

# STALEY NEWS

Vol. 6—Page 1

September 1, 1944

## The Half Way Mark

June 30, 1944 Balances

When you run a business, you learn to keep an account for yourself, month by month, as to your operations in terms of money. Usually, you report to the public on your financial standing by means of an "Annual Report" in which you sum up your profit and loss, your assets and liabilities for all to see. But the Staley Company has recently gone one important step further.

We've always issued quarterly a profit and loss statement, anyway. June 30, 1944, marked our first publication of the company balance sheet other than annually, and we'll continue making that complete a review quarterly hereafter. Which means that we'll all be in a position to see, at more frequent periods during the year, just where we are in comparison with where we were.

### December to June

#### Notes Payable: None

Checking our position in June with that of December, 1943, the outstanding item, of course, reads like this: *Notes payable.....none.* This zero item looks fairly taleish when put against the 1943 item of \$11,250,000. That's explainable in part by the fact that those '43 notes were made to buy our raw materials of corn and soybeans, and have been liquidated by sales of products. By the same token, our cash in hand had increased from some two million to \$3,167,544.92, while inventories had decreased from \$20,000,000 to \$12,000,000. That just means we're getting ready to reverse the process. Once the harvest is here, we go into the market to buy again and inventories go up, cash funds definitely down and more short term notes are made.

Too, the June record shows the "funded debt" of \$5,000,000 which we told you about last month. We're using that, you'll remember, to supply us with ready cash, a 2 to 1 ratio with the banks for our short-term notes, payment of an outstanding debt of \$1,700,000, and working capital. We'll carry a "Funded debt"

(Continued on page 2)

## This Is The Way It's Done

### Renewal of Basic Gasoline Rations

Well—this is the way it's gonna be—application blanks for the new A gasoline ration books will be available either at the Clock House or the Personnel Department. You follow through in this way:

#### Directions on Each Form

Complete directions for filling out the applications are given on each form. Read these carefully. If the application comes back to the Personnel Department incorrectly filled out, it will be returned to the applicant. You'll find a couple of sample applications completed and posted in the Clock House. In case you have any doubt of how to fill out your application, check with these:

Sample No. 1—Will be for the person who owns the car and is making the application. In this instance, the person is both "owner and applicant."

Sample No. 2—Will be for the person who is making application but does not own the car. This person would be the "Authorized Agent."

#### Must Have Old A

You must turn in the back of your old A book. And be sure that you have signed your name on the space allowed on the inside of the back cover. If you do not have the back of your old A book, your application will be delayed; for you will have to prove that you are the legitimate applicant, and that no application has been, or is being, filed on the same car with some other board. And the burden of that proof rests with you.

#### Tire Inspection Slips

We know from the questions that we've had that you want to know about those tire inspection slips—after the 22nd of September you will not need them any more. Just tear 'em up—but *not until September 22nd*, because we will continue to send them in with B and C applications until that date.

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## All Hail To Volunteers

### They're Getting Our Work Done

You signed the register a couple of times last week saying you'd be willing to work overtime for four or eight hours someplace in the plant cutting down our manpower shortage. And as signed you maybe squinted a doubting eye and puzzled. "OK", you said, "for me it's overtime and that's right good. Wonder if it really means anything to the guys that run the place? How come they don't always work me when I sign and how much *am* I helping anyway? Just like the good old drop in the bucket?"

The answer to the last one, fellow, is—you're helping *plenty*. Harry Walmsley says our volunteer help has really knocked kinks in some of our emergency shortages. The soyflour and pellet operations, for one thing, have been almost entirely dependent upon you. As with any other scheme, there are wrinkles in the plan and some of the things puzzling you have bothered us and we aren't too certain of answers yet. But the management knows for sure that the neatest bit of co-operation we've had since the war began has come from the 2109 of you (that figure includes some of you several times over, of course) listed in the plant register, and hundreds more from departmental sheets, who have toiled the extra four-to-eight hours since our actual scheduling began in June. But let's take a look at the plan *and* the bugs.

