



THE STRETCH

Local 746L



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TYLER, TEXAS

November, 2005

From The President's Desk

Last month I wrote about our Political Action Fund drive. That drive involved a discussion about what the consequences are for us from the direction this country is taking politically and economically. I stated the biggest thing the PAC drive accomplished was not just raising money, but raising the awareness of our members about the dangers we're facing as middle class Americans, as well as increasing our membership's level of involvement in fighting back.

By now you will have heard about the bankruptcy of Delphi, the largest American automaker supplier. You will also have heard about the contract reached between the United Auto Workers and General Motors. Both events bear out what I meant in last month's article.

Delphi's bankruptcy, initiated by a CEO who has been on the job less than a month, and one who has lead two other companies into bankruptcy court, lets the company unload its pension liability and flee to China, which is what passes today for effective management.

The GM/UAW contract takes about two billion dollars out of the pockets of autoworkers, in the form of wage and benefit cuts, to try and shore up a manufacturer than has sunk its future in SUVs and other gas hogs, just as gas prices have skyrocketed. You can be assured Ford and Chrysler will now come after the UAW, demanding like concessions from union members at those companies.

While you and I may understand what's going on, most Americans don't even realize what is happening to them and to their children's economic well-being, as we suffer from the most systematic and brutal attack on our economy that's ever happened. And it's an attack that is taking place with the active participation of most of our politicians, our corporate leaders and our citizens. In a society where we as voters control what happens, we choose not to act in our own best interest. We are literally giving away the American dream, running up national debt that our children will be saddled with and insuring that their lives, and those of their children, will be less prosperous than ours, as we send most of our manufacturing jobs, and many of our service sector jobs, to other countries. Countries, like China, where American companies can use child labor, pay pennies a day and destroy the environment to make money the wrong way.

Fifty or a hundred years from now, historians will look at what happened to the United States and marvel at what we did to ourselves. They will compare the fall of this country with the fall of the Roman Empire. They will compare it with the decline of Great Britain in the latter years of the nineteenth and the first half of the twentieth century, when England ceased to be the world's military and economic leader. They will talk about the inherent weaknesses in our American political and economic system that allowed the decline to happen. They will express disbelief at how we let lobbyists take over our government. They will talk about how we stood idly by and let our elected officials vote against our own interests again and again, and then re-elected them as we were manipulated by single-issue campaigns that focused on abortion, gun control and religion. Finally, they will detail how we let unbridled corporate greed give our military secrets away, give our technology away and give our jobs away as the rich got richer, the middle class dwindled to nearly nothing, and the national debt and trade deficit grew and grew until the United States became a former economic and military power in a new "world economy." They will talk about how China, in the first three decades of the twenty-first century,

became the only superpower after the collapse of the Soviet Union and the decline of the United States, and how the Chinese did it almost solely at the expense of the United States.

Or maybe they will write about how we woke up and, in the first decade of the twenty-first century, we began to change the way politics worked in the United States. About how we reigned in the lobbyists, how we replaced the "bought" politicians and reigned in the corporations who sought to move our manufacturing base to China and elsewhere outside this country in order to make a quick financial killing. About how we reduced and then eliminated the huge trade deficit with China before was too late and how we kept the national debt from climbing ever higher and, by doing so prevented saddling our children with an impossible national debt. Maybe they will write about how we put in real "fair trade" policies and used our economic leverage, while we still had some leverage, to protect American workers. Maybe they will write about how we stopped sending their jobs to the most Godless country in the world, one that used its military to violate the human rights of its citizens, and one that used child labor and slave labor to take our economy down.

Maybe future historians will point to the growth of awareness and an awakening of voters that was begun by organized labor, by educating and involving its membership, a membership that then worked to enlist the help of the rest of the population. Shoot, they might even be able to identify the United Steelworker union, with its Political Action Fund, its Rapid Response program and its energetic and knowledgeable members as the union that actually began the turnaround.

Sound like a long shot? Frankly, it is. We have let things get to the point that it's going to take some incredible effort to stop China and to stop the lobbyists. It's going to be hard to stop the companies from taking the rest of our manufacturing base offshore. It's not going to be easy to prevent the elimination of Social Security, of our pensions and health care benefits and, in short, our way of life.

