

SHERWIN-WILLIAMS

WORLD



Vol. 6, No. 2—DECEMBER 1947
PUBLISHED FOR SHERWIN-WILLIAMS EMPLOYEES



A Christmas Message



The Christmas season is a time when everyone's heart turns to the thought of "peace on earth and good will toward men."

While world conditions reflect a turbulence of thinking in the wake of the recent war, efforts are focused in a direction intended to produce continued world security and stability.

As we celebrate another joyous holiday season, it should be our fervent prayer that the peace that has been restored will be everlasting.

In behalf of the management of our company, I take this opportunity to extend to every Sherwin-Williams employee and members of his or her family the most cordial greetings for Christmas and the New Year.

Sincerely,

President



DOLLS GET NEW FINERY. L. TO R., ARE DOLORES HUDAK, JOAN COOK, CLARE BARTHOLOMEW, CHAIRMAN, AND MARY WIENCZEK.

"BUGS" XMAS PROJECT SPREADS JOY OF SEASON

**Cleveland Club Re-paints and Dresses
Dolls to Help Make Youngsters Happy**

Helping spread Christmas joy among underprivileged youngsters in Cleveland, the S-W "Bug" (Brighten Up Girls) Club this year has had refinished and dressed about 100 dolls for Goodwill Industries, a Red Feather Agency.

This public service project was begun by the Cleveland S-W group six years ago and has become an important part of the club's annual program.

Dolls are collected and major repairs are made by aged and handicapped employees of Goodwill Industries. The "Bugs" assume responsibility for having them re-painted and dressed in new attire.

Employees of the paint spraying department at Canal Road plant co-operate by re-painting the dolls. A production line is set up for several days during the pre-holiday season to handle this work. Re-painting of facial features is done by hand by members of the spraying crew.

Club members, who wish to participate, make new clothing for the dolls. The restored "babies," looking petite and trim in their new garb, are finally contributed to Goodwill Industries and sold at greatly reduced prices for children who otherwise would be denied the pleasure of playthings on Christmas day.



JOHN KADER paints rosy cheeks and red lips on the "re-born" dolls to give the "babies" glamour and the appearance of new freshness.



A FLEET OF "PHANTOMS" RESTS IN FRONT OF THE HANGAR AT McDONNELL AIRCRAFT CORPORATION PLANT, ST. LOUIS.

SLEEK NEW U.S. NAVY AIRCRAFT ARE PROTECTED BY S-W FINISHES

Chicago Factory Produces Special Coatings
For Latest Type of "Jet" Propelled Fighters

The skies down St. Louis way are filled these days with the glint of Navy blue and the scream of "jets" as the McDonnell Aircraft Corporation unlimbers its Phantoms and Banshees for delivery to the Navy. The sleek, deadly finish of these all-jet fighters is a direct tribute to the high quality standards of Sherwin-Williams finishing materials.

Selected after exhaustive laboratory tests and actual shop usage, Sherwin-Williams materials are now being used to a considerable extent in all phases of painting the McDonnell "jets."

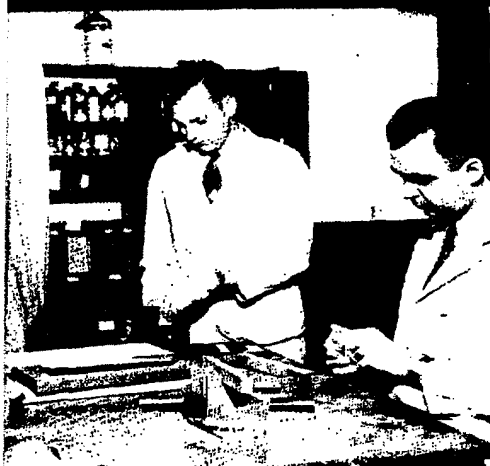
Finishing the modern high-speed aircraft presents a challenging problem which only the highest quality of workmanship and materials can hope to solve . . . temperatures as low as minus 70 degrees F. . . changes in excess of 100 degrees per minute . . . vibration . . . exposure to weather . . . rapid flight flexure . . . These are only a few of the rigorous requirements.