#### First Thoughts

It was back in December '43 that we began using your extra time. Then we posted the register for the first shift only, which certainly didn't give you a chance when you worked the second or third and left us out on a limb for emergencies during those periods. Come May, 1944 and we corrected that by posting 'em for all three. As you know, you can sign a department register for overtime in your own department, or the plant register for work elsewhere.....and this must be done within the first five hours of your shift to allow for sched-

(Continued on page 2)



**MORE ABOUT BALANCE SHEETS**

(Continued from page 1)

item on the books for a good long time, since we've fifteen years to pay back.

**June to June  
Profit and Loss**

We looked back a little further in the 1943 history while gazing at the profit and loss statement—looking at June, 1943, and then at June, 1944. Main difference there that hit us is the decrease in estimated Federal Income—Excess Profits Taxes, to wit: (1) June 1943—\$3,828,000, (2) June 1944—\$2,570,000. But gross earnings dropped from \$7,160,755 to \$6,248,104, expenses and depreciation increased by half a million, which left our net profit picture still below the mark of a year ago. On June 30, 1943, we showed a net profit of \$1,056,903.91, while on the same date in 1944 we'd chalked up only \$883,171.29.

But the story is good any way you look at it.

**MORE ABOUT GAS**

(Continued from page 1)

**Other Counties**

To those of you who live in other counties, send your application to the Personnel Office, and we will mail it to the board of the county where you live. The book will then be mailed to you by that board, not by us.

**We Repeat**

Now, repeating—

- 1) Get your application form for your new A book either at the Clock House or the Personnel Department.
- 2) Fill it out carefully, following directions given on the application form.
- 3) Mail the application, together with the back of your old A book, to the Personnel Department.
- 4) Allow time for the processing of the application,—then call for the book at the Personnel Office—say in 3 or 4 days. We'd rather not mail them out; it would be a heavy load on Messengers, and they might be lost.
- 5) If you do not have the back of your old A book, you will have to prove (a) that it's your car, and (b) that you have not made, or are not making, applications for basic rations from some other board.

AND be sure to note that the address calls for the zone number.

**O VOLUNTEERS!**

(Continued from page 1)

uling. The Extra Board (Shift 1) and Time Office (Shifts 2 and 3) then distribute the help as needed so you'll know when your regular day's work ends where your go next. It's simple thus far, isn't it?

**Bugs That Bite**

In the first place, the demand and supply don't always match. Sometimes we get a picture like this:

Shift	Needed	Registered
1	10	18
2	8	9
3	12	3

Which means, of course, that on the first shift eight men couldn't be used, though willing; on the second, we had one man over; while on the third there we were—short nine men. Whether we'll be able to work out a plan whereby all registered can be used is our problem, and that still won't tell us what to do when we're short.

Next comes the problem of the four and eight hours overtime. Naturally, most of you prefer to work four hours only. Here's the story in figures for a period of five weeks from July 23 through August 19:

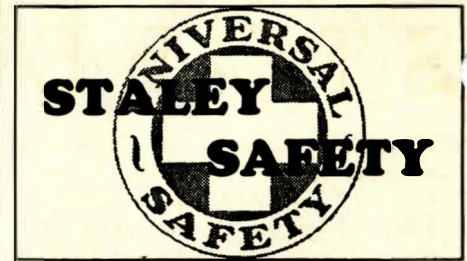
Week	Worked	
	4 hrs.	8 hrs.
1	169	24
2	211	49
3	147	24
4	188	38
5	199	49

That leaves us a gap pretty frequently between the end of a four hour period and the beginning of the next shift which isn't too easy to fill. It's easier for you to continue working four or eight hours *after* your scheduled shift rather than coming in early.....and besides, just now, you sign up during your shift. That's a knotty one to which just yet there isn't any answer.

**But The Job Is Good**

Again, we're worried occasionally about your overtime; not financially because there's work to be done and to be paid for. But physically we have a point. Eighty hours of work per week is tough on the constitution, tough on the disposition; and there aren't any of us that can carry that pace for too long and profit except by pain.

But primarily what we want to get over to you is this: We *do* appreciate every hour of overtime you give us. We'll work our hardest to use you when you sign, to distribute your help where it's needed most, and to



By MYLO ROBERTS  
Director of Safety

Every man and every woman working at Staley's should ask these questions: "Do I need goggles on my job or any special job that I may do? Do I have a pair of goggles? Are they the right kind?"

