STALEY NEWS

Vol. 4—Page 13 October 15, 1940

$69,310.58 EARNED DURING THIRD QUARTER

The Staley Company has just reported that it earned a total of $165,699.42 during the third quarter of this year. This figure does not allow for a necessary deduction of $96,388.84 for expenses in refinancing the company debt, so that actual net earnings total $69,310.58. You will remember that we earned $641,539.98* during the first quarter, and $330,-101.59* during the second. This brings our total earnings for the first three quarters of 1940 to $1,040,952.15.

Bare figures by themselves don't mean very much. So let's look back a moment for comparison with the earnings records of the past years.

For the past five years (omitting 1937 when the completely insane condition of the grain market caused us a loss of $848,336.37 in the third quarter) our average third quarter earnings have been a little over $262,000. On that basis our third quarter earnings for this year look small. During the same five years (again omitting the 1937 loss figures) our average earnings for the first nine months of the year have been $737,000.

This year a war-urged export market brought us a larger than average profit in the first quarter and provided a cushion ahead of time for our third quarter drop. Because of that and because of our excellent industrial sales during the whole first nine months we are still hitting a little bit over our heads this year. This would be an excellent time for cheering if it were not for the fact that even our excellent industrial sales were caused by the war. Industry generally, prompted by our national defense program, has had a busy year. We have made money this year. We will probably need it.

*These figures do not agree with those originally reported, since the passage of the Second Revenue Tax Act for 1940 made adjustments necessary to provide for payment of new taxes.

CENTRAL ILLINOIS CHAPTER OF CREDIT UNIONS TO MEET

1940 Annual Meeting To Be Held at Masonic Temple

The Central Illinois Chapter of Credit Unions will hold its annual dinner meeting in the banquet hall at the Masonic Temple on Saturday, October 19, at 6:30 p. m.

Roy F. Bergengren, the author of several books on the theory and history of Credit Unions and one of the prime movers in the Credit Union movement in the United States, will be the main speaker of the evening. Mr. Bergengren is now the Managing Director of the Credit Union National Association and is one of the little group of men whom you have to thank for the legislation which made possible our own Credit Union and the work it has done.

The program for the evening will also include music during dinner and a few musical numbers afterward. The regular price of tickets for this dinner meeting is 75 cents each but they are available to Staley employees for the price of 40 cents for single tickets or two tickets for 75 cents. With a view toward encouraging a large attendance at this important meeting, your Credit Union will make up the difference between the price you pay and the actual cost.

You may purchase tickets at the Credit Union office in the Personnel Department or from any of the Credit Union Directors. Just to refresh your memory here are their names: H. J. Casley, C. W. Thornborough, R. A. West, R. V. Whitsitt, R. S. Bass, H. A. Jagusch, L. H. Hiser, W. G. Reynolds, A. S. Lukey, C. V. Cox, and Hugo Brix.

Representatives from all forty Decatur Credit Unions will be present and our Credit Union, which is the second largest in the city, should have a good representation present. If you have not already bought your ticket, do so today.

THE BAND GROWS AND WANTS

Additions to the Senior Band Class recently are Donald Augustine and John Goodwin, clarinet, and David Crawley, saxophone. Clayton Brant, cornetist, has joined the Juniors. Bob McGeehon, who first decided on the cornet, has changed his mind and is now taking up the alto horn. That makes everyone happy because eventually we will need eight alto horns when our band is full grown and Bob is the first one so far to take up this instrument.

We need some drummers. The spirit of '76 would not have been so spirited without a drum and we need some for the spirit of '40. Drums are not difficult to learn and they are very necessary in any kind of a band. No student flautists have appeared either and we again refer you to the spirit of '76. Next thing you know we won't have anyone to carry the flag. We are not limping so badly in the Flute Department, however, because we had two ready-made and capable Flautists to start with.

Then about the baritone horn. We need some practitioners on that instrument and it seems strange that none have appeared because the baritone horn is one of the favorite solo instruments in any well regulated band.

We have been able to strengthen our cornet section recently by the addition of Don Pygman. Don comes from a musical family and there is some talk that his dad, who is also an excellent musician, will soon join the band in some capacity.

Perhaps you've read clear down to here and still haven't found the exact spot you are looking for. If that is the case, and if you would like to help the band but feel that you can't get the music in your soul out through any sort of musical instrument, consider . . . our band also needs a librarian. This will require only a very thorough knowledge of the English alphabet and a willingness to work.

