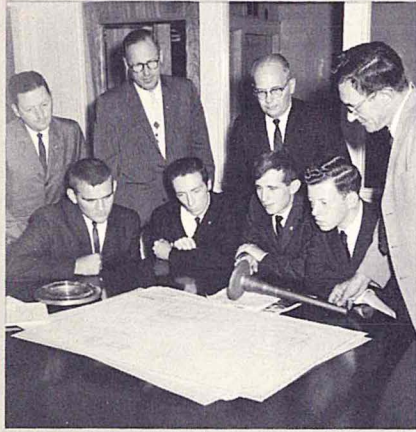


WHEELABRATOR

PARADE



ON THE COVER



Before returning to classrooms, books, research papers, and exams, the winners of Wheelabrator Scholarships gathered for a luncheon and visit with the Company's Scholarship Committee.

Seated, left to right: Chuck Bultinck, David Hes, Sean Griffin, and Duane Hutchins. Standing, Ray Steele, John Farabaugh, Alden Lenhard, and Harold Schulte.

Not present for the gathering were James Jack, a junior in accounting at Notre Dame, John Schalliol, who is in his third year of engineering at Purdue, and Leslie Andrus, chairman of Wheelabrator's Scholarship Committee.

Duane Hutchins, a senior at Notre Dame majoring in commerce, is no stranger to many of us since he has worked here the past three summers. During this year's vacation period he was in Production Control. The same can be said of Charles Bultinck. Now a sophomore at Purdue majoring in engineering, he was a summertime employee in the Engineering Department. Both Sean Griffin and David Hes are in their first year of college. Sean is at Notre Dame studying commerce and David is at Purdue majoring in chemistry.

Applications for the two grants which will be awarded next year must be submitted to the Personnel Office before January 1, 1962. So if you have a son or daughter wishing to attend Notre Dame or Purdue, do not forget, January 1 is the deadline for all applications.

PUBLIC RELATIONS FOR EVERYONE



A company, like an individual, has a personality.

But with a firm it is not called a personality — instead it is referred to as a "Corporate Image". The products that are manufactured, the services rendered, people employed, advertising, public relations, and how the firm fits into the community all influence a company's image.

With customers, our image is largely mirrored by the sales and service engineers who call and by the performance of our equipment. A prospect may get his impression from our advertising and publicity. The community's image may be formed by the comments of employees, the appearance of our plant, and our willingness to cooperate in civic and community affairs. To others it may be the switchboard operator, the guard at the gate, or the secretary who types the letters and answers the telephone.

And so it is that the public gets its opinion of the Company from what all of us do and say.

Years of Steady and Dependable Service

Building good public relations takes years of steady and dependable performance . . . and sometimes a lot of money. Consider, for example, that firms invest billions of dollars every year to build and strengthen their reputations.

Yet a single wrongdoing — a machine that doesn't quite work right, a telephone conversation that seems a little bit rude, or a broken promise — can result in great harm, undoing nearly everything that has been built up.

A Full Time Job

As you can see, maintaining good public relations is a full time job for every one of us. And with good public relations we create an atmosphere that makes doing business with us a real pleasure . . . we create an atmosphere that makes prospects become customers and makes present customers want to keep right on giving us repeat orders.

Don't we all want to do business with the firm we believe in and trust? Don't we all want to do business with the company that shows us courtesy and respect — the firm that makes us feel our patronage is really appreciated?