McDonnell engineers, working hand-in-hand with S-W transportation representative, S. W. Powell of St. Louis, finally concluded tests on zinc chromate

primer, airfoil sanding surfacer, fairing putty and cellulose nitrate lacquer which proved the excellence of S-W products.

The primer was found to have very rapid drying properties which saved approximately 85 per cent in the time required to paint detail parts. The surfacer possessed superior flexibility and excellent sanding properties, as did the fairing putty. A smooth, glossy finish with a minimum of "orange peel" was obtained with the lacquer. The finishes were developed by S-W's Chicago and Los Angeles plants and were produced at the Chicago aircraft finishes factory.

The finishing of a high-speed airplane such as the Phantom or Banshee is a costly and time-consuming job. The first paint shop operation is the examination of the shop primer coat which is applied to all sheet metal parts immediately after fabrication. Unsatisfactory portions are stripped away before cleaning the remainder. A touch-up primer coat is then applied to all bare areas.



H. W. SMOCK, right, tests the special aircraft finishes for gasoline resistance and **D. P. JENSEN** makes a "bend test" at Chicago plant.



A COATING of S-W sea blue cellulose nitrate aircraft lacquer is applied over a "Phantom" tail surface by a McDonnell spray painter.

Four coats of sanding surfacer are then applied to the forward forty per cent of the wings. Where necessary, S-W aluminum putty is applied to cover minor surface defects. The surfaced and puttied areas are then water sanded—first with heavy and then with lighter sandpaper.

One heavy cross coat of glossy sea-blue lacquer is then applied and wet sanded with a very light sandpaper. A second

coat of lacquer is applied to the entire plane, after which the finish is thoroughly polished and waxed in order to obtain the smoothest surface possible.

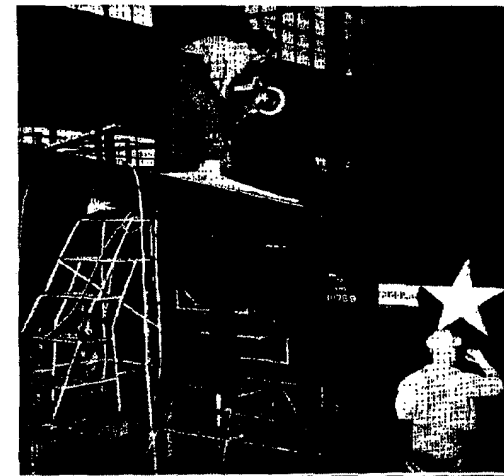
Both the Navy and McDonnell management believe that the labor and expense of producing this satin-smooth finish is well justified by the performance gain. Speed increases in excess of 20 mph have been attributed directly to the reduction in drag accomplished

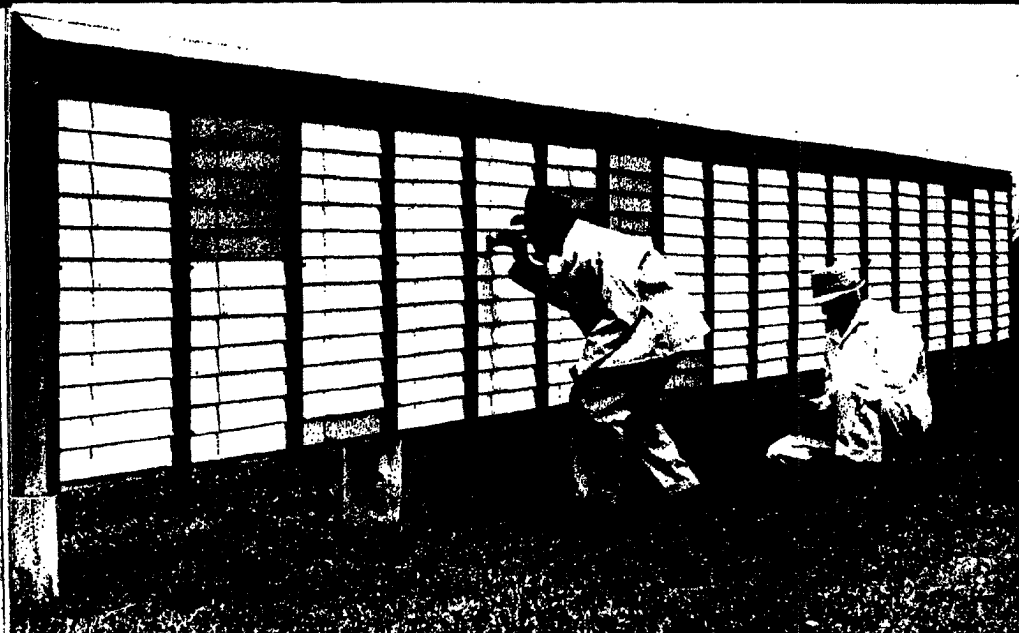
by the application of this special finish.