The way to answer the first question is to examine every duty that makes up your job. Is there any possibility of something injuring your eyes? In thinking about this, take into account not only what you are doing, but what someone near you might be doing. Also, remember the greatest dangers are not when things are going as they should, but when something goes wrong. A pipe line might give way or a machine or tool might break. Be prepared for it. And if there is a possibility of eye injury, you need goggles. Don't depend on "It won't happen to me."

The answer to the second question is easy—yes or no. If it's yes—fine. If it's no, and the answer to the first question is yes, get a pair. Go to the storeroom or Safety Office, get your goggles, and *have them available at all times*. It doesn't cost you anything to wear them, but it might if you don't.

Be sure that you have the right kind of goggle. We have a dozen different kinds at Staley's and each is for a different purpose. There are goggles for chipping, welding, dust and acid. For splashing chemicals or oil, there are face shields that protect the whole face as well as the eyes. A dust goggle is no protection while chipping concrete and a pair of welder's spectacles will do no good against dust. If necessary, have more than one pair so that you'll have the right one for any job that comes up.

Have the right goggle for the job and wear it—*over your eyes*, not on your forehead or around your neck. It only takes a second for something to hit your eye; so, even if that job is going to take only one minute or ten, slip on your goggles.

let you see the job you're doing for us. It's great!



# Trades Training Program Started

## Four-Year Apprentices Plans Completed

By Kathryn Wagenseller

Maybe you have wandered through the Personnel Department recently and have seen the men from various departments in the plant, industriously working on papers of some sort, or conferring with Zae Birkhead on what seems to be a knotty problem. It may have reminded you of the old days at school when you labored over exam papers. Well—the men in the Mechanical Department have gone back to school, and will continue to go until they have completed the four-year training course that has been set up for the mechanical trades.

Provisions for this school or apprenticeship program were included in the bargaining agreement between the Company and the Union. The "Standards of Apprenticeship," the name of the document which sets forth all the terms of the apprenticeship training, has been completed and nearly 50 men have taken tests to determine their standing as first, second, third or fourth-year apprentices.

### Ideas Expressed in "Foreword"

The ideas and beliefs back of this training program are best expressed in the foreword to the "Standards of Apprenticeship" which is given in full in the box on this page.

We know that you will be interested in hearing how this program was worked out, the men who made it, how it works and the departments involved.

First of all, a group of men had to be selected to work out a training program and decide what the standards for it should be and how they would be accomplished.

### Joint Committee Formulates Standards

The standards were formulated jointly by the A. E. Staley Manufacturing Company and the United Automobile Workers of America, American Federation of Labor, Local #837, in cooperation with the Federal Committee on Apprenticeship.

A Joint Apprenticeship Committee has been set up which has the administration of these standards. This group is composed of six members representing the Union and three the Company. These members may be elected or appointed by the groups

## FOREWORD

American living standards are based upon the efficient operation of American industry which, in its turn, is based upon the craftsmanship of American workers. Recognizing these truths, the A. E. Staley Manufacturing Company and the United Automobile Workers of America, American Federation of Labor, Local #837, have jointly resolved to establish and maintain trades training for apprentices in accordance with the recommendations of the Federal Committee on Apprenticeship, have collaborated in the preparation of these standards for the administration of such trade training as will provide apprentices in the employ of the Staley Company with opportunities to attain the efficiency and versatility required for true craftsmanship and will continue to cooperate in measures to raise the level of skill in the trades generally and to develop the background of good citizenship.

they represent and the voting power of each group is equal.

### Committee Members

Representing the Union are A. M. Boulware, Machine Shop; Ora Fisher, Pipe Shop; Arvle Colter, Boiler Room; William Leek, Sheet Metal Shop; George Raney, Electric Shop; and Albert Smith, Millwright Shop. Selected for the Company are C. F. Gebhardt, Maintenance Division Superintendent; J. A. Askren, Chief Designing Engineer, and Z. P. Birkhead, Training Director. The Company members each have one vote and each Union member has one half vote.