But, if we can get the kind of PAF drive results at all the USW locals that we have had at Tyler, we will begin to see the kind of effort and voter activism that can turn it around. We have an incredible potential to effect change, if we can get our membership educated, involved and active. The merger between PACE and the USWA has created the membership base that can make it possible.

We can't expect to negotiate our way out of this mess. That's what you're seeing at General Motors, Delphi, the airlines and all across the country, wherever a union contract exists. It's what you saw in 2003 at Goodyear, at Firestone and at the other tire manufacturers. When unions go into contract negotiations with these companies we are dealing with the symptoms, not the problem. And we won't win by dealing with the symptoms, while hoping the problem causing them will just go away.

We have to deal with the problem. The problem is the political and economic direction we, as voters in a democratically governed society, are letting this country take. It is a direction that has to be changed by votes and by spending money to educate voters. It won't be changed through contract negotiations.

And that's why I am saying the most important thing that happened here during the PAC drive was raising the awareness of our membership and getting more of them involved in the fight.

Pension and Insurance Notes

by Sherrell Brown

OPEN ENROLLMENT

Everyone should have received his or her open enrollment booklets by now. Here are some important things to remember. Be sure to read the booklet carefully the elections you make cannot be changed until next year except for the dental and that will be 2 years before you can change it. During open enrollment you can decide whether you want to take the NPPO (Blue Cross Blue Shield) coverage or the HOT (Health Plan of Texas) coverage during this enrollment you can also take the contributory dental or drop it if you are now enrolled in the dental. If you choose to leave your coverage the same as it was in 2005 you need not do anything it will automatically roll over into 2006. For those of you who have working spouses or dependents whose employer provides medical coverage **YOU MUST FILL OUT ANOTHER COB FORM THIS HAS TO BE DONE EVERY YEAR.** Also if you are participating in the flexible spending account this must be filled out for the New Year also. You must have your enrollment completed by November 13th. You can fill out the enrollment papers on line or by phone see your booklet for details. If you think you may want to change some of your coverage come to the Health Fair at the Med-Center on November 2nd and 3rd and discuss the different plans with the representatives who will be there to answer any questions you may have.

MEDICARE PART B

Our Pension and Insurance contract with Goodyear states that if you are Medicare eligible you must take Medicare Part B. This would be anyone who is 65 years of age. This would also include anyone who has been awarded a Social Security Disability; once you have been awarded a Social Security Disability you automatically qualify for part B after 2 years. The only exception to this is by Medicare's own rule, which states if you are actively employed and that employer provides medical insurance for you this insurance, will be primary. Once you leave this employment you must sign up for Medicare Part B if you are eligible. There have been some Goodyear employees through out the system who have not sign up for part B. This usually occurs when the employee has a spouse or dependent who is disabled or 65 years of age, when the employee retires the dependent who is eligible fails to sign up for Medicare Part B.

Medicare once you are eligible becomes primary (except for the example cited above) Goodyear will become secondary. Medicare pays 80% of the medical claim and Good year will pay another 10% until all deductibles and co-pays are satisfied then Goodyear will pay the claim at 100%. **IF YOU FAIL TO TAKE MEDICARE PART B GOODYEAR WILL PAY THEIR PART AS A SECONDARY PROVIDER. IT IS A MUST YOU TAKE MEDICARE PART B WHEN ELIGIBLE.**

MEDICARE PART D

Medicare Part D is the new prescription drug benefit the Government is now offering for those who are on Medicare. By now you have received letters from Goodyear giving you a comparison of the prescription benefit they provide and what Medicare will provide. You must compare these carefully and make your own decision as to whether you need part D or not. I think if you compare the two plans closely you will see Goodyear's coverage is by far the better plan. If you decide to take Medicare part D you may be paying for something that will not benefit you at all because you have the Goodyear plan. You will also be receiving literature from private providers trying to sell you a prescription drug policy. Please check everything closely, as you will be the final judge as to whether you need additional coverage or not.