As McDonnell and other "jet" manufacturers inch closer to the fringe of sonic flight such aerodynamic conditions as vibration, flutter and surface friction will increase finishing problems enormously. But the S-W chemists and technicians will be right in there matching strides with their air-minded colleagues to overcome these obstacles—you can bet your last paint brush on that.

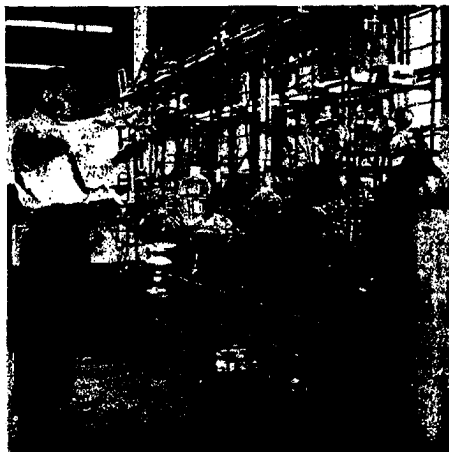
S. W. POWELL, (left) S-W representative, discusses a finishing problem with standards engineer and foreman at McDonnell plant.

THOROUGH polishing and waxing is the final process: finish smooth, glossy. A McDonnell employee buffs the





EXPOSURE PANELS AT THE CHICAGO "PAINT FARM" ARE CHECKED BY DR. WALTER K. ASBECK, (LEFT), AND J. W. CHAPIN.



HAROLD Lusch, Cleveland oil mill chemist, makes a batch of methyl ester, an intermediate product in the manufacture of synthetic oils.

S-W PRODUCTS MAKE JOBS

**First of a Series: Research and Development
Safeguard Company's Position of Leadership**

Back of every quality S-W product there is a story of research and development that finally resulted in a commodity to meet a consumer need, and just as importantly, one that received consumer acceptance.

The pursuit to improve existing S-W products and to discover new items for manufacture is providing careers for some 200 skilled chemists and an almost equal number of laboratory and field technicians who are actively engaged in research.

Broadly speaking, the company's research and development work is divided into five general phases: (1) paints, varnishes and lacquers, (2) chemical products and dry colors, (3) special products, including Ken-Tone and Lin-X, (4) vegetable oil products, and (5) agricultural chemicals. These, of course, are further subdivided to cover specific research work on individual products.

Research and development work originates from both within and without the S-W organization. In some cases problems of S-W customers are brought to the research experts for solution. In other instances, the research group comes forth with new discoveries to be applied to meet unmet needs. In every situation, however, the objective can be reduced to providing more and better service to those who look to S-W for supplies.



ED MERRIMAN, Office Williams and Arlo Addudell, l. to r., make chemical analyses of zinc sulphate and lithopone at Coffeyville, Kans.



COLUMBINE BORIS works at the "precipitation bank" where chemical compounds are combined in making dry colors at the Chicago plant.

The huge Chicago plant handles research problems in connection with SWP house paint, interior paints, varnishes, lacquers, railway finishes, aircraft finishes, automotive finishes, furniture finishes, chemical products and dry colors, synthetic resins, and Kem-Tone and special non-paint products.

At Cleveland, attention is directed to trade sales products, industrial maintenance paints and to work with vegetable oils used in paints and associated products. Newark plant is concerned primarily with research as it applies to industrial finishes and also to products which are destined for the export market.

Gibbstown plant does extensive work with furniture, marine, and textile finishes, including Sher-Dye.

