

ribbons which in turn are wound into pads having roughly the same inner and outer diameters as the finished clutch facing. A patented feature of the process (U.S. Patent #2,096, 692, October 19, 1937) calls for creasing the ribbon as it is wound so as to provide a "Chevron" cross-section. The wound pad is then hot-pressed and finally surface-ground to its final dimensions. The interlocking Chevron construction provides a facing having exceptionally long wear and the greatest spin strength (burst strength) of any clutch facing construction. The U.S. Asbestos Division has furnished literally millions of VeeLock clutch facings to automobile manufacturers and to the replacement trade during the past 30 years. It is still one of R/M's major products.

Now to return to the story of U.S. Asbestos. The Raybestos Company purchased General Asbestos & Rubber in 1921 in order to have an assured source of asbestos-metallic yarns. General also sold a full line of asbestos packing through jobbers under the Garco brand name. Similar lines of products were manufactured by the U.S. Asbestos Co. When Raybestos-Manhattan was formed in 1929 the two competing mills became a part of the same corporate family. Nevertheless, the competitive relationship was permitted to continue until 1938. In this year the Board of Directors decided it would be more efficient to have one Sales Division to sell asbestos textiles and asbestos packings for both mills. George W. Marshall, Jr., was appointed General Manager of the Industrial Sales Division. In later years George Marshall became a Vice President of the corporation. He served as the second President of the Asbestos Textile Institute in 1947 and 1948.

The Industrial Sales Division proved highly successful right from the start. George Marshall soon recognized the need for additional help and in January 1939 he hired Arthur W. Byxbee as New York District Manager. In September 1941 Art Byxbee went to Washington, D.C., to head the Asbestos Section of the Cork and Fibrous Glass Division of the War Production Board. He served in this capacity until April 1942 when he was given a commission in the U.S. Air Force. After the war Captain Byxbee returned to Mannheim as Assistant Sales Manager of the Asbestos Textile Division. He served two terms as Chairman of the Sales Promotion Committee of ATI.

By July 1939 George Marshall decided he needed a textile engineer to promote and develop the company's full line