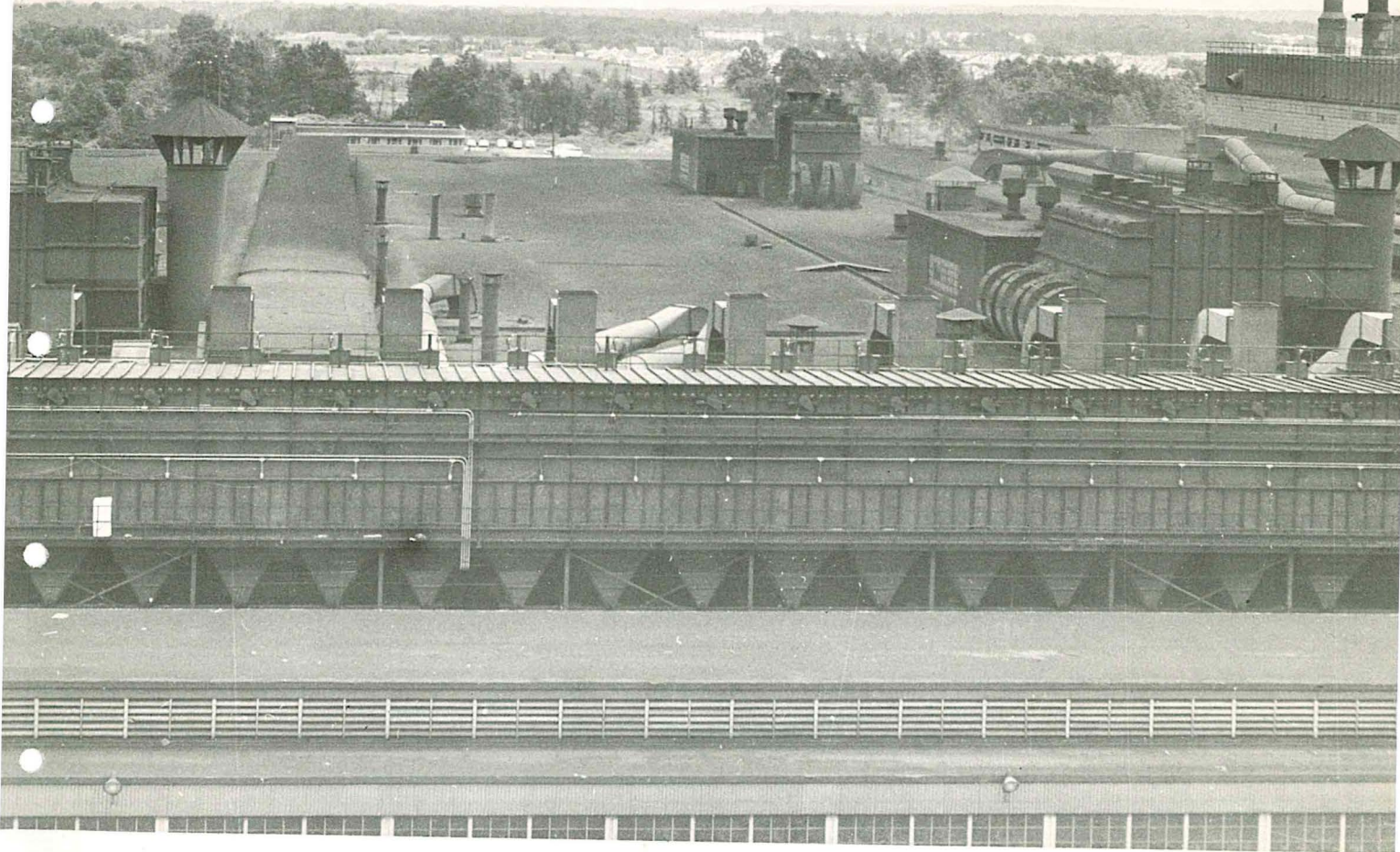
J. F. Cavanaugh
President

WHEELABRATOR
PARADE

Published for Employees of
Wheelabrator Corporation
Mishawaka, Indiana

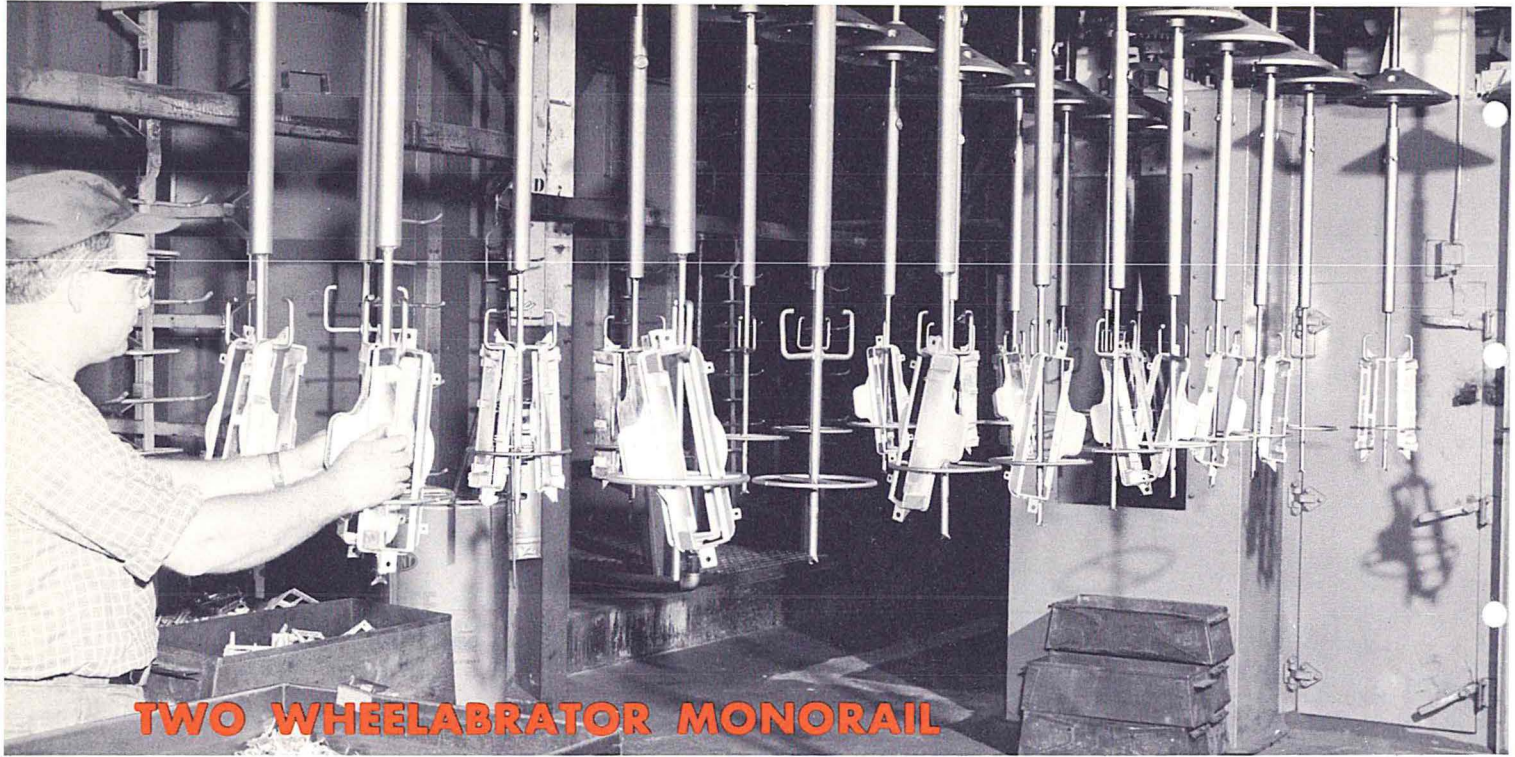
Vol. 20, No. 5 September-October, 1961

GIANT DUSTUBE COLLECTOR INSTALLED AT FORD FOUNDRY

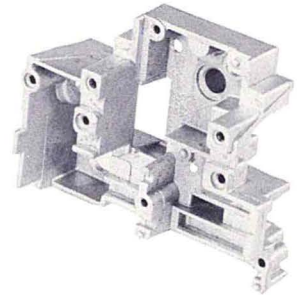
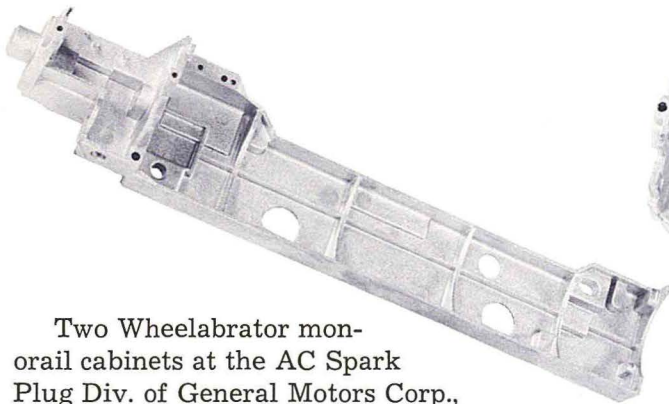


This view shows about half of the enormous Wheelabrator Dustube installation which ventilates the cleaning room at the Ford Motor Company's Cleveland Foundry. Erection of the 300-foot-long system began in April and was completed in early August.

The Dustube Collector includes 14 different exhaust fans powered by 14 motors totalling 1,450 horsepower. A total of 650,000 cubic feet of air is handled per minute by the system, which has an area of nearly five acres of dust collecting bags. It is believed that this is the largest dust control system to ever be installed in a foundry.



**TWO WHEELABRATOR MONORAIL
CABINETS SPEED UP
SPEEDOMETER PRODUCTION
FOR AC SPARK PLUG DIV. OF G.M.C.**



Two Wheelabrator monorail cabinets at the AC Spark Plug Div. of General Motors Corp., Flint, Michigan, make possible the mass production of speedometer bodies and main frames for a number of General Motors cars, including the Chevrolet, Oldsmobile, Pontiac, Buick, and Cadillac.

The application is a deburring and deflashing process on zinc die castings. Since the speedometer assembly is a precision part, burr removal must be extremely thorough. Even a very small burr could cause a malfunction or breakdown of the mechanism if it should break loose and work its way into the operating parts.

Before installing the Wheelabrator monorail cabinets, deburring these parts was performed manually, using rotary file equipment. The work

required two shifts, with three workers on the first and two on the second. Now, however, all deburring of these parts is done mechanically, with the only manual operations directly associated with blast deburring being the full time machine operator.

Production rates are currently pegged at 3,000 parts per hour in the two machines. This is established by the speed of the monorail conveyor and the design of the parts carriers. Although this rate is easily capable of handling production requirements, it can be increased by altering the design of the carriers, to handle more parts.

Through time and labor savings, calculated at the present rate of production, the two Wheelabrator machines are expected to pay for themselves in their first year of operation.

THE SALARY WITH THE FRINGE ON TOP

By RAYMOND DREYFACK, business writer, columnist, employee relations specialist, and lecturer at the New York University Management Institute.

Ask a hundred people their exact earnings and at least ninety-nine will give you the wrong answer.

They'll tell you their base pay to the penny, but will get fuzzy when it comes to computing their total income. This means *all* earnings received — cash and otherwise — and sometimes the “otherwise” is as important as the cash.

If you were ever the victim of a serious accident or illness covered by your company's program, you in particular will appreciate this statement.

The “otherwise” can be classified under the catch-all word, *fringe*. This generally includes all benefits received apart from regular cash or straight line earnings.