HEALTH FAIR REMINDER

November 2nd and November 3rd, Goodyear will be having its first ever **Health Fair.** This event will be held on the grounds of the Goodyear Family Medical Center and is in recognition of the Medical Center's 15th Birthday. The Health Fair is open to all Goodyear employees, retirees and their dependents. Parking will be available along FM Road 206, as well as by the Guardhouse, and at the Medical Center. We ask that the parking by the Guardhouse and Medical Center be saved for those with physical limitations.

Open enrollment will be incorporated into the Health Fair; therefore representatives will be available from Anthem BC/BS, Health Plan of Texas HMO/EPO, and Delta Dental. In addition to open enrollment, a vast array of other services will be offered. Physicians and other health care providers will be available to provide: **FREE FLU SHOTS,** skin cancer testing, bone density testing, body mass indexing, glaucoma and cholesterol screenings, blood pressure and glucose testing.

Stewart Blood Bank will also be participating in this event and will have a mobile unit on site Wednesday, the 2nd, for a blood drive, and then will have a representative available on Thursday, the 3rd, for individual blood-typing. Mother Frances will also have a mammography unit on site and will be available on a pre-appointment basis (phone number to schedule appointments will be communicated at a later date).

And if that is not enough to offer, Custom Foods Group will be on-site offering healthy snack give-aways of which you can munch on while you get a stress-buster massage from Heuser Chiropractic Service!

This is an event that you and your family should not miss. Mark these dates on your calendar and come see us. We will be available from **7AM to 5 PM both days.** All services are free to you and your family with the exception of the mammogram. Mammogram services will be filed thru your insurance.

Retirees' Corner

by Tennie Hulsey & Carol Swanson

Freddie Young won half of the money drawing during the October meeting. That \$ 44.00 could be used in Branson by Helen during a " shopping trip". Helen Young appreciated her husbands kindness when he gave her the money or did he really give her his winning? The S.O.A.R. organizations' Thanksgiving Dinner has been scheduled for November 14th, Monday, 6:00 PM, at Ryan's Steakhouse.. Each member will pay for their own meal.

Carol Swanson, wife of Jack Swanson, won Second Place in a Talent Search Contest at the East Texas State Fair. She won for the Adult Division with her comedy act/tap dancing. Not bad winning \$ 300.00 for four minutes of entertaining.

Andrea Little, granddaughter, of Frank and Inez Keller also won at the East Texas State Fair Talent Search Contest. Andrea won Third Place in her division winning \$ 100.00. Great job Andrea!

S.O.A.R. President Eugene Hulsey had surgery on October 24th and request that everyone keep him in their prayers. Also continue to pray for LaJoy Bailey while she is recuperating from surgery. Pray for Burnis Manoy while he continues to recuperate from surgery.

HAPPY THANKSGIVING !!!

The ladies auxiliary is planning on going to Wascom and having lunch with LaJoy on November 1. Members will be called for further information by their group leaders. After lunch plans are made to tour the Marshall Pottery and shop.

Continue to pray for our President , evacuees and families, and Safe Holidays.



"Freddie, You promised me \$10 if I would fix it!"

Retiree Breakfast

Below are a few of the almost 200 people that showed up for the Retiree Breakfast at the union hall on October 4th. The top row of pictures are of some of the one that came early to help prepare breakfast.



One In A Millionth Tire Produced at Kelly Tyler Plant

Houston Jackson's wife's grandfather worked for Cotton Belt. After the death of Houston's grandmother-in-law, they found some old Cotton Belt News newsletters. One of these newsletters featured the new Kelly Springfield tire plant that had just opened in the Tyler area. Houston, who works mold and bladder in Dept. 514, wanted to share the article and pictures with everyone. The older employees and retirees can take a look back and remember what it was like in the early days and the newer employees might like to see what it was like before they got here. The employees in the pictures were not named in the articles but you might recognize some of them.

The Kelly-Springfield Tire Company, served by our lines at Tyler, announced the production of its one millionth made-in-Tyler passenger tire on May 22. The event was marked by a two-day "appreciation program" for its employees and the community.

