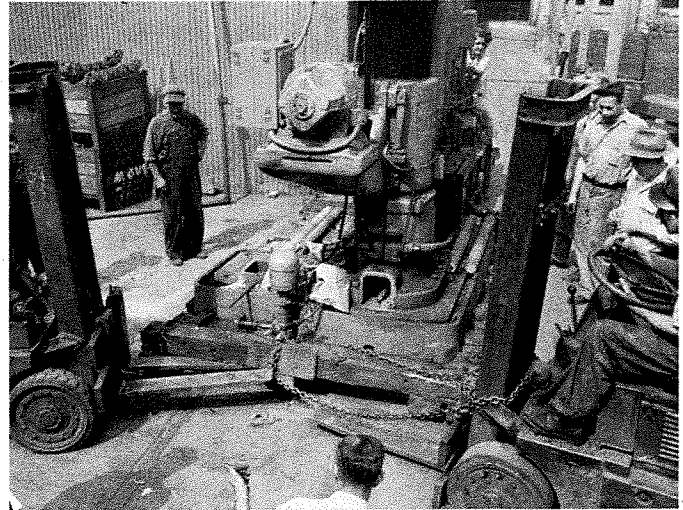
So, the last time Joe was here he had FRANK PEDROTTY (sales engineer, Philadelphia) stand guard while he dumped his assortment of more than 200 cigars on Ken's desk.

Joe had cigars from the United States, Canada, Mexico, Cuba; all shapes, sizes, brands and varying degrees of smoking pleasure. The picture was taken after a good many of the cigars had been removed.

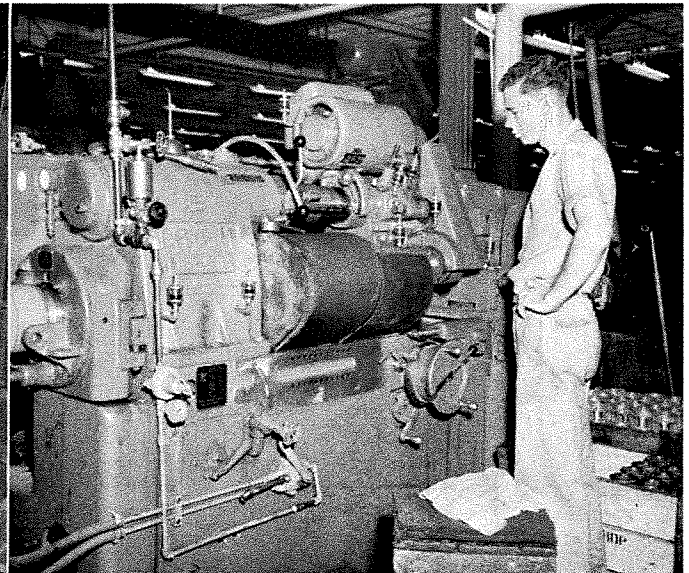
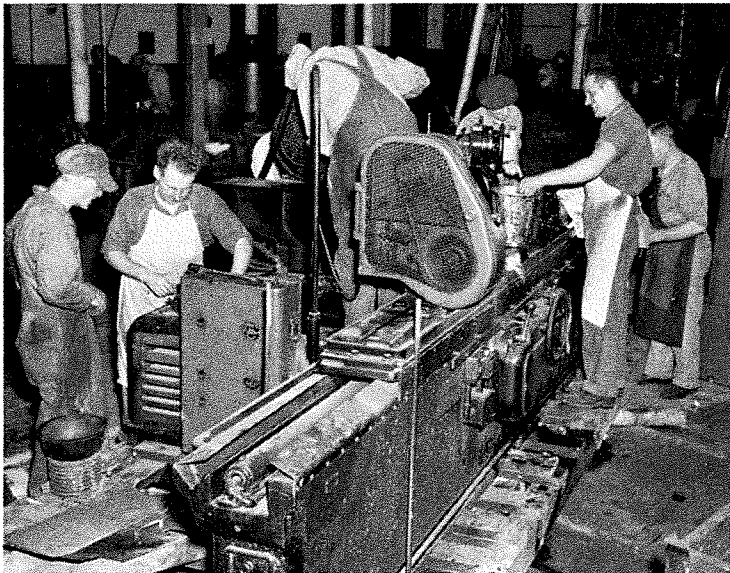
Better Machines Make Better Jobs

At left: Sam Hearrell, machine shop foreman, directs the movement of a new drill press. Robert Sult was operating the "jeep" at the left, Tom Lovell watches, Eva Copp on the jeep, Pool Frisoni, Albert Blaskie and Harley T. Sullivan. The machine was so large the roof had to be removed over the walkway between the machine shop and steel shop in order to get the drill press into the machine shop.