In addition to hospital and surgical insurance, it includes retirement benefits, social security and other government deductions matched by your employer, holidays and vacations, rest periods, sick pay, jury duty pay and others.

It also includes intangibles like training, recreation, free parking, and other facilities made available at company expense.

“Who needs it?” some will say. “Give me cash.”

What if this came to pass? There'd certainly be more take-home pay — but, how much more after deducting the tax? Cash income is taxable; fringes tax free. Also, what would it cost to duplicate these benefits on your own? What would you pay for hospitalization, for example, on the individual rate you'd have to meet as opposed to the present group insurance rate applied?

Don't sell fringe benefits short. They are vital to your security and standard of living. If you ever want dramatic proof of their real value go into business for yourself some time and see how much you miss them.

Once on your own, vacations and holidays would take on a precious new significance, as would rest periods, because the cost of the time not worked would now be carried by Y-O-U, not the company. If a virus hit, it would be out of your pocket, not the boss's.

Fringe benefits have become so customary in America we tend to take them for granted. This is good, because it means our standard of living is high. It is also dangerous because we forget too easily how the benefits originate.

There is no magic till that automatically pays for fringe benefits. In a free enterprise there's but one source and producer of all income — and that's profit.

Continued profit means continued jobs and continued fringe benefits. In too many companies today this security is being threatened by driving competition from at home or abroad.

Ever take time to notice the frightening array of foreign-made products in today's market place? There are just two ways to meet this competition which grows fiercer each year.

One: Cut labor costs, which would mean reduce fringe benefits as well, because this increases the average employee's income by about a third or so. No one wants to see this happen because our American standard of living is a source of pride and satisfaction to all employees on all levels.

Two: Lower operating costs by making more and better products more economically. This means coming up with more productive methods, wasting less materials and less time on the job. This is something we all can do.

First, however, we need an understanding of fringe benefits themselves. We have to realize where they come from — and where they would go if profits aren't maintained.

A DAY IN THE LIFE OF A SERVICE ENGINEER

One of the hardest working individuals in the Wheelabrator organization—and perhaps the least publicized—is the service engineer.

He spends much of his time away from home. Week ends are not his own. Driving on Sunday may be necessary in order to be at a customer's plant the first thing Monday morning. And often when he's on an erection job, it just isn't possible to take time off.

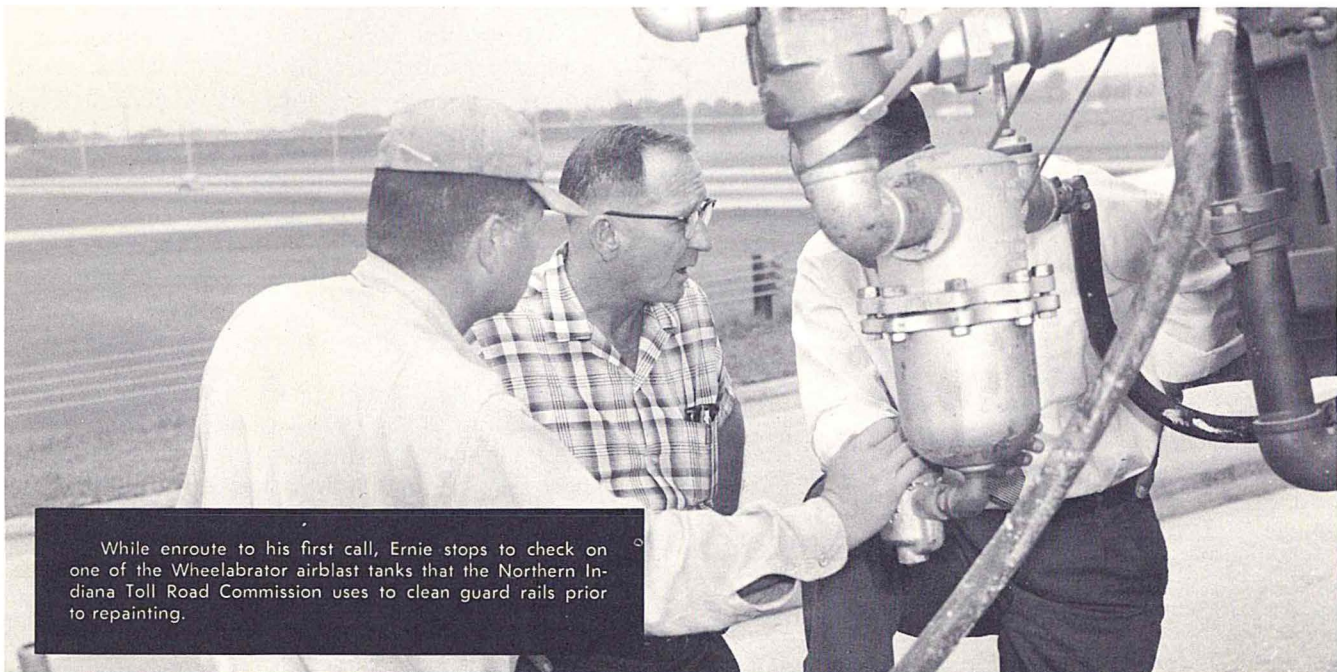
On other occasions the service engineer may be expected to work far into the night so that a Wheelabrator machine will be in smooth operating condition the next morning. And sometimes he might be on the road for two or three weeks at a time.

As far as customers are concerned, this man is the "Johnny-on-the-Spot", who sees to it that Wheelabrator equipment operates with the results we promise.

After reviewing these pictures, taken during a typical day in the life of service engineer Ernie Hearrell, maybe you'll understand a little better why customers hold these men in such high regard.

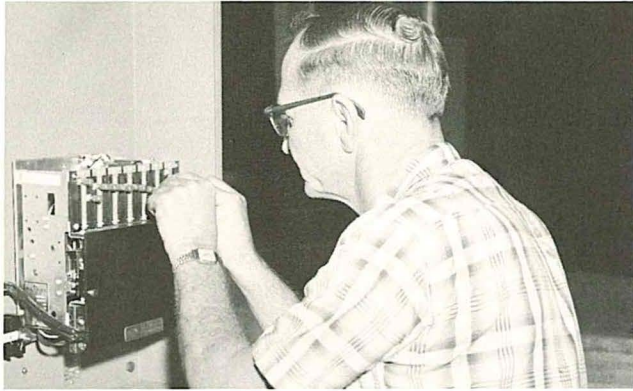


Mishawaka-based service engineer Ernie Hearrell spends many hours behind the wheel of his car. Last year, for example, he drove 55,000 miles getting to and from customers' plants. Today he's taking the toll road.



While enroute to his first call, Ernie stops to check on one of the Wheelabrator airblast tanks that the Northern Indiana Toll Road Commission uses to clean guard rails prior to repainting.

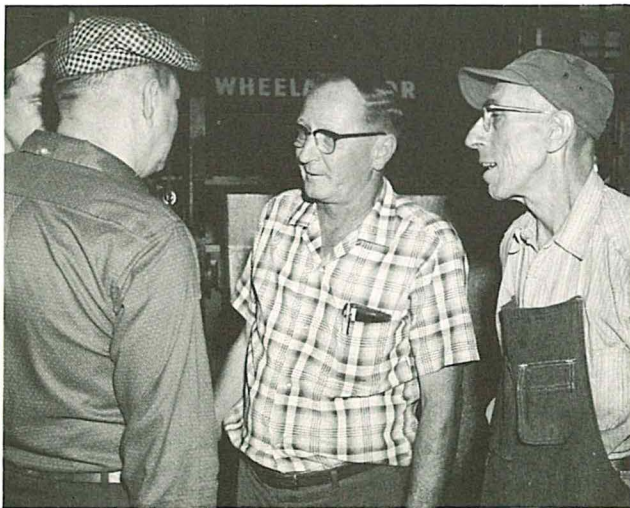
Three hours later our service engineer is atop a Wheelabrator Tumbleblast at the customer's plant. Because of an improper separator setting, abrasive consumption had been running too high. Ernie fixed that in short order.