Production of the milestone-millionth tire came almost two years to the day after ground was broken. Construction of the plant, located on a 107-acre site, began May 25, 1961. Entering production early in 1962, the facility manufactures all types and sizes of automotive passenger tires.

Completely modern in both appearance and function, the new Kelly-Springfield plant is a model of efficiency in which raw materials including rubber, fabric, chemicals, bead wire and others, enter the plant at one end and emerge as finished products, ready for shipment, at the other.



BANBURY CONTROL ROOM: Control panels for automatic banbury mixing equipment

ber industry. In addition to serving as a production control tool, the equipment also functions as an interplant communications system throughout the 250,000 square feet of the plant.

All major machinery, such as tire building machines and calendars which impregnate tire cord with rubber, are wired to the Telecontrol unit. Each machine can be pre-set to produce a predetermined quantity, triggering a signal light on the Telecontrol board when this number has been reached. If the machine encounters difficulty, a signal of another type flashes on the board and the Telecontrol operator alerts the appropriate supervisor who may then take the necessary corrective action. Telecontrol affords the Tyler plant with a degree of efficiency not previously known in the rubber industry, Kelly-Springfield officials state.



RUBBER and components are mixed in the banbury, producing a continuous strip of processed rubber in the early manufacturing step.

The trim exterior of the one-level plant is enhanced by a wide expanse of lawn that is maintained by an under ground watering system. Inside, production is carried on in a well-lighted atmosphere. Broad aisles provide access for motorized carts and delivery vehicles used to transport raw materials to work areas and remove completed products.

An amazing installation of electronic equipment enables the plant to maintain a positive check on the operations of machinery, quality of products and rate of production. Known as Telecontrol, the installation is the first of its kind in the rubber

COMPOSITION COMPLEX

Today's Kelly-Springfield tires are made up of a complex combination of materials resulting from almost 70 years of successful experience and know how. A special blend of 70 percent synthetic and 30 percent natural rubbers, the precise combination of which, along with other key ingredients, produces long-wearing, soft-riding and cool-running tires.

Technicians at the plant explain that a white sidewall tire, for example, is composed of 54 raw materials which include the following: Five types of natural rubber; five types of synthetic rubber; two types of regenerated base; three fabrics—nylon, rayon and cotton; steel wire for the bead; seven types of carbon black; seven types of reinforcing pigments; six teen specific chemicals; five processing oils; and three protective waxes. Each ingredient, they explain, has a specific assignment in producing a safe, durable, long-wearing tire of maximum quality.

While other mass-production industries, usually involved in metal working or other hard materials, can pretty generally depend on their components remaining quite stable after being worked to a specified dimension, this is not true of materials used in the building of tires, explain the technicians. Both rubber and fabric, the main ingredients of tires, are unstable.

A piece of ply material, for example, can be cut to a desired width and angle, then laid flat on a table or hung free over a bar for just a few minutes, and the dimensions will change. This condition may result from such causes as natural shrinkage or tension caused by its own weight—both obvious reasons for handling all sheeted rubber and fabric components sandwiched between heavy liner material for protective support.

This unstable behavior of rubber and fabric is greatly influenced by temperature and humidity, factors which have resulted in the development of highly specialized machinery, designed to allow for shrinkage—to avoid all stretch and distortion and to make for the absolute control of heating and cooling.

Each piece of machinery is constructed to exacting controls on widths, angles, contours and weights, and laboratory tests on all compounds are basic functions at each stage of the multiple operations within the plant. Each worker's training is designed to achieve uniform workmanship and rigid quality standards. These exacting controls are observed at every stage of the more than 110 different operations required to produce each Kelly tire in order to guarantee the customer the finest and safest tire possible.



PHOTO ABOVE shows worker preparing precise weights of rubber and compounds for a banbury mixing batch to be used in manufacture of tires.