This Committee has the right to ask for persons to serve as consultants to the program and have requested F. A. Stapleton, United States Employment Service, W. R. McIntosh, Superintendent of Schools, and L. G. Frobose of the Apprentice Training Service. These men may act as advisors to the Committee but do not have any voting rights.

Washington Approval Needed  
When the Committee started to

plan the Standards, they sent to a number of plants over the country and got copies of their trade training programs. Trying to take the best in each, the Committee set up our own. After the program was completed, it was sent to Washington for approval by the Federal Apprenticeship Committee, Department of Labor. Work on the Standards for the program was started the first of April and approval for them was received July 21, 1944. Before sending it to Washington for approval the Company and the Union approved the program that had been worked out.

The men who were appointed as temporary members of the Committee to work out the training program have been approved for a year's membership on the Committee, and elected A. M. Boulware Chairman and Zae Birkhead, Secretary.

### Departments Affected and How

So much for the reasons for the program, the Committee membership, and how they worked out the trade training. Now—what departments are affected by this trade training?

Well—the Mechanical Department, the Electrical Shop, Pipe Shop, Boiler Shop or Round House, Machine Shop, Sheet Metal Shop, and Millwright Shop are concerned. But *how* are they affected?

First, there has been a change made in the age limit for those wishing to bid into one of the shops. That limit is now 30—except for returning service men, for whom it is 35. The age limit set is not entirely within the practices urged by the Federal Commission on Apprenticeship. The Federal Commission believes that a man should have completed his apprenticeship training *before* he is 30 years of age—which would mean that the age limit on starting apprentice training would have to be 26, if their suggestion had been followed.

Second, men bidding into the Mechanical Department must have had two years of high school or the equivalent. Third, every man bidding into the department does so with the knowledge that he must take the trade training and that he must meet the more strict requirements for general employment.



Fourth, all helpers of less than four years' department seniority must take this training. Those of four years' or more department seniority will take tests to see if they are eligible for promotion. Those who do not pass the test must take the required training.

#### Classes Soon

As we told you, nearly 50 men now in the Mechanical Department have taken examinations to determine their standing in the department and the training they will or will not need.

As soon as it is known just what material will be needed for the classes, actual training will be started.

Classes will be held for three hours a week and will consist of related training and shop practice. The work will be presented in small related units. After each unit training quizzes will be given to see that each unit has been learned thoroughly before any apprentice is started on the next unit of work and training. Periodic quizzes will be given to see that important facts are remembered. Each apprentice will rotate among all the mechanics of his shop so that he will have well rounded and related work experience in all branches of the trade.

#### Tests Given

At the end of each year, tests will be given covering the year's work. At the end of the fourth year, if all tests have been passed satisfactorily, the apprentice is eligible for promotion to mechanic at any time work in the shop requires.

When the apprenticeship period has been satisfactorily concluded each apprentice is issued a Federal Completion of Apprenticeship certificate, which is accredited anywhere in the United States.

#### Selection of Teachers

Instructors for the trade training will be nominated by each shop and will be subject to approval of the joint committee and the State Department of Vocational Education.

Zae Birkhead, Personnel, will work with the instructors helping them to plan class work and coaching them in methods of teaching.

These instructors will teach on temporary approval for the first year. Upon completion of one year's satisfactory teaching they will be approved by the State Department of Vocational Education and issued an "Instructor's Rating" card for their trade.

Published Monthly  
By The Personnel Department  
For The Employees of

## THE A. E. STALEY MANUFACTURING COMPANY

DECATUR, ILLINOIS

### Two Apprentice Groups

There will be two groups of apprentices—one for first and second year, and another for third and fourth years. The first and second year group will meet each morning from 7:15 to 10:15 and the other group will meet from 12:30 to 3:30. Those attending the classes will be paid their regular hourly rate.

The instructor will have two hours of the day left in which he plans the next lessons and makes out reports and records.

Apprenticeship agreements between the helper and the Company will be made with each helper in all the trades. One copy each of the agreement will be sent to Washington, the State, the apprentice, and the joint committee.

### Value of Program

You are wondering just what all this means? It means that the men in the Mechanical Department will get both general and specific training in their trades to meet the needs of the Company.