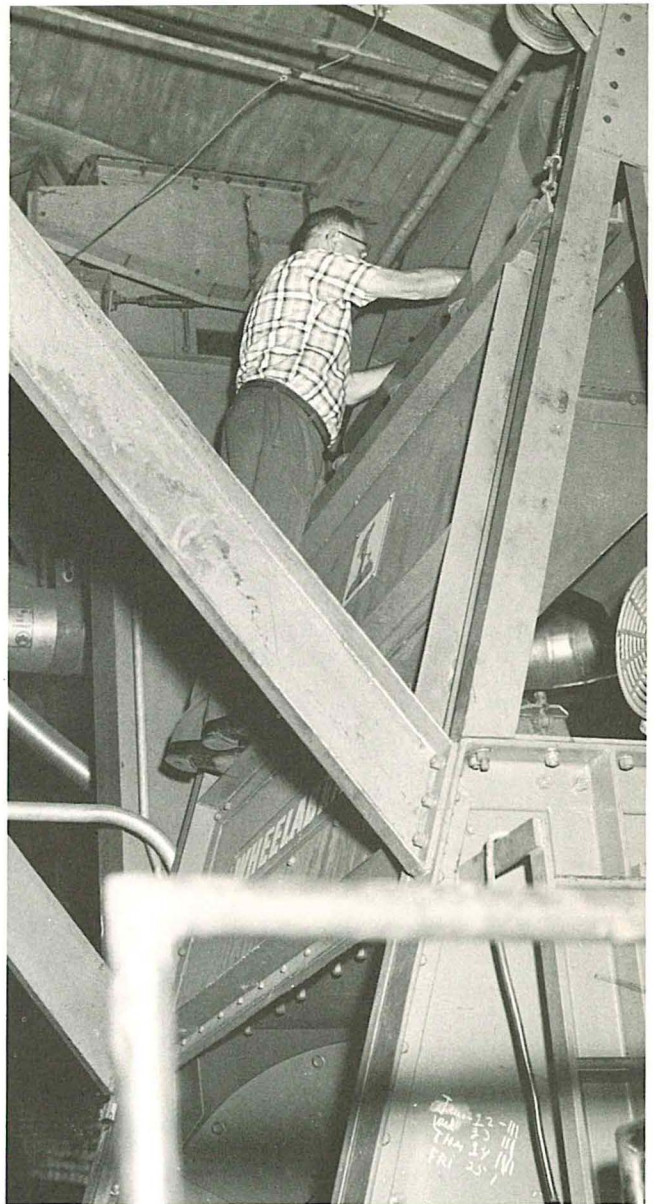
Ernie's next job is to speed up the timing mechanism for the Tumbleblast door so production can be handled more rapidly.



This customer also operates a Wheelabrator Swing Table, which Ernie inspects. He noted that some of the Wheelabrator blades showed excessive wear so he made the necessary replacements.



Instructing customers' operating and maintenance personnel on how to keep the equipment operating efficiently is another vital aspect of Ernie's job. Here he discusses the importance of maintaining an adequate inventory of spare parts.

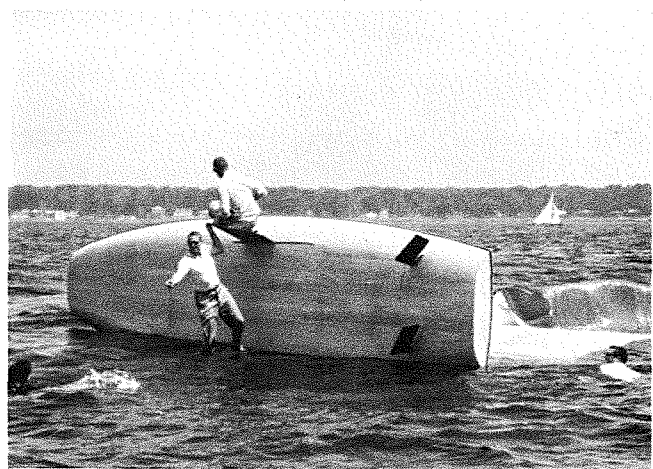


After returning to Mishawaka, Ernie stopped at the Guard House to pick up repair parts that a customer had ordered. He will deliver and install them tomorrow. The next stop is home, where he will fill out his call report and prepare for tomorrow's trip.



IN BOAT RACING IT'S

SAIL OR BAIL



Joe Boland, Abrasive Division, bought his first sailboat at age 16, with money saved from a paper route. It was a beat-up old scow that required over 200 hours of labor before staying afloat.

He started racing in 1952 and spent several seasons bringing up the rear of the Class "C" fleet racing on Diamond Lake, Michigan. In 1955, Joe started to move into the top five in season racing and began winning some of the major invitational regattas.

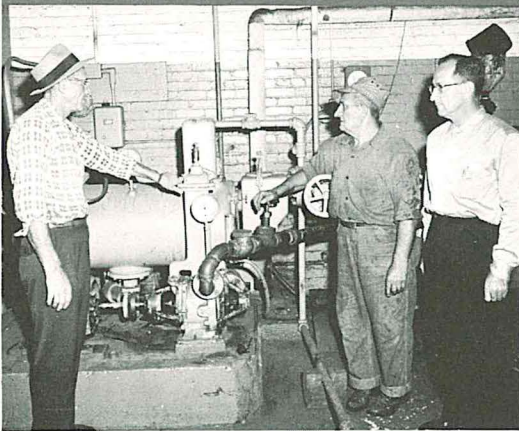
At Notre Dame Joe continued sailing and raced four years on the sailing team in intercollegiate spring and fall "frostbite" sailing. He was captain of the team the year the Irish finished fourth in national collegiate racing.

Today he is chairman of the National Committee for Development of College Sailing. He also owns and races a 28-foot Class "E" scow. When not

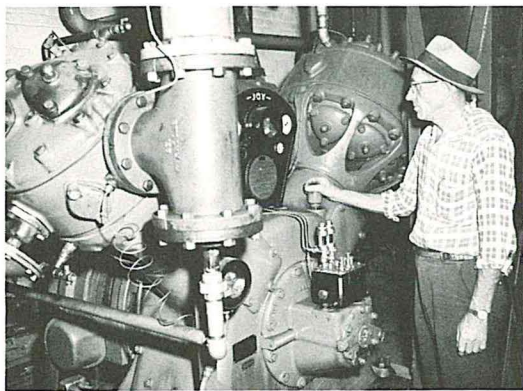
competing with this boat, he may be found racing the Lake Michigan big boat circuit aboard a friend's 33-foot racing-cruising cutter, "Kestrel". Week ends during the spring and fall are always busy with dinghy sailing, and the winter months see him out on an iceboat for thrills on "hard water."

What does Joe like best about sailing? "The exhilaration of a beat to windward, the peace of a calm summer drift, the tension of a close racing start." Sailing is memories . . . of shouts of competitors converging on a turning mark, of friendships made during long night watches, of races sailed and lessons learned. In a small boat you are in a world where mutual confidence, dependability, and complete harmony of action and goal are necessary for success. Sailing is one of the few things remaining in this modern world stemming directly from the past . . . it is ageless.