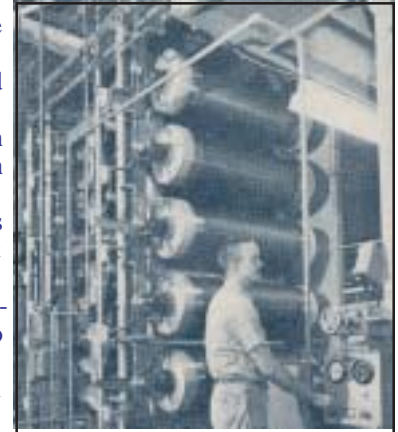
INDUSTRY PIONEERS

The Kelly-Springfield Tire Company is one of the oldest and one of the most respected in the tire manufacturing industry. Founded in 1894, in Springfield, Ohio, the firm's first products were carriage tires. Today the company manufactures more than 700 different sizes and types of tires, and approximately 150 sizes and types are scheduled for production daily.

President of the company is George B. Newman, Cumberland, Maryland, and James C. Warden is Vice President in charge of manufacturing. Henry J. Lowery is manager of the new facility in which production is currently exceeding 6,000 tires per day.

The Tyler plant is one of two major production units of the Kelly-Springfield Company which is headquartered at Cumberland, and a third unit has been announced by the company to be built at Freeport, Illinois.

An expansion of the new Tyler plant, already underway according to an announcement by Mr. Newman, will boost its output to 190 percent of the original capacity of 4,000 tires daily. Additions since the plant entered production in March, 1962, have increased current capacity to 6,500 tires. The 10 million dollar plant has an annual payroll of more than two million dollars.



NYLON cord fabric is prestretched and preheated here prior to being coated with rubber.



CALENDAR CONTROL PANEL: Ply cords are impregnated with rubber under carefully controlled conditions.



TUBER OPERATOR shown in this photo is checking tread width to set up a production run



BUILDING: All components of a tire are assembled here. Applying the tread is the final tire building operation.



BAGOMATIC PRESSES and post cure units: After curing, the tire is allowed to cool while inflated to its natural shape.



FINISH: Buffing and cleaning the tire's white sidewall.



OFFICE workers at Kelly-Springfield's Tyler plant work in air and sound conditioned comfort and brightly illuminated surroundings.



The front of the plant looks much like it does today. Of course the Kelly Springfield sign is gone and the cars parked in front today are a little more modern than the ones in the picture.

\$10,000 Check Presented to the American Red Cross

Members of the Goodyear/Tyler management team and USW Local 746L union leadership made a sizable contribution on behalf of the facility to the Smith County chapter of the American Red Cross.

The group presented a check for \$10,000. The money donated was originally earmarked for use by the plant's business centers to purchase items for associate recognition, such as hats, T-shirts or other forms of recognition. Tyler associates reached a unanimous consensus that this money should be used instead to help those that have been affected by the tragic hurricanes.

All associates can help the victims of the recent hurricanes by donating to the "Goodyear Katrina/Rita Relief Fund." All donations will go directly to Goodyear associates affected by the natural disasters. And for every \$10 donation to the fund, associates will receive a Goodyear Eagle wristband, similar to those that have become popular with some philanthropic organizations.



Goodyear representatives have been designated to collect contributions from associates at corporate headquarters, the Akron Technical Center, manufacturing, retail and field locations.

In the Tyler area, wrist bands can be purchased from Marsha Raska, Training & Communication Manager, Veronica Duran, Plant Manager Secretary, Carrie King, Manager HR Services. All checks should be made payable to the "Goodyear Katrina/Relief Fund" Monies collected before October 31 will be distributed to Goodyear-Katrina and Rita victims based on the extent of their personal hardships. Contributions received after that date will be donated to the American Red Cross Disaster Relief Fund.

For more information, or if you have any questions, please contact Marsha Raska at 903-535-1556. Due to federal tax laws, contributions to the fund are not tax deductible.



From left to right: Executive Director of the Smith County Chapter of the American Red Cross Tammy Praytor, USW Local 746L President Jim Wansley, Tyler Plant Manager Billy Taylor, Red Cross Director of Public Affairs Volunteer Susan Campbell and Tyler Continuous Improvement Manager Mike Kipe display a \$10,000 "check," which was donated by the Tyler plant to help with hurricane relief efforts.

Thank You from the Hurricane Evacuees

To Mr. Billy Taylor, Plant Manager, Mr. Jim Wansley, Union President, Mr. Harold Sweat, Union Vice-President, Mr. Jim Clark, Employee Involvement Coordinator, Mr. Joe Wyatt, The Stretch Editor/Photographer, and the Members.