Below: Earl Kizer, Louis Connelly, Tom Lovell, Kenneth Sill, Ralph Smith and Emery Burris clean up a new cylindrical grinder. The machine will grind shafts, tubing and other round pieces. This hydraulically operated grinder replaces an older belt driven machine. It is safer, more accurate, and will handle heavier and larger work than the old machine.



George Scott, Jr. operates a new grinder. This machine grinds the inside diameter and face of Wheelabrator impellers in one operation. The machine does two operations, and does them more accurately with less hazard to the operator than the former method.



Take Time to Live

We urge ourselves on to goals that too often become ashes in our hands. To get the most out of life we must take time to live;

Time to read good books; time to hobnob with thinkers, poets, explorers, adventurers, seers and prophets;

Time to hear the greatest and most inspiring speakers.

Time to play with the children and to discover again the fountain of youth;

Time for friendship, for quiet talks by the fire, for walks beneath the stars;

Time for laughter; time for letting go and filling the heart with mirth;

Time for nature; time for flower gardens, trees, birds, and sunsets;

Time to love and be loved, for love is the greatest thing in the world;

Time to loaf and dream, and grow a great soul;

Time for service; time to be a good neighbor, and to help to make our community a better place in which to live;

Time for music that washes away from the soul the dust of everyday life;

Time for worship, for the spiritual stimulus of being in tune with the Infinite.

Yes, let us take time to live.

—By Wilfred A. Peterson, The Jaqua Co., Grand Rapids, Michigan

RBC Appreciates Fine Equipment

ROLLER BEARING COMPANY OF AMERICA

CYCLOPS **RBC** 20TH CENTURY
ROLLER BEARINGS

TRENTON 3 • NEW JERSEY

April 10, 1947

American Wheelabrator & Equipment Corporation
Mishawaka, Indiana

Attention: Mr. R. E. Schalliol

Gentlemen:—

Our 20" x 27" Wheelabrator Tumbblast is now rounding out its eighth year of highly efficient service. Its productivity is as fine today as when it was first installed.

Our CYCLOPS races are channel shaped and at the bottom of the "U" we have a undercut that must be cleaned. The only way that this area can be commercially cleaned is by means of the Tumbblast. It has done a remarkable job of getting all carbon and foreign deposits out of the recesses. We also find it very useful in cleaning all our other straight races and our rollers.

We know that this machine has paid for itself many times over—not only in the cleaning job for which it was purchased, but in greatly improved grinding finish that is possible only by the proper cleaning of the work before it goes to the grinding machines. Our maintenance over these years has been extremely low and we have been agreeably surprised at the insignificant cost of operating the Tumbblast.

I am very much indebted to you for making such a fine machine.

Very truly yours,

ROLLER BEARING COMPANY OF AMERICA

Raymond E. Trainer

July 10, 1947

Mr. R. E. Schalliol
American Wheelabrator & Equipment Corp.
Mishawaka, Indiana

Dear Mr. Schalliol:

We were very delightfully surprised to hear that we had the distinction of having the only testimonial letter in the attractive brochure that you issued on the use of Wheelabrators in the bearing industry.

We are very much indebted to you for giving us such a distinct honor and I only hope that our testimony will persuade others to use American Wheelabrator equipment.

Thanking you again for your kindness, we are
Very truly yours,

ROLLER BEARING COMPANY OF AMERICA
Raymond E. Trainer, President

RET:EMS
Chi.

Actual Insurance Claim Case No. 24

Claim: Pregnancy and delivery of baby (dependent wife)

Hospital and doctor bill for delivery of baby \$79.75
Benefits paid by insurance 57.00

Insurance cost to worker: 65c a week, (insurance for himself and wife) or one-half of the premium. *American* pays the other half of the insurance premium.

Total cost to employee if no insurance had been carried: \$79.75.

Carrying Oves

Two-Million Messages

American carries on an extensive program of advertising in leading industrial and business magazines directed to our markets. Magazines such as *Foundry*, *Iron Age*, *Steel*, *Metal Progress*, *New Equipment Digest*, *Materials and Methods*, *American Machinist*, *Western Industry*, *Canadian Machinery*, and *Fortune*. And in the leading buying directories such as: *Thomas Register of Manufacturers*, *MacRae's Blue Book*, and *Chemical Engineering Catalog*.

The total readership of the magazines alone amounts to more than two and a quarter million production, engineering, and management officials who have the responsibility and authority to buy the products we build.

SHOT PEENING ENGINES

During the war Allison Division engineers discovered that by shot peening aircraft engine connecting rods instead of polishing them, they saved 36 man hours production time per engine and greatly increased the fatigue life of parts so treated.

80,000 PIECES

A typical 27" x 36" Wheelabrator Tumbblast load of fastener stampings being cleaned at the United-Carr Fastener Corp., Cambridge, Mass., weighs 200 pounds and contains 80,000 pieces. The scale on these parts is removed in 12 minutes, whereas previously the same quantity of work took four hours to tumble.