DAY AND NIGHT PLANT ENGINEERING IS READY TO SERVE



Maintenance Foreman Glenn Bohm, Clem Denino, and Plant Engineer Al Ross look over a boiler feed pump. This equipment brings water back from the heating system and recirculates it through the boilers.



This air compressor, which has a capacity of 41,220 cu. ft. per hour is operated 16 hours a day. Another pump is on hand for use in the event of a breakdown.

It matters not what time of the day a person walks into the Wheelabrator plant, he takes for granted the utilities that provide him with the comforts and conveniences of work.

Did you ever stop to think who's responsible for seeing that there's water at the faucet, electricity in the lines, plenty of heat and ample compressed air when needed? Well, the gigantic task is performed by Plant Engineering. Despite the fact that members of this department are on call 24 hours a day throughout the year, they carry on their duties efficiently and without fanfare. It is easy to assume that all this work just happens.

But maintaining the utilities necessary for the operation of Plants #1 and #2 rival those of a good sized town. For example, it is estimated that during a normal month the Company uses the following:

Fuel Oil.....	14,286 gallons
Coal.....	229 tons
Water.....	13,704,000 gallons
Gas.....	4,382,500 cu. ft.
Electricity.....	1,556,154 kilowatt hrs.

Although most of the water used is provided by the city, we have our own well and pumping facilities which supply approximately 1,300,000 gallons each month.

Yet seeing to it that the plant's utilities are always in proper working condition is only part of Plant Engineering's responsibilities. The department maintains all of the grounds including parking lots, roads, storage areas, lawns, trees, shrubs, etc. In addition, this department keeps all buildings and much of our equipment in top condition. Plant Engineering also disposes of refuse from manufacturing and unloads many of the supplies used by our shops.

In total the Plant Engineering Department, which is headed by Al Ross, consists of 21 employees, including electricians, carpenters, a steamfitter, millwrights, an alligator shear operator, truck drivers, yard workers, and janitors.

Also, there are 11 more employees assigned to Plant Engineering in Plant #2. These men work under Superintendent Clyde Conley.

So if you ever get the idea that all the utilities and upkeep of a plant come naturally, remember that when you are enjoying holidays and week ends, a member of the Plant Engineering Department may be hard at work. For this is a job that often calls for attention around the clock and day after day.

NEWS AND



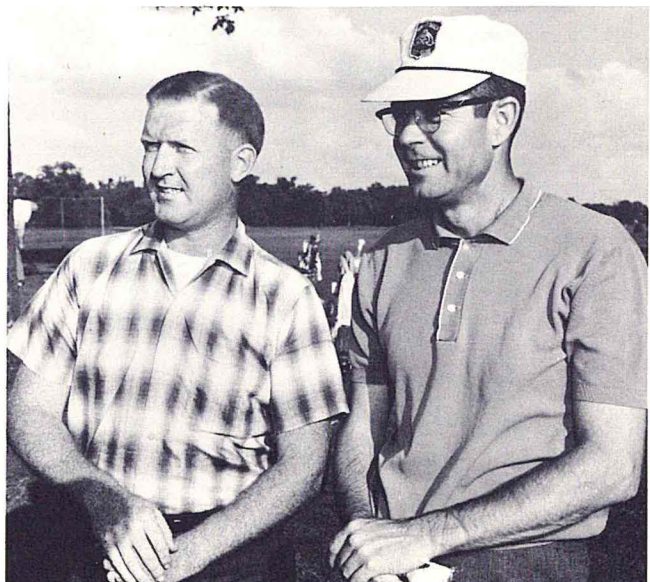
Jorge Herrendorf, of EISA Argentina S. en C., our sales representative in Buenos Aires, Argentina, Export Manager Bob Riordan, and Cecil Jack, of North Shipping, look over a Wheelabrator Tumbblast which was being prepared for shipment to Buenos Aires. Jorge recently spent a day here with Bob discussing the market for our equipment in Argentina.

This foursome represented Wheelabrator Corporation in a golfing match with Dodge Manufacturing Company on August 12. Naturally they "blasted" their opponents. Left to right: Bud Wolff, George Wilkins, Camiel DeKeizer, and Walt Ostrowski.



Bob Pherson, left, and Bob Leliaert, right, have been named co-chairmen of this year's United Fund Drive at Wheelabrator. Both ask that you be as generous as possible and give a fair share in this once-a-year drive that supports 35 health and welfare agencies. As usual, donations will be handled through payroll deductions. Take a look at your pledge. Does it measure up?

Jim Donlan, left, and George Wilkins, right, teamed up this summer to capture the Wheelabrator Athletic Association's golfing crown. The twosome went undefeated in their 15 matches. Jim Evans and Jim Davidson, with two losses, placed second.



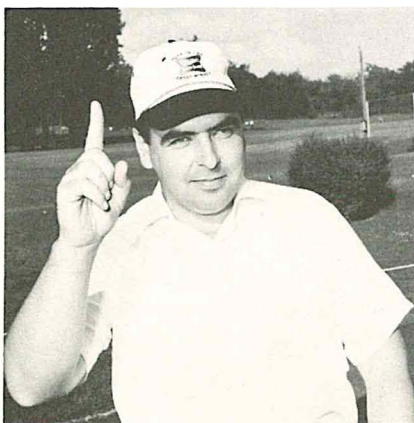
VIEWS



On August 17, Julianna Club members took a bus trip to Culver, Indiana, where they witnessed the summer stock presentation of "Flower Drum Song" at the Maxinkuckee Playhouse.



"An Evening in the Islands" was the theme of the Julianna Club Dance, held on August 19 at the Knights of Columbus Hall, South Bend. In case you don't recognize these members who helped provide the entertainment, they are, left to right: LaNelle Martin, Alberta Kaufman, Helen LaDow, and Julia Ciszczon.



Bob Pfliegel holds up one finger to show that he only took one shot on the 80-yard 17th hole at the Eberhart-Petro Golf Course. He got the hole-in-one with a nine iron on May 15, during play in the W.A.A. Golf League.



On August 24 members of the John Adams High School Science Club were guests of the Company for a plant tour. Chal Cline is pictured here with a group of the students, which included his son and daughter, Richard and Gwendolyn, shown on Chal's right.

ARE YOU SAVING A FULL FIVE PERCENT?

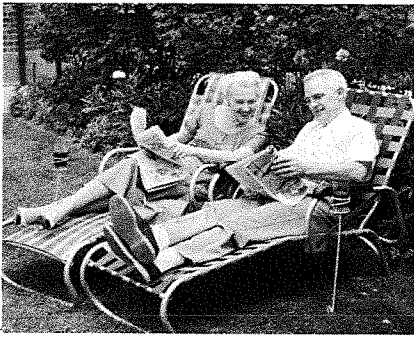


Photo Ewing Galloway

John: "It says here that when the average American retires, he has less than \$2,000 in savings and only about \$5,000 in total net worth."

Mary: "Even with Social Security, I don't see how anyone could retire and live comfortably on that amount."

John: "They couldn't . . . You know, Mary, we'd be in about the same boat if it hadn't been for the company's profit-sharing program. I'm sure glad I saved the full five percent of my pay during those years on the job."

Mary: "Does everybody contribute five percent of their earnings like you did?"

John: "No, some save less and some don't save at all. They are all participants and share in the company's profits, but they don't receive as much as the members who save the full amount."

Mary: "It's too bad everyone doesn't have the foresight that you had."