YOUR HEALTH - - - - - AND - - - - - YOU

By L. May, R.N., *Plant Nurse*

Suppose that you have a signal horn which is wired to the float on an important tank in such a way that when the tank is about to overflow the float will blow the horn. Suppose some morning you hear that horn blow. What will you do? Will you adjust the valves and start the pumps to keep the tank from overflowing or will you disconnect the horn so that you won't have to listen to it This is a foolish question and you know the answer. You'll try to keep the tank from overflowing, of course.

Let's change the figure and say that your body is wired to your head in such a way that when your body is in trouble it makes your head ache. What will you do when that happens Unfortunately, you will usually take an aspirin to keep the signal horn from blowing. You shut off the irritating signal rather than locating and curing the trouble.

Headaches are trouble signals. They may mean high blood pressure, faulty vision, incorrect diet, diseased tonsils, infected teeth, sinus trouble, insufficient drinking water or any sort of acute or chronic infection. They certainly mean that you are in need of medical examination and medical advice in order to locate and cure the trouble. They never mean that you are to take an aspirin or other headache pill and forget all about them until they get clear past the point of being a warning and become an ultimatum.

AMERICAN INDUSTRIAL THINKING

Perhaps the real secret of American industrial success is not natural resources or vast accumulations of wealth and plants but is American industrial thinking. We are a restless people and seldom satisfied. As soon as a building is built or a machine installed the engineer in charge is looking at it with wistful eyes and thinking how much better and cheaper he could do the job if he could tear it all down and start over. Every manufacturer is staring grimly at his product and thinking, "Hm-m, costs $40.00 to manufacture it. If we used pressed metal forms instead of castings, I'll bet we could produce it for $35.00.

Aluminum is a beautiful example. Not so many years ago aluminum was a laboratory product that cost about the same amount per ounce as gold or platinum. Then a young scientist, with no money and a homemade laboratory, heard a lecturer say that fame and fortune awaited the man who discovered an inexpensive method of making aluminum. He went home and worked. As a result of his thinking and working aluminum costs about 20 cents a pound today and we have better kitchen utensils, fixtures, airplanes and trains than would ever have been possible without a cheap, strong, lightweight material.

American industrial thinking has built and improved our world. You are capable of adding to it—if you start thinking along that line.

HERE IS OUR SAFETY SCORE

LOST TIME ACCIDENTS—	
To October 1, 1939	**35**
To October 1, 1940	**42**
DAYS OF LOST TIME—	
To October 1, 1939	**487**
To October 1, 1940	**11,281***

*One death and two permanent partial disabilities caused us to charge off 10.650 days during the month of September. Thus in one month we had more days of lost time than we had accumulated in the previous four years.

STALEY SAFETY

By George Leonard
Fire Chief

When you start out to combat an electrical fire it is just as important to know what *not* to do as to know *what* to do. Let's start with the *what nots.*

Number One. Do *Not* use water.

Number Two. Do *Not* use the large *soda and acid* extinguishers.

Water is a conductor of electricity and water is the vehicle in soda and acid extinguishers. If you play a stream of water or the stream from a soda and acid extinguisher on an electrical fire the current will flash right back along the stream until it strikes you. Water will not put out the fire while the current is on.

Here are the things you *should* always do.

Number One. Open (disconnect) the switch that supplies current to the motor or piece of electrical equipment which is on fire.

Number Two. Have someone call the plant fire department.

Number Three. Grab the nearest *carbon tetrachloride extinguisher* and play the stream on the fire. Carbon tetrachloride extinguishers are easy to recognize because they are the small quart or quart and a half extinguishers with the pump action handles.

Number Four. If, for any reason, you cannot locate a carbon tetrachloride extinguisher, cover the fire with dry sand or dry earth. Do not use any material which is moist or damp.

An electrical fire, properly handled, is no more dangerous than any other type of fire but it demands proper treatment. You might just as well take hold of a live wire as to throw a stream of water on it. You can extinguish it easily and without great damage if you use a carbon tetrachloride extinguisher because carbon tetrachloride is a non-conductor of electricity and will smother the fire.