Lady's and Gentleman,

We the Jones Family and the Allen Family are extending our heartfelt thanks and appreciation for the open arms of hospitality you all have extended to us in our time of need and support. We extend these our heartfelt and open heart feelings to you all, because this was truly a blessing. No words can really express how blessed we are...Thanks and Thanks again for all that have been done unto us.

Special Note: We are leaving "Walter House's" tomorrow Oct, 5th at approximately 6:30 A.M. Our jobs (my wife and I) have called us in to work. I am due to start work on Thursday Oct. 6th and my wife also. My daughter will start work on the following Monday the 10th. We wish you all the Blessings of Our LORD and to Stay well and prosper with all that have been done unto you all.

Stay Safe and Work Safe and do not forget "TBVA" "Think Before You Act" and "LQC" "Listen, Question, and Clarify".

Later Down the Road.....Alvin Jones, Jr., Mrs. Shirley R. Jones, Mr. Alvin Jones, Sr., Mrs. Nancy L. Jones, Ms. Tonya Allen, the Girls, Courtney and Taylor.

Goodyear to Launch New Airship

Tuesday evening, Goodyear announced plans to launch a new airship in the spring of 2006 to be deployed to its Pompano Beach, Fla., operation. The new airship has been in production for the past two years as a previously scheduled 2006 replacement for the "Stars & Stripes," which has operated in Florida since 1992.

Goodyear's two other U.S.-based airships, the "Spirit of Goodyear," located near Akron and the Carson, Calif.-based "Spirit of America," recently were in New York City to support the company's meeting with financial analysts and investors.

As part of that meeting, with the airships hovering over the Manhattan skyline carrying hurricane relief support messages, Chairman Bob Keegan opened the meeting referring to the airships overhead as highly visible evidence of the company's stepped up efforts to become a more market-driven company.

Jon Rich, North American Tire president, said the announcement of the new airship is further commitment to that market-driven direction.

"The Goodyear blimps are celebrating their 80th anniversary as a company and American icon, and are a key part of our marketing strategy," he said. "Our customers love the blimps. When you think of Goodyear, you think of tires, blimps and racing. We will continue to take advantage of our differentiated products and marketing tools to become competitively advantaged."

The company plans to temporarily relocate the "Spirit of Goodyear" airship to Florida for the winter, while it builds the replacement airship at the company's Wingfoot Lake Airship hangar, near Akron.

The Supplemental Unemployment Benefit Fund What It Is and What It Ain't

by Jim Wansley

The recent short workweeks experienced by the Tyler plant due to material and shipping disruptions, which triggered some SUB eligibility, made me aware that there are a lot of misconceptions by many of our members about what the Supplemental Unemployment Benefit (SUB) Fund is and how it works. This is being written to share with the membership things about the SUB Fund and how it works.

First, the SUB Fund is a negotiated benefit for our membership. The Company is required to put aside, in a SUB Fund, money that is made available when an employee experienced a lay off for several reasons, and isn't able to put in forty hours. None of the funding for the SUB Fund comes from union dues. For every hour paid to employees at a plant covered by the Fund, the Company puts into the fund a set amount of money. The amount the Company has to contribute to the Fund varies, depending on the level of funding for the Fund. The maximum amount is 27.7 cents per hour. The Fund is at 100% funding when there is \$750 per covered employee in it.

Next, those eligible for SUB include the following:

1. Those employees who are laid off as the result of a reduction in manning and who don't have seniority to remain in the plant.

2. Those employees who have been injured, have been medically restricted, have reached Maximum Medical Improvement (MMI) and whose seniority will not let them get to a job they can now perform. They are considered on medical lay off and qualify for SUB. In addition to 80% of their normal weekly pay, their medical bills, after 90 days of lay off, are paid from the SUB Fund.

3. Those employees who are subjected to a week of more of short term lay off, due to the plant being scheduled down for some reason. The employee may qualify for state unemployment benefits. If so, the state will make its payment and the SUB Fund will pay the difference so the employee will draw 80% of his normal pay for forty hours work.