John: "Yes, I suppose so. But it's really just common sense to take full advantage of a plan like that."

Mary: "I'm glad I married a man with good common sense."

John: "I'm glad I worked for a company with a good profit-sharing plan."

Helpful secrets in the art of selling

EVERYBODY SELL!

by Wilferd A. Peterson

When everybody sells, goods, services and ideas move faster, and prosperity is achieved.

Selling is not limited to people called salesmen, for we all have something to sell, and that includes *you!*

When everybody sells we create a mental and emotional climate of friendliness and good will that makes buying a joyous, happy adventure.

Customers are won and held through a multitude of acts and attitudes. Here are some of the things that represent the art of selling at its best:

Courteous words *instead of sharp retorts.*

Smiles *instead of blank looks.*

Enthusiasm *instead of dullness.*

Response *instead of indifference.*

Warmth *instead of coldness.*

Understanding *instead of the closed mind.*

Attention *instead of neglect.*

Patience *instead of irritation.*

Sincerity *instead of sham.*

Consideration *instead of annoyance.*

Remembering people *instead of forgetting them.*

Facts *instead of arguments.*

Creative ideas *instead of the humdrum.*

Helpfulness *instead of hindrance.*

Giving *instead of getting.*

Action *instead of delay.*

Appreciation *instead of apathy.*

Everyone selling together blends hearts and minds and spirits, as the musicians in an orchestra harmonize musical tones, to create a mighty symphony of prosperity.

Let's earn more business by deserving the business we have.

Let's roll out the red carpet for the most important person in the world . . . the customer.

Let's everybody sell!

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Passing PARADE

REPORTERS — Milferd Gardner • Blanche Null • Fred Bishop

Elsie Stefucza • Delores Burtsfield • Gretchen Smith

David Richer, son of **Larry Richer**, I.B.M., and Dennis Davidson, son of **Jim Davidson**, Dust & Fume, have joined the Air Force. Both boys reported to Lackland Air Force Base in Texas for their basic training . . . Robin Ann Honer is the latest granddaughter of **Marge Daugherty**, Billing. A lot of the girls will remember Robin's mother from ceramic classes . . . **Linda Marker** is now working upstairs in Parts Service. She replaced **Sue Graves** on the TWX machine. Sue left the Company on August 25 to join her husband who is in the service and presently stationed in Germany . . . **Bessie Smith**, Files, spent her late summer vacation traveling through the South . . . Also **Mary Schillinger** and husband went fishing in Black Lake, New York . . . **Linda Richards**, who was formerly in the Filing Department, is now the mother of a baby girl. (G.S.)

Greg Thompson, Machine Shop, certainly has good taste when it comes to sport shirts. And what's more, it appears that he has a ready made market for the colorful fashions. Latest report has it that **Earl Nard** of the Machine Shop paid him \$3.00 for an especially bright one. And the best part of this story is that Greg didn't pay a penny for it — he received the shirt as a gift . . . When **Hector Sheehan**, Machine Shop, had his daughter Mrs. Beatrice Carlson as a house guest this summer, she told him that there was a better market for paintings in Florida than in this area. So when she returned to St. Petersburg she took one of his landscapes back with her. Just as she predicted, the handsome picture was sold for a handsome price — \$150. (B.N.)

Now it can be told. As you may have read in the previous issue of PARADE, **Ray Hutchins** accompanied a group of Explorer Scouts into Canada. But this is the story behind the story. The canoes were on hand, and all was made ready for the start of the trip. But the hustle and bustle, the worry about the equipment to be taken, the boys to look after, and days to come, left Ray sort of shaky in the knees. In fact as they went to the rendezvous, Ray was so pooped that his wife had to carry the suitcase. Was it the sight of all the equipment, or the boys standing around looking up to him for leadership, or just the primitive call of the wild? Anyway, from what I heard, there was suddenly a sharp order, a wild yell, and Ray was last seen madly paddling a canoe up Lincolnway with the rest of the troop in cars and in hot pursuit. The stampede assumed such proportions that the canoes were abandoned. Seriously, the boys had a world of respect for Ray — especially

when he shot the rapids with the scout master. In the back country it was nature in the raw, unsoiled by the hand of man's progress or spoiled by his weaknesses. (M.G.)

Joe Weinkauf is very sure now that he should get married as planned. It is to be an October event, but for a couple of weeks recently Joe wished it had already taken place. Joe's folks took a two-week trip to California so he was chief cook, dishwasher, and general housekeeper. One evening after he got his supper, he decided to clean out the refrigerator and police up the place. A half dozen eggs which were in the refrigerator were over a week old, so he figured they should be used up. He put a pan of water on the stove, put the eggs in, and then finished cleaning the refrigerator. Then he decided to read a little and watch television. Finally Joe decided to go to the ball game at Dodge Park. He sat through a double header, the last game going 12 innings. When he walked in the front door, he sensed something wasn't as it should be. Then he walked into the kitchen, and it was like the charge of the light brigade. There were eggs to the right of him, eggs to the left of him, eggs in front of him, and eggs to the rear. Eggs above and crunch! Eggs under foot. Joe was cleaning long into the night. His idea? One egg, five minutes. Six eggs? Well, not quite that long. (M.G.)

Joe Bidlack and wife went to see the Grand Ol' Opera at Nashville and Mammoth Cave and enjoyed a boat ride on the Green River. Then they travelled into Alabama, over through Atlanta and into North Carolina, returning by way of the Cumberland Gap, Smoky Mountains, Lookout Mountains, and Rock City. Joe reports that it was a grand trip . . . **Mac Carden** tells us that he had a most wonderful trip into Nova Scotia, going clear out to the farthest point of the mainland, and the farthest point of New Brunswick. Mac says the fishing was great . . . **Al Stickel**, his wife and son and Al's brother and his wife took a trip through Detroit, the Falls, and on to Maine, visiting their sister in New Hampshire on the way . . . A man has generally the good will qualities which he attributes to mankind . . . God gave all of us the gift of sight, but for some an injury or disease has taken it away. In many cases only the corneal tissue is affected; thus a corneal graft has a better than 90 percent chance of making someone see again. Let's sign up now to help restore someone's sight. My wife and I have. Will you please? Write to the Eye Bank for Sight Restoration, 210 East 64th Street, New York 21, New York . . . Our deepest sympathy goes to **Bill Geist** and his family over the loss of his mother on September 1. (M.G.)

Dale McNeely and family visited relatives in French Lick . . . **Earl Nifong** and family visited Chicago and Indianapolis . . . My son and I attended a reunion near Port Huron, Michigan and visited relatives in the area and in Flint, spending four days and three nights in all . . . **Bob Pherson** and **George Scott, Sr.** are back after having un-

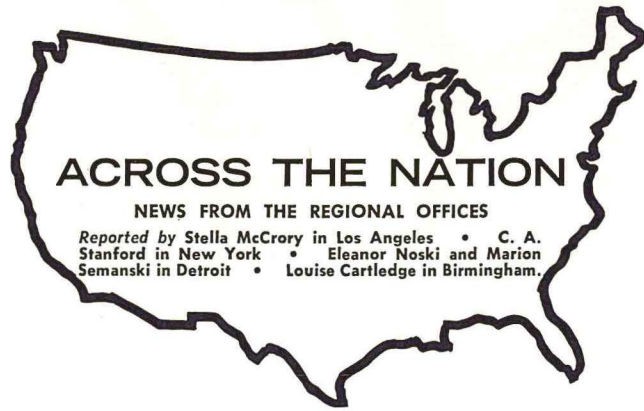
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Passing Parade