Published Twice Each Month
By The Personnel Department

For The Employees Of
THE A. E. STALEY MANUFACTURING COMPANY
DECATUR, ILLINOIS

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ABOUT THE HIGH COST OF HIGH SPEED

Let's suppose that you are really hardboiled about this matter of automobile safety. You are a good driver; you can handle your car in any situation; you know how to take care of yourself and your car is in good condition. You are not afraid of the other fellow's crazy driving; you can outfigure him any time. Why shouldn't you drive just as fast as you wish?

We'll suppose that you are just as good as you say you are; that you've never had a wreck; that everybody admits that you are good. There is still one thing to be considered.

How much money are you willing to spend for high speed and rapid acceleration? If you think that 14 cents a mile is a moderate figure for automobile operation the rest of this article won't interest you. If, however, that seems a bit expensive here are some facts that you'll find interesting.

"Motor", the automotive business magazine, recently made an investigation into the effects of high speeds on the consumption of gasoline and oil, tire wear and repair costs. Their survey shows that the average $1,000.00 automobile can be operated at a cost of about 6 cents per mile at speeds of from 20 to 40 MPH. The cost of operating the same car at the speed of 60 MPH jumps to 7.34 cents. At 70, 80 and 90 MPH respectively, the per mile cost goes to 8.17 cents, 9.92 cents and 13.36 cents.

The variable costs which increase with speed are gasoline, oil, tires and repairs, including brakes. The amount spent for gas ranged from around 1 cent per mile at speeds under 40 to 4 cents per mile at 90. At 20 tire cost is only .018 cent per mile. At 60 it is .8 cent. At 90 it has soared to 3.27 cents. Oil is not so large an item in costs but it is worth noting that sixteen times as much must be purchased for continuous running at 90 as at 40.

Rapid acceleration also runs up the fuel bill. Figures submitted by a leading car manufacturer show that, though his car will make 17.1 miles per gallon during continuous operation at 40 MPH, the rate drops to 9 miles per gallon when the throttle is suddenly thrown wide open in high gear. The car will make but 4½ miles per gallon in second and 2 miles per gallon in low.

Another car manufacturer sums up the relationship between speed and fuel by saying that fuel economy is reduced 15 to 20% when the speed increases from 20 to 40 MPH and that it is reduced 30 to 35% when the speed goes from 20 to 60. Oil economy comes down 10% in the first case and 55% in the second.

So we'll forget about safety for a moment and put it this way. You can drive to Springfield in an hour for $2.40. You drive to Springfield in 40 minutes for $2.94. If your time is worth more than $1.62 per hour you can afford to save 20 minutes on the way to Springfield. If your time is worth more than $2.69 per hour you can step up the pace to 70 and save 5 minutes more.

TOMORROW

When you go to your polling place to register for the draft it should not be with the feeling that you are doing something which you are compelled by law to do. It should be with the feeling that perhaps you will be selected and will have an opportunity to repay your country for the liberties you've taken for granted all your life. We *may* have to fight to preserve those liberties: almost every generation that has enjoyed them has had to fight to keep them. So what? They are worth fighting for and a year of your time will be a meager price to pay. Let's register tomorrow as free Americans volunteering needed services to help defend our way of life.

For a one-year-old, just-like-new Heatrola large enough to heat 5 or 6 rooms, see Todd Riley, Tool Room. Todd has a furnace now and can be coaxed into separating from Heatrola for $25.00.

George Leonard has a Quick Meal coal range and a Chambers gas range and if you are a prospective ranger you can get both for $30.00 or either one for 50% of that amount. George is offering a bonus if you take them both (probably a pair of suspenders).

With 1014 accident-free days to the first of October, the Pipe Shop has the best Safety Record that any Mechanical Department has ever piled up in the history of our plant.

* * *

Vision is what people think you have when you guess correctly.

* * *

The best process department Safety Record is owned by Elevator C which, up to October 1st, had operated 1413 days without a lost time accident.

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It is estimated that new industrial processes and new uses now being perfected will add as much as 40 cents to the value of a bushel of corn.

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Automobile tires, which currently sell for half the 1910 price, last ten times as long as the tires offered for sale then.

By Tony Romano

The Staley softball team ended a hard schedule on September 4, with a 6 to 3 win over the Arnett Grocers of Pekin. We tallied 6 runs, 10 hits, 2 errors to the Grocers' 3 runs, 7 hits, no errors. It was a bang-up game in which every Staleyman, except two, collected a hit. Bus Coulson collected 3 for 4, and Hall made the home run of the day. Sam Williams pitched, and Rinehart was catcher.