Men will go from beginning to advanced helper a little sooner than previously. They will not remain in the helper class for several years but will advance (provided they complete training satisfactorily) at regular one year intervals.

While it will depend to an extent on shop conditions, they will advance on schedule to junior mechanic and mechanic ratings.

The "Certificate of Proficiency" presented at the completion of the four years of training carries the seal of the Federal Committee and will be recognized as valid anywhere in the United States.

Much work has been done by the nine-man committee in getting this training program organized and approved. But they believe that it will be worth all their work in the training advantages men in the Mechanical Department will receive, and will result in an increased confidence and pride in the ability to perform quality work.

## Did You Miss This Bet?

**96% of Decatur Employees  
Didn't—Here's Your Chance**

If you don't belong to the Fellowship Club, between September 1 and September 7 you may sign an application for membership at the Fellowship Club desk, in the Personnel Department, the Job Training office, or by contacting any member of the Board of Governors.

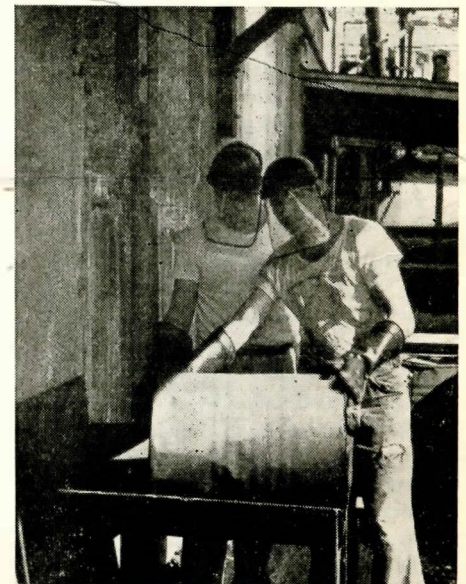
The bargain package for \$1.55 per month includes a \$1000 life insurance policy, \$15 a week sickness benefits for 26 weeks, \$3 a day hospital benefits for 33 1-3 days, social, athletic, and handicraft activities. So much for so little, you see.

*After September 7th no further applications, except from new employees, will be accepted until January 1, 1945. Remember and ACT NOW.*

### Know Your

# Staley Safety

## CODE



5. IT IS THE DUTY OF THE FOREMAN AND EACH EMPLOYEE TO CAUTION A NEW MAN ABOUT THE HAZARDS HE WILL ENCOUNTER ON HIS JOB.



## Personnel Dope

By MARION E. TROW  
Supervisor of Placement

When this reaches you, we hope to have all the dope as to Millikin night school courses (if any) and the latest arrangements on the F. S. M. W. T. classes, too, which are to be held there. We usually know all about these by the middle of August, but what with faculty changes and the re-scheduling of teaching time after the cadet training program closed, Millikin is having to consider carefully its night school program for the coming year.

However, we've listed all of you who've inquired thus far in our little (not black) book, and will see to it you have the information when it comes. Bulletins will be posted, too, so that others who've been thinking about training will have a chance to know what goes out there. Remember, we're interested in any course you'd like to take that will give you assurance on your Staley job and added business knowledge.

In again, out again, on again, off again—that's the placement story. While Herb Nicholls of the Cost Division in Accounting takes military leave, Evelyn Tueth holds his job as Chief Cost Clerk, Lois Burgener then becoming Cost Accountant and Jimmy Smith taking Lois' place as Sr. Cost Clerk. Norma Hess, Print Shop, moved to the Sales Analysis Division as Brokerage Clerk as Mary Myers became Assistant Bookkeeper and Statements Clerk. And Eloise Riley, formerly a messenger, is now Jr. Clerk and Typist in the Accounts Payable Division.

In Financial, Eunice Lohman moved with her family to Moline—and Mary Brun became the stenographer in the Insurance Division, with Doris Marshel of Messenger, on Mary's old job as Bond Clerk. Stenographic placed two messengers: Rose Disbrow (who recently, though, won a Home Ec scholarship at the U of I, good girl!) as Jr. Ediphone Operator, and Marilyn Baker as Typist and Jr. Clerk.