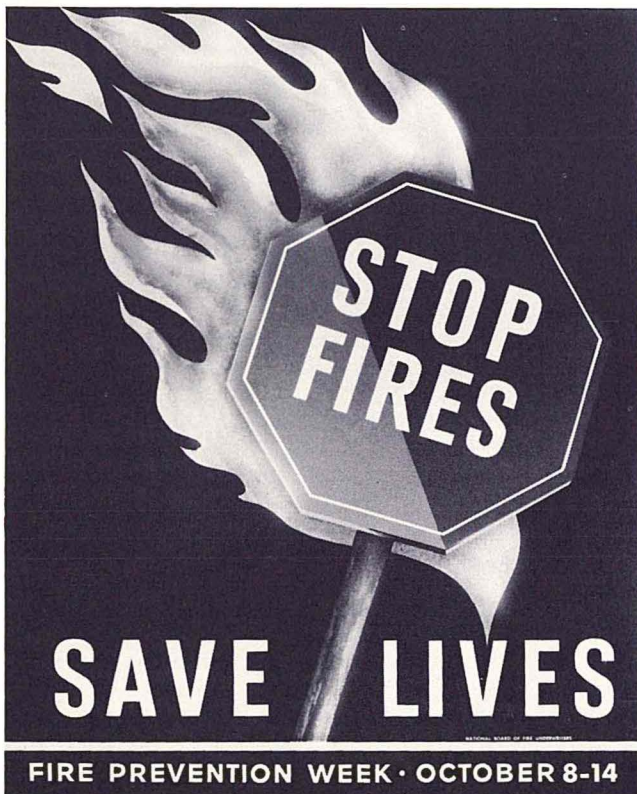
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dergone surgery . . . One person with a belief is equal to a force of 99 who only have intentions. (M.G.)

A group of Wheelabrator baseball fans attended the White Sox-Cleveland Indians game in Chicago on August 26. **Chuck Bultinck, Jr.** was the lucky guy in the pool. Peanuts, popcorn, and cracker jacks were enjoyed by all. Also there was fried chicken on the bus . . . After three girls, finally a boy to Mr. and Mrs. **Robert Powell**, Engineering, born July 26 . . . When Karl Smith started to caddy for **Ray Leuthold**, no one knew that golf and skin-diving would go hand in hand. After the final match, Karl stood on the bank of the St. Joe River with one of Ray's matched woods and proceeded to knock a ball and Ray's driver into the river. Congratulations, Karl, the ball went farther than the club! Anyone wishing golf lessons, please contact "Butterfingers" Smith. Efforts are being made to recover the club . . . **Clarence Soens**, Purchasing, has returned to work after a month's sick leave. Glad to see you back and looking so well . . . Finally a son and heir has been born to Peggy Nelson, daughter of none other than the proud grandmother, **Marie Lehman**, Purchasing. Kurt David arrived on August 12 and weighed 6 pounds and 13 ounces . . . **Bruce Berger**, Engineering, and family have returned after motoring through the New England states for two weeks . . . **Wanda Stutzman**, Engineering, and family have just returned from a trip to Washington, D. C. One of the outstanding sights, in her opinion, was the Washington Cathedral. (E.S.)



A lot of lucky people have been on vacation. **Jim Barnes** spent a week at a lake and another week decorating and moving into a new home . . . **Walt Schlegel** was away in seclusion for two weeks at an unknown lake . . . **Graham Markes** spent a week camping in the Manistee National Forest with his family and brought back some tall fish stories, which were hardly ethical in view of the moving sermon he delivered the previous Sunday for his pastor who was vacationing . . . The Detroit Office had a short visit from **Jo Wiendels** and **Robbye Lou Dunn** of Mishawaka. They were on their way to Cleveland. It was very nice meeting some of the girls from the plant . . . Congratulations to **Tom Mott** on the arrival of his new son, which was exactly what he wanted . . . Our deepest sympathy to **Joe Horak** who recently lost his mother . . . **Hank Ellis** has been surrounded with culture (???) most of the summer, since his house guests included Jan Garber and members of his band . . . **Bob Bunch** has been deluging us with a "bunch" of new equipment orders. Congratulations! . . . We're sorry to lose **John Riedy**, the most recent addition to the office. He is now attending the Harvard Graduate School of Business Administration. We wish him the best of luck. (Detroit)



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If the nation saved the more than \$12½ billion it loses annually in accidents, it could build 630 \$20 million skyscrapers, 1,680 \$7½ million hospitals, 12,600 \$1 million schools, and 630,000 homes costing \$12,000 each.

American industry's average investment per worker is \$19,500.

Of all the creatures who lived 200 million years ago, only the tough old cockroach has survived virtually unchanged. He can go for 75 days with no food, and if he loses a leg or nose, he just grows a new one.

Half of the world's population still earns less than \$100 per year.

The National Education Program reports that it takes 4½ tons of coal, 2¾ tons of iron ore, 50 pounds of cotton, plus 14 pounds of finished wool and other raw materials to make a \$2000 auto. Without the addition of labor these things are worth about \$22. Here are the extra costs: taxes — \$500; direct and indirect labor — \$1200; net profit to raw material producers — \$89; parts makers — \$47; local dealer — \$77; car manufacturer — \$65. Total: \$2000.

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Eighty-seven. That's the number of family teams presently associated with Wheelabrator Corporation. As you can well appreciate, it would take a long time for PARADE to include articles on each of these dedicated groups.

In order, however, for everyone to recognize these family teams, we have decided to list them. We wish pictures could have been included — but with eighty-seven teams and 187 individuals, this would be almost impossible.

Many of these groups have been presented in PARADE before. But with some it was a good many years ago . . . for others, especially the two-member teams, this is the first time.