Los Angeles plant engages in considerable research activity with aircraft finishes and enamels while Oakland is a research center for industrial finishes, label varnish and plywood sealer. Dallas plant deals with industrial maintenance paints, particularly from standpoint of resistance to chemical fumes and severe atmospheric conditions. (See story on Page 12.)

Coffeyville, Kansas plant is the hub of work with white pigments, leaded zinc and lithopone. At Bound Brook, research is devoted to insecticides and other agricultural chemicals. Further work on agricultural chemicals is done at the laboratories of the S-W Foundation, Ohio State University, as well as at leading agricultural colleges where S-W fellowships have been established. A new laboratory for agricultural chemicals will be opened in Cleveland next year.

Besides handling these special phases of research and development, nearly all of the plants are called upon to work on problems which may occur in the normal function of serving S-W customers in their particular area.



RALPH FALKENTHAL, Chicago laboratory technician, grinds a test batch of paint on a miniature three-roller mill in the laboratory.

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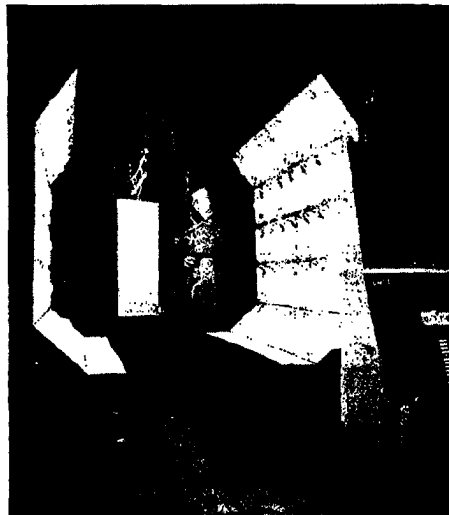
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PANELS of exterior finishes are subjected to salt-spray test at Chicago laboratory. Louis Dalle Melle examines a sample panel.



AIRCRAFT finishes are checked for fire resistance. L. D. Moody, Chicago laboratory technician, applies a flame to a coated fabric.



DRYING qualities of metal finishes are checked in infrared oven at Cleveland. Time is noted by formulator Ralph R. Rebeck.



LYNN Brunn of Agricultural Chemicals Division checks effectiveness of new insecticide formula at S-W's "lab" at Ohio State U.



MARY THOMA makes a deposit with Del Becker, assistant credit union treasurer, at the group's local office in Canal Road plant.



MR. AND Mrs. Roland Potter put a gleaming finish on their new 1947 automobile, partly financed through the plant credit union.

S-W CREDIT UNION PROMOTES THRIFT

Active Cleveland Organization
Also Makes Loans to Members

Scores of employees at the Canal Road factory, Cleveland benefit from membership in the plant's chapter of the Federal Credit Union, one of a number of such groups within the S-W organization.

Formed in 1936 under a government charter, the Cleveland credit union promotes thrift among its members and furnishes a source of credit for provident and productive purposes.

Regular savings is encouraged through a payroll deduction plan. Loans to members are repaid through payroll deduction on weekly or monthly terms.

The credit union has enabled many of its members to cope with unforeseen circumstances without resorting to outside aid.

The group is governed by a board of directors, a credit committee, and a supervisory committee from its members.



Cleveland Credit Union are these officers: Perry Michael J. Sticker, Del Becker, A. M.

Swinglish, R. F. Schlenkerman, Ralph Davies, J. A. DiCello: Seated, V. L. Sahli, Howard W. Earl, J. J. Ross, and C. G. Mateja.



CHICAGO PLANT ELECTS "QUEEN"

Pretty Mrs. Ray Arrico, of the Tin Can Department (pictured above) was crowned "popularity Queen" at ceremonies which were held to climax the 1947 inter-department softball league competition at Chicago.

One of 15 contestants entered in the annual event, Mrs. Arrico was selected

by popular vote among employees in all departments at the Chicago plant.

During the noon-day coronation program, Mrs. Arrico was presented with a beautiful bouquet of roses.

The contest was staged under the supervision of John Meskis, Stock Dept., and Ray Roberts of the Tin Can Dept.



WHITE PAINT on edges of steps make them more visible and prevents falls.



WHITE STRIPE on garage fender prevents wrinkled fenders and door repairs by making it easy to see entrance.