Grain Department was hit again when Mary Riggs went off to be married in California, but Messenger Martha Mitchell came up to fill in as Jr. Stenographer. Catherine Lauber left Works Management Division of Manufacturing to go into sales work, and Bonnie McKinley transferred from Messenger to her Jr. Clerk's job in 48 and 49.

Further, Margaret Williams has recently moved up as Sr. Clerk in the Mechanical Office; and with Betty Kekeisen's marriage, Helen Spitzer is now out of Standards and into Manufacturing as M & L Clerk (meters and lubrication, if you don't like alphabetical societies either!).

Connie Green is taking fifth floor trips no more, having transferred from Stenographic recently to Order as Consignment Clerk; and Erika Florian, once a Jr. Ediphone Operator in Stenographic, is now happily the typist in Planning, while Doris Williams works as Product Records Clerk, replacing Helen Crouch, who will soon be a Wave.

Two new women have joined the lab ranks this month: Marilyn Frink as Bakery Assistant, and Agnes Ellsworth as Assistant Chemist in Research. Ruth Ann Segrest is the new Jr. Comptometer Operator in Standards, too. Bill Bingaman came to us recently as Chief Job Analyst to assist in the new job evaluation program we hope to develop.

Messenger-wise, we've gained these girls: Barbara Ann Hart, Anna Colglazier, Eleanor Scholes (Herb knows her), Rosemary Henson and Mary Moran (Judge Parker's niece, for further reference). Print Shop added boys-for-bikes, too: Leonard Niccum (see, of course, Leonard Niccum), Jimmie Grooms, and Keith Burgess, while Dean Burdick returns to school this fall.

The important change-of-the-month, to Personnel, of course, was Bill Jaske's holding our fort as Acting Manager of Personnel, while Roy went Navy-ward. We're pretty pleased with that and can keep on hitting the line in the same good old way under Bill's leadership.



## Help! Doctor! Gas!

Once again we're bursting forth in print—or is it blossoming?—but anyhow, it's occupational gasoline vs. gasoline for going to the doctor that is bothering us (you and us). We can—and we can't.

You see, the Staley Transportation Committee can approve applications for extra gasoline up to a certain point. The point or period beyond which we can't go is for special purposes—medical care, special business trips, funerals, vacations, etc. The gasoline allowed by the plant committee is in most cases for getting to work and back—occasionally for other uses within our right to act on. And that gas should be used for those purposes.

### Johnny Breaks a Leg

On the other hand, we know you can't tell when Johnny is going to fall out of the apple tree and break a leg or arm, or Susie will eat green apples and get a stomach ache. Nor can you get a doctor to come out to see you, or Johnny, or Susie, unless you are too sick to go see him.

These emergencies will occur occasionally, and you are going to have to use gas allowed to you for driving back and forth to work for trips to the doctor, hospital, etc.

### Doctor's Statement

But if you see that it is going to be a long siege, ask your doctor for a statement telling how many trips a week or month are necessary, and *how long they will be necessary*. Then estimate how many miles that will mean, and how many gallons of gasoline it will take.

### Special Application

Then—get a special mileage application form from us, fill it out, and take it to the ration board downtown.

If you have a member of your family who has heart trouble, high blood pressure, etc., who has to make regular trips to the doctor, follow the same procedure as outlined above.

! Please !

If you get in a jam once or twice, maybe we can help you out (we, being the transportation committee), but beyond a certain point, we can't go. So please,—if you are going to need gasoline for a trip to the doctor or hospital—make application downtown for a special ration.

★ Buy More Bonds ★



# STOREROOM SALUTE

If you worked in the Storeroom and a guy from 17 building came in and said he wanted "one of those big wheels we use on the American Laundry machine", you'd *have* to know he needed a 170 (not a 96 which you have, too) tooth gear wheel; if a helper asked for a  $\frac{5}{8}$ " bolt for a companion flange it's your business to realize a  $\frac{3}{4}$ " one is the answer to that; somebody says "a B-B clamp, please" and you know he means a V-V; "Peoria cement" when it's asked for means what it should to you . . . Pecora cement.