Team	Relationship	Team	Relationship	Team	Relationship
Walter Bailey	Father	Theodore Grove	Father	Clarence Nettrouer	Father
Arlin Bailey	Son	Kenneth Grove	Son	Robert L. Nettrouer	Son
Jack Baugher	Husband	Beulah Grubbs	Sister	Reginal Oliver	Father
Julia Baugher	Wife	Charlie Shafer	Brother	Michael Oliver	Son
Joseph Bidlack	} Brothers	Lawrence T. Gunn	Father-in-law	Joseph Pecher	} Brothers
Kenneth Bidlack		Charles L. Slane	Son-in-law	Amos Petcher	
Richard Bidlack		John Harrington	Husband-brother	Marvalynn Powell	Father
Jack Biggs	} Brothers	Margaret Harrington	Wife	Robert Powell	Son
Lloyd Biggs, Jr.		Ralph Harrington	Brother	Joseph J. Rallo	Father
Una (Jean) Bodine	} Sisters	Don Martin	Brother-in-law	Judith A. Rallo	Daughter
Hazel C. Pace		Clarence Hartnell	Father	George D. Ratliff	} Brothers
Raymond Boehnlein	Husband	Clarence Hartnell, Jr. (In service)	Son	Elva J. Ratliff	
Hildreth Boehnlein	Wife	Joseph Hayes	Father	Leonard (Dale) Reddricks	} Brothers
Sue Boehnlein	Sister-in-law	Aneford Hayes	Son	James T. Reddrick	
Harold Books	Father-in-law	Samuel Hearrell	} Brothers	Rex Reihl	} Brothers
Walter Schlegel, Jr.	Son-in-law	Ernie Hearrell		Robert Reihl	
James (Jack) Bowers	} Brothers	Virginia Heinzman	Sister-in-law	Charles E. Richhart, Sr.	Father
John Bowers		Harold Hummel	Brother-in-law	Charles E. Richhart, Jr.	Son
Lynn Bowers		Nelson Hill	Husband	Arlon Ross	} Brothers
Carl V. Britton	Father	Sharon Hill	Wife	Patrick Ross	
Carl (Fred) Britton (In service)	Son	Herbert Hillebrand	Father	Anna Sawyer	} Sisters
Charles P. Bultinck	} Brothers-in-law	Paul Hillebrand	Son	Margaret Sawyer	
Casimir Truckowski		Herbert Burkhart	Husband	Harry Hixenbaugh	} Brothers
Herbert Burkhart	Wife	Edward Hixenbaugh	Brothers	Edward Ickes	
Sophia Burkhart	Delores Burtsfield	Sister-in-law	Burton Ickes	Doyn Ickes	
Robert D. Calvin	Brother-in-law	Robert D. Calvin	Brother-in-law	Paul Kaufman	} Husband
Elmer R. Byrd	Father	Alberta Kaufman	Wife	Jerry Kinney	
Elmer L. Byrd	Son	Jerry Kinney	Brothers	Nelson Kinney	
Langford Canell	Brother	Joseph Kring	} Brothers	Bernard Kronewitter	Father
Emily Canell	Sister	William Kring		Brothers	Francis Kronewitter
Edwin P. Clarke	Father-in-law	Bernard Kronewitter	Father	Dennis N. LaPlace	Father
Mary C. Clarke	Daughter-in-law	Francis Kronewitter	Son	David B. LaPlace	Son
Andrew Conklin	} Brothers	Raymond Leliaert	} Brothers	Robert Leliaert	} Brothers
James Conklin		Harley S. Littler		Father	
Robert Curran	} Brothers-in-law	Robert L. Littler	Son	Carl Magnuson	Father
Kenneth Rohleder		Carl Magnuson	Father	John Magnuson	Son
Leroy Danzy	} Brothers	Leslie Magnuson	Brother of Carl	Glen Marker	Father
Bretho Danzy		Harley S. Littler	Father	Linda Marker	Daughter
Hubert Davidson	Father	Robert L. Littler	Son	Janet Patus	Daughter
John H. Davidson	Son	Carl Magnuson	Father	Harry G. Martin	Father
Sue Decker	} Sisters	C. Glenn Martin	Son	Glen L. Martin	} Brothers
Judy Decker		Harley S. Littler	Father	Donald Martin	
Bernard DeLaruelle	Husband	Charles McConahay	Father	Charles McConahay	Son
Lequita DeLaruelle	Wife	Richard McConahay	Son	Thomas S. McCrory	Husband
Rudolf Destics	Husband	Thomas S. McCrory	Wife	Stella B. McCrory	Wife
Eleonora Destics	Wife	Arden R. McFarland	Father	Ralph D. McFarland	Son
Paul Driver	Husband	Lacy Monroe	Father	Lacy Monroe	Father
Mary Helen Driver	Wife	Thomas Monroe	Son	Alfred Moore	Father-in-law
William Farrell	} Brothers	Alfred Moore	Son-in-law	Myron Yoder	Son-in-law
Richard Farrell		Calvin Myers	} Brothers	Willis Myers	} Brothers
Harold Gay	Father	Willis Myers		Brothers	
Robert Gay	Son				
George Gay	Son				
Jean Seybold	Sister-in-law of George				
Guertino Giacomini	} Brothers-in-law				
Alfred Verbeke		Robert L. Gibbens	} Brothers		
Robert L. Gibbens	Eugene Gibbons	Brothers			
Alfred Verbeke	Ace Gillam, Jr.	} Brothers			
Robert L. Gibbens	Duane Gillam		Brothers		
Eugene Gibbons	Mary Golba	} Sisters-in-law			
Ace Gillam, Jr.	Edna Golba		Sisters-in-law		
Duane Gillam					
Mary Golba					
Edna Golba					

WHO'S WHO

ANNIVERSARIES: Four more veterans have now reached the 25-year mark as Wheelabrator employees:

Greg Thompson.....Machine Shop
Lambert Klaer.....Methods & Planning
Alden Lenhard.....Advertising
Don Raabe.....Machine Shop

And two more names have been added to the list of 20-year members:

Vernon Fisher.....Shipping
Ken Bidlack.....Shipping

. . .

NEW MEN: **Donald E. Bender** joined the Company on July 24 and has been assigned to a territory in the Central Region as field engineer. Before coming here he was a field engineer with Metco, Inc., working in the Louisville area.

Bob Howe, who was formerly sales manager of Pressure Blast Manufacturing Company, Manchester, Connecticut, is another new addition to our sales force. He is now working in the Eastern Region as a field engineer.

New regional dust and fume engineer **Don Taylor** has been assigned to a territory including the Detroit and Cleveland areas. Until the first of the year, he will be undergoing in-plant and on-the-job training. Before joining our Company he was a mechanical engineer in the Plant Layout Section of the Ford Motor Company's Cleveland Foundry.

. . .

PROMOTIONS: **George Jones** has been named to succeed Don Swardson as manager of abrasive and Long-Lyfe Parts sales. George, who has been with Wheelabrator since 1953, was previously a field engineer in the Chicago area. He assumes his new duties on October 15.

Frank Lynch has been assigned to a territory in the Central Region where he is serving as field engineer. Before being promoted to this new responsibility, he was a member of our Marketing Department.

Matt Rutkowski, who was formerly in charge of Office Services, has been assigned to new duties as a buyer in the Purchasing Department. Matt has been with Wheelabrator since 1957.

WHAT'S NEW

The Company's profit-sharing contribution as of August 31 was \$78,968.

The Wheelabrator Athletic Association sponsored softball team in the Mishawaka II-AA, Class C League, took championship honors and was the first to ever go through the seven-game schedule undefeated. The league is made up of eleven to sixteen year old boys.

Speaking of champions, the team of eight to eleven year olds sponsored by Local 995 won both their league championship and the tournament, which was held at the end of the season. During regular play they racked up a record of six wins and three losses.

Frank Noyes, our field engineer in the St. Louis area and a Colonel in the Missouri Air National Guard, took part in extensive maneuvers this summer. As commander of the 131st Tactical Control Squadron, his fighter-interceptors were responsible for keeping "enemy" aircraft from penetrating an area of 180,000 square miles, near the Great Lakes.

E. A. Rich, formerly sales manager at Wheelabrator, has been named president and general manager of American LaFrance, Elmira, New York, a manufacturer of fire fighting equipment. Succeeding him as general manager at Lake Erie Machinery Co. is **John Wolf**, who was controller at Wheelabrator before joining Bell Intercontinental Corp. last summer.

Service Engineer **Dale Reddricks** recently returned from a month's trip that took him half way around the world. Dale spent most of this time in Bombay, India, where he assisted in starting up a special Wheelabrator Cabinet for cleaning sheet steel. During his trip he also surveyed the facilities in Bombay for new equipment.

As **PARADE** goes to press it appears that **Roy Chevrie** of Plant #2 is going to collect more than his share of the prize money in the W.A.A. fishing contest. At press time, Roy had recorded a 13" yellow perch and a 21" trout to lead these divisions. Other leaders are **Ed Stasiak**, with a 10" bluegill, **Al DeGeeter**, with a 12½" crappie, **Bob Powell**, with an 18¾" largemouth bass, **Julius VanLaecke**, with a 19¼" smallmouth bass, and **Bimel Smith**, who landed a 26¼" channel cat.