A SIGN on doors leading onto step signals danger and may avert falls.

WORKING WIVES USE PAINT FOR HOME SAFETY

Lessons Learned in Industry Are Being Put to Good Use

HOMES throughout America are being made safer from accidents today by the lessons working wives have learned in industry.

With typical feminine ingenuity, these women are warning of household perils through the use of painted signs, arresting colors and similar devices that have proven their worth in factories.

Such preventive aids are declared to be particularly valuable in protecting children, still too young to read, who can be taught that certain colors mean "hands off."

Painting handles on pots and pans red serves as a warning note against letting the handle extend away from the stove where it might be reached by small children. Luminescent paint, applied to light switch handles makes them easy to find in the dark. A simple design on doors leading onto steps can help prevent falls.

These simple devices for making paint serve more than its usual purpose of protecting and beautifying surfaces have been taught to industrial safety engineers for years by S-W paint maintenance experts. It is but one of the phases of the company's program for making the products of Sherwin-Williams people more useful.

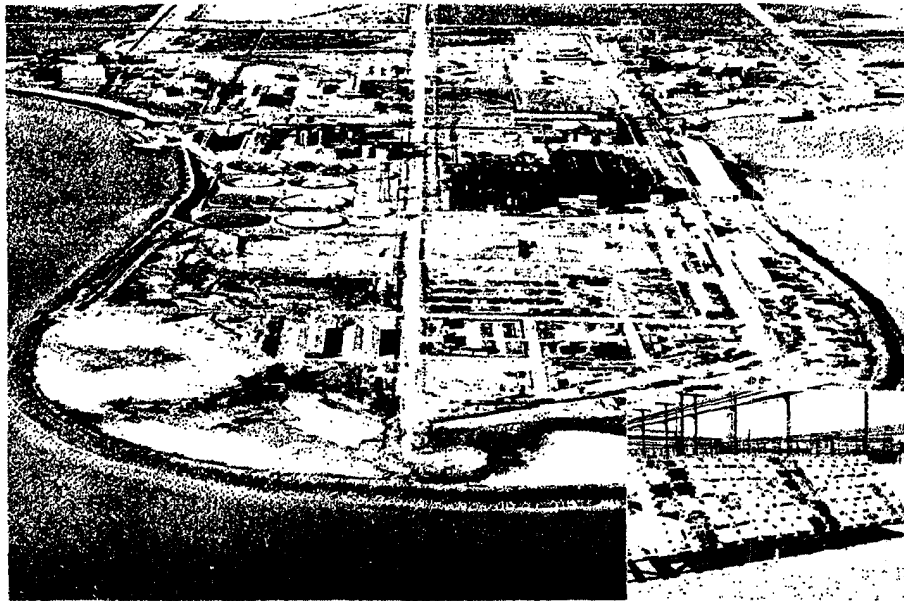
Adoption of these safety measures in the home is being counted on to reduce home accidents which last year claimed 33,000 lives, injured more than 5,000,000 and cost \$5,000,000 in lost wages, medical costs and insurance overhead.



STRIPES on the inside of the medicine chest are painted to mark the shelf where poisons are stored.



STRIPES painted around low overhanging pipes are a danger signal to help prevent head injuries when you're walking in the cellar.



SALT-LADEN GULF COAST AIR AND CHEMICAL FUMES TEST PAINT DURABILITY AT DOW'S FREEPORT PLANT; (INSET) TEST PANELS.

FREEPORT PAINT TEST IS ONE OF LARGEST EVER MADE

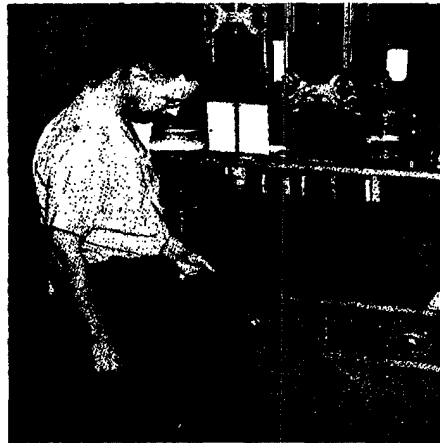
**59 S-W Coatings, 1500 Panels Are Used
In Search to Improve Industrial Finishes**

S-W's Technical Service Department at Dallas, Texas is playing a leading part in a history-making industrial paint research project which might easily result in a reduction of hundreds of thousands of dollars a year in industrial maintenance costs.