4. Those employees who are subjected to a short workweek, missing some shifts that week or working only partial shifts. There are two categories here. The first is when an employee makes enough on the days he does work to prevent qualifying for state unemploy-

ment benefits. The second is when an employee doesn't make enough and qualifies for state benefits. In either case, the payment from the SUB Fund gives the employee 80% of his pay for forty hours, when combined with the money he drew from the Company.

How long an employee can draw SUB is dependent on the number of SUB credits the employee has accrued. Credits are used up more quickly when the fund is low than when it is fully funded.

For the Fund to make a payment for any week, the funding level for the Fund for that week, after computing the liability from payouts from the Fund for that pay week, cannot be less than four percent. If the liability for the pay week will drop the Fund below the four percent level, no payment will be made from the Fund for that week. In some cases, depending on the funding level, the Parties may authorize a partial payment for the week (or less than 80%).

On Monday, the previous week's liability will be determined, after the plants all report what the liability is to Corporate. Since the pay period, or workweek, for most plants ends at 11 pm on Sunday, Monday is the soonest the liability can be determined. That liability and what it will do to the SUB Fund level is computed and communicated to the International Union on Monday, and a determination is then made as to whether the Parties will authorize a payout. On Tuesday the local unions and the plant management receive the determination. On Wednesday the plants send up and verify who gets what from the Fund and once that's done, usually on Thursday, the checks are printed in Akron. They are mailed out to the employee's home on Friday, barring any payroll problems.

I know a lot of people we upset that on Wednesday no one could tell them whether the SUB Fund would pay out for that week. As you've now seen, that determination cannot be made, unless the Fund is at or near 100% and the known liability is very low, until the following Monday.

I met with all the union stewards to provide them with this information earlier this month. I hope this helps our understanding of the SUB Fund. I know there are questions beyond what I've covered here. I will try and make sure our Division Chairs and stewards have the knowledge they need to answer them.

Buy American Booth Promotes Plant As Well As Products

Although attendance was down for this year's East Texas Fair, there was little shortage of visitors passing by the Buy American Booth at the fair. Visitors were encouraged to sign up to win tires as well as coolers and even received a free USW Local 746L ink pen for stopping by. Those that manned the booth over the week-long event would agree that the booth serves as much for public relations for the plant as it does for the Buy American theme. The vast majority of visitors inquired about the plant name change and many ask how the plant was doing. Many vividly recall the very public information that circulated just a few years ago when many felt that the Tyler plant would cease to exist. It was thrilling to be able to report that the plant was in much better shape and is continuing to work hard to secure a bright future for this forty-plus year old facility.



Charles Anderson (Buy America Committee), Yvette Wallace (Winner), Harold Sweat (Vice President USW Local 746L). Miss Wallace is employed at Opportunities In Tyler—a facility that provides meaningful work for the mentally and physically challenged members of our community.





GOODYEAR/TYLER NEW HIRES

There were 6 new employees hired last month. They are (1st row left to right) Shane Day- Dept. 430, Lynn Kennedy- Dept. 705, Cedric Manley- Dept. 514, Jeremy Mitchum- Dept. 705, (2nd row) Javier Soriano- Dept. 705, and Selwyn Dews- Dept. 705

New Plant Manager Named in Tyler

Ted Gee has been named plant manager of North American Tire's Tyler, Texas, facility, following leadership roles with Pulte Homes, Harley-Davidson and Corning, Inc.
 Gee joins Goodyear from Pulte Homes, where he was president of Pulte Home Sciences, LLC. Previously, he was vice president of operations at KB Homes, Inc.
 His career also includes leadership positions at Harley-Davidson, including director of manufacturing Sport Division-Kansas City and plant manager Sportster Powertrain-Milwaukee, as well as managerial posts at FMC, Inc., and Corning, Inc.
 Gee completed a seven-year career in the U.S. Army Special Operations in 1989. He holds a Bachelor of Science degree in business administration from Cheyney University in Pennsylvania.
 His first day in the plant will be Oct. 31.

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 13624 State Hwy. 31W,
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 joewyatt@cox-internet.com
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