Right off you can see what a whale of a good memory it takes to make a storekeeper. But that isn't all, not by a long shot. It isn't just a matter of memorizing the names of equipment. You have to know the many requirements of different mechanical jobs, so that when a breakdown occurs you can put your finger on just what is wanted for this repair or adjustment. Sometimes a mechanic has his own "trade name" for the parts he wants (like "john-balls" for insulator knobs) so you'll have to have some knowledge of the unit to be repaired.

## Stock Study

Nor is it enough to just parcel out the stuff as it's requested. Stocks, says Master Jack Howley, have a maximum and minimum unit point. Which is to say that while it's not good business to let your stocks in any one item get too low, neither is it right to have too much on hand for certain parts might become obsolete and we don't want to be flooded with 'em.

So all materials necessary for the repairs and maintenance of the plant (with the exception of corn and coal) are ordered through our Storeroom. They'll know, over there, how much of that stock we have on hand; how much of one item we can get immediately upon order, and what items we'd better order ahead on because it'll take time. They'll tell you how an order can best be handled, trace it down for you if it's late, work out a way by which materials for a specific repair job may be held in storage until needed.

They keep their "Orders' Bible" which is the proverbial little black book and in this instance carries a

complete record of *all* orders going out of plant and office. To what end, you say? Well, suppose we'd ordered some hose from the P. J. Hagerty Company in Peoria but they, in turn, had it shipped to us by the Republic Rubber Company in Youngstown, Ohio. All right, we get a package from Republic; but we haven't ordered from them . . . what is it, and where does it go? It has an order number on it, though: the Storeroom checks that number, finds it a Hagerty order, and gets the dope as to distribution and all from the Hagerty file. And you ought to see those files! There's another proof of the value of records; how much we paid for this, where we bought that, what use we've made of the items. We can't lose money on equipment that way.

## The Stuff We Ask For!

And that storeroom gang *has* to be a knowing bunch and on their toes the whole time. There's a steady stream of employees heading that way every minute of the day, each one asking for a different item, many

presenting real problems for solution. Somebody wants a  $\frac{3}{4}$ " x  $\frac{1}{2}$ " reducing coupling, and just now there ain't none such. Danny or Joe or Cliff have to know that a  $\frac{3}{4}$ " coupling plus a bushing will do the trick. One of us turns up just wanting a "valve"; they know we'll need a gate valve for water, a globe valve for steam. They remember that stuff called "Pyramid Babbitt" is the only thing for soldering bearings at low speed down in the corn oil house. But Nickelite Babbitt *must* be used on bearings operating at high speed over in the Mill House because it's heat resistant.

In #20 building they'll just ask for shovels . . . but the Storeroom knows that in the midst of starch dust, which is explosive, only aluminum shovels are safe. A hammer is . . . well, just a hammer to you and us. But besides the good old claw hammer, and a special one for machinists . . . there are those which don't seem to fit the classification at all! Mill hammers . . . huge affairs which fit into a shaft, rotate, and cut the corn; impact hammers which crush it. And did you ever hear of wooden brakes? Well, they fit into a big drum and operate as brakes for the clamshell!

By which we mean that the Storeroom is no mere routine place, just for checking stuff in and out. The gang hears all our very human complaints and requests and hits hard to secure the materials we want. You've met them all,—headed by Howley: Van, our friendly Journal cartoonist, Larry Yunker, Percy Robinson (over in the Warehouse where larger equipment is stored), Danny Dayton, Joe Lahme, and Cliff Carroll. They're the ones who always remember what it is you came to ask for.

## Or This One?

### Enrollment Open For Hospitalization

From Tuesday, September 5, through 12:30 p.m. Saturday, September 9, the Hospital Service Plan will be opened again to receive new members. Applications, cards, and information may be secured at the Credit Union or Personnel Office.

More than 950 Staley employees are now members of the plan which assures them and each enrolled member of their families 21 days of hospital care each certificate year at a moderate cost for monthly dues.

*During this enrollment period only new members may be enrolled. The addition of dependent members of families can only be accomplished on the anniversary date of the employee's original application for membership.*



Wanted to Rent: By Bernie Walker, Cost Accounting, a five or six room house sometime before December 1, 1944. Keep him in mind if you either have or hear of one and be sure to call him at 2-7484.