Primarily the tests are being made to determine the exterior paints most suitable for the Dow Chemical Company's huge Freeport, Texas chemical plant. However, the findings are expected to provide scientific data on industrial paints which can be applied rather broadly in the chemical petroleum and many other industries.

Fifty-nine different S-W primers and finishes and some 1,500 "paintouts" and test panels located in ten different areas which provide different chemical and atmospheric conditions are being used in the test. Work at the Dallas S-W plant in connection with the project has been chiefly under the direction of Mr. O. K. Sieplein.

The project is indicative of the effort which S-W is continuously making to better serve consumers of S-W products.



HUNDREDS of tests in the Dallas laboratory preceded formulation of paints for exposure. Above, O. K. Sieplein checks sample panel.

QUALIFY FOR 25-YR. CLUB

The 22 S-W employees pictured on this page comprise the final group from our organization who during 1947 completed 25 years of continuous service.

The WORLD is pleased to have a part in giving recognition to these employees and to wish them well as they pass a memorable milestone in their careers.



STANLEY J. FARON
Chicago, Oct. 12



WILLIAM G. LEITH
Chicago, Oct. 13



ALPHONSO TORELLI
Chicago, Oct. 17



EUGENE LEFAVRE
Cleveland, Oct. 18



PAUL E. KASPAR
Atlanta, Oct. 18



NICK GRAPSAS
Chicago, Oct. 26



JOE RAGO
Chicago, Oct. 29



HOWARD H. HARRELL
Little Rock, Nov. 1



MARTIN V. B. MAYNARD
Cleveland, Nov. 3



HENRY M. CALDWELL
Chicago, Nov. 5



VERNE L. PRATT
Chicago, Nov. 6



MARTHA R. O'HARA
Cleveland, Nov. 9



GEORGE H. JITTERSAGEN
Chicago, Nov. 13



SALVATORE VENTURO
Chicago, Nov. 14



TOM PAXINOS
Chicago, Nov. 25



ANGELO CIAVARELLA
Chicago, Nov. 29



MARTIN L. CROULET
Chicago, Dec. 1



SANTO DI SALVO
Chicago, Dec. 3



ROBERT NYE
Cleveland, Dec. 3



PEARL MAY
Cleveland, Dec. 5



ALICE KORTE
Chicago, Dec. 11



W. W. GRAM
Supt. Production
P. V. and L., Cleveland



J. S. PRESCOTT
Supt. Plant Equipment
P. V. and L., Cleveland



E. W. WINDSOR
Gen. Mgr. Automotive,
Graphic Arts, Cleveland



N. A. PAELKE
Mgr. Automotive Sales
Cleveland



W. J. CARR
Merchandising Mgr.
Trade Sales, Cleveland



K. G. BLAIR
Tech. Advtg. Mgr.
Cleveland



E. H. MILLER
Office Mgr. Ag. Chem.
Newark



C. C. PLUMMER
Export Stock Keeper
Newark



W. WATERS, JR.
Packing Foreman
Newark



J. K. LORENZ
Prod. Chief Varatuh
Newark



J. C. DUFFIELD
Branch Mgr.
Santa Anna, Calif.



H. C. ROONTERA
Factory Office Mgr.
Oakland-Los Angeles



K. R. BROWN
Dir. Varatuh Lab.
Chicago



H. A. SCHULZE, JR.
Branch Mgr.
Rocky Mount, N. C.



J. V. MOORE
Branch Mgr.
Medford, Mass.



E. A. LIVINGSTON
Branch Mgr.
Colorado Springs, Colo.



J. W. STAHLY
Branch Mgr.
Billings, Mont.



R. W. LANG
Branch Mgr.
Wichita Park, Ill.



W. D. RICHARDSON
Branch Mgr.
Newport News, Va.



R. R. WILKINS
Branch Mgr.
Richmond, Va.



J. F. CRAWLEY
Branch Mgr.
Providence, R. I.



V. R. HALLOCK
Branch Mgr.
Queens Village, N. Y.



A. D. GRIMMETT
Branch Mgr.
Chickasha, Okla.



L. T. MILLER
Branch Mgr.
Burger, Mo.

RECENT APPOINTMENTS

Constant expansion and revamping of S-W's internal organization provide new opportunities for employees to lend their skills and talents toward building a stronger and smoother-working Sherwin-Williams "team."