★ ★ ★

High batting averages for the softball season total up like this:

Pete Kelley	.415
Bob Siweck	.381
Bus Coulson	.365
Irv Smith	.304

★ ★ ★

We won 9 games this year, lost 11. Pitching wins and losses were:

Siweck	2	2
Sapp	2	2
Schultz	2	3
Williams	1	0

★ ★ ★

The hardball team met the Vandalia Merchants on September 29th and marched over them to the tune of 3 to 0. Lloyd Hopkins as pitcher struck out 18 men, walked only 1. Joe Hilberling was the big sticker, making 3 for 4 of the 5 hits we collected. Dick Hopkins was catcher, and the team tally was: Staley's 3 runs, 5 hits, 3 errors; Vandalia Merchants no runs, 4 hits, 2 errors.

Don't wait for Tony to drop around for your scores. Let him know all the dope immediately after the game.

It Won't Work . . . But It Does

Several years ago an equipment salesman walked into the office of our chief engineer, threw an "H" shaped piece of metal on his desk and said, "How'd you like to buy one of our new conveyors? There's the piece that does the work. You just string them out on an endless cable, run the cable over a sheave at both ends, enclose the whole thing in a box divided into one part for the line going over and one for the return line, throw your material in at one end and take it out at the other. The conveyor is full going over and empty coming back. Same thing as a bucket elevator except that there are no buckets and that every inch of your conveyor box is working, not just a few buckets. What do you think of it?" The chief waited to hear the point of the joke but as the salesman went on talking he finally decided it wasn't a joke, that the salesman, however badly mistaken, was in earnest.

The upshot of that conversation was a trial installation, in our Kiln House, of a Redler conveyor. It had developed that the Redler would convey material horizontally, on an inclined plane or straight up. It was the straight up part we were interested in at the time. Our method of conveying dry starch from the dumping pit on the first floor of the Kiln House to the reels on the third floor was not so good. Notably it was too expensive and unreliable. We were in the market for an idea and this one might, it just might, work.

It really shouldn't, though. It was the same sort of thing as trying to pull starch up through a vertical box with a garden rake instead of a hoe. But it did work. The "H" shaped bars clamped onto the endless cable moved slowly up through one leg and down through the other. When you poured dry starch into the bottom of the up leg and kept on pouring, the cable and "H" bars moved it upward a little by a dragging; and, when you kept on pouring, the starch in the leg had nowhere to go but up. So up it went until it fell out of the discharge opening at the top. The conveyor ran full all of the time and delivered material to the top at the same rate it was fed in at the bottom. The crazy part is that the Redler always runs full. As soon as you stop feeding in at the bottom, the cable and "H" bars start *sliding through* the material and stop lifting it. If you put in a pound at the bottom, a pound comes out at the top—but no more.

The horizontal and inclined plane installations work a bit more simply. They are, in essence, just drag line conveyors. Their flights may be only 1 inch high and may be able to move material to a depth of 6 inches through the box but all you are really doing is pulling the bottom layer and letting the top layer ride on it.

We've done a bit of experimenting with Redlers since the first one was installed in 1932. We've found that they work better if the flights are made with connecting bars than if they are all clamped to a cable. When cables break they must be thrown out and every "H" bar must be unclamped and put on a new cable. The cable itself, to be endless, has to be carefully spliced and not every mechanic can do that well. But, when each flight carries its own connecting bar and one of them breaks the repair job is simple. You merely take out the broken bar and replace it.

We have Redlers doing a conveying job for us now in the Packing House, #21 Building and the Soybean plant. Some of them convey horizontally and some lift vertically. Taken by and large, we are well pleased with the job they do because of their comparatively low upkeep cost and because they are so flexible. A bucket elevator will lift straight up or at a slight angle from the vertical. A conveyor belt will carry material horizontally or at a slight angle to the horizontal and so will a screw conveyor. But a Redler, which is safer to operate than any of them, will carry material across the floor, up at a 45° angle, straight up or around the corner.

We like our Redlers but we are still mighty suspicious about them. We can look at them while they are standing still and realize that they won't work; they are not logical. But when you start the motor and feed in the starch—they work. That probably is answer enough.