The members of the Sherwin-Williams family pictured here have recently been given new management appointments at the home office in Cleveland and in plants and branches.



C. R. OSBORN
Branch Mgr.
Springfield, Mass.



D. A. HUMMEL
Branch Mgr.
Hamilton, O.



MORGAN HOBBS
Mgr. Advtg. Wallpaper
Oakland



M. B. DOTY, DRY COLOR SUPT., AND M. S. ARONSTAM, SAFETY HEAD, (CENTER) WITH SUPERVISION FROM "SAFETY DEPARTMENT."

S-W SAFETY HONORS GO TO CHICAGO DRY COLOR

First Year of Intensified Program Results in Reduced Accident Rate

The Chicago Dry Color Department with no lost-time accidents finished with the best safety record among 25 competing groups in S-W and affiliated companies for the 12 months ending August 31, 1947.

Neck-and-neck for second position were the Chicago plant's miscellaneous departments with a record of 2.3 lost-time mishaps per million manhours worked, and the Chicago paint plant with a 2.4 rating.

On a company-wide basis, the lost-time accident rate was 18.6 mishaps per million manhours worked. This was an improvement over the corresponding previous 12 months when the comparable rate was 28.5.

During the year ended August 31, 15 of the 25 plants had better frequency records which were better than the company average while the others were poorer than the average. Seven plants showed improvements in their individual records as compared with the previous 12 months while nine experienced increases in accident frequency.

Arthur W. Stuedel expressed appreciation for the cooperation of employees in the safety program. He pointed out that by practicing safety at daily tasks employees could prevent the pain and suffering that usually accompany accidents. He urged a continued safety effort on the part of all workers.

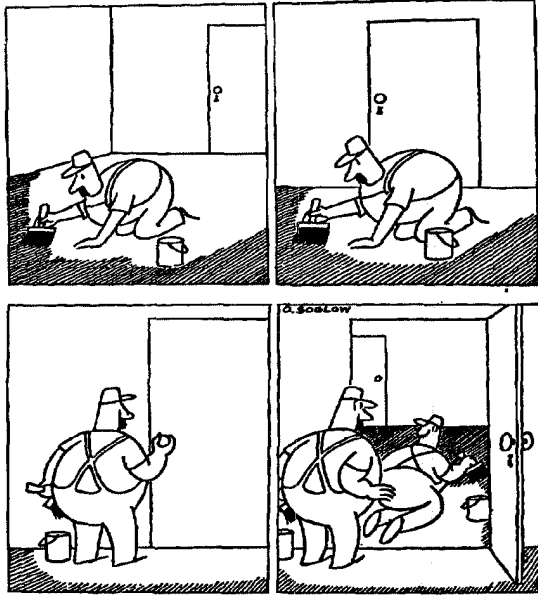
SAFETY RECORD											
Shortwin-Williams and Affiliated Companies											
12 Months Ending Aug. 31, 1947											
PLANT	Frequency Rate Per Million Manhours					Change in frequency rate from previous year					
	10	20	30	40	50	Decrease	Same	Increase	Decrease	Same	Increase
Chgo. Dry Color											
Chgo. Misc.											
Chgo. Paint											
Chgo. Chemical											
Chgo. Mill											
Chgo. P. & S.											
Chgo. Zinc Ore											
Chgo. Waste-Bldg.											
Chgo. Lumber											
Chgo. W. W. L.											
Chgo. P. & Y.											
Chgo. Mechanical											
Dayton-Lane											
Chgo. Plaster											
Dayton-Lane											
Chgo. Chem. Prod.											
Chgo. Lumber											
Chgo. P. & S.											
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* Frequency is based on number of lost time accidents per million manhours worked.

PICTURES TO THE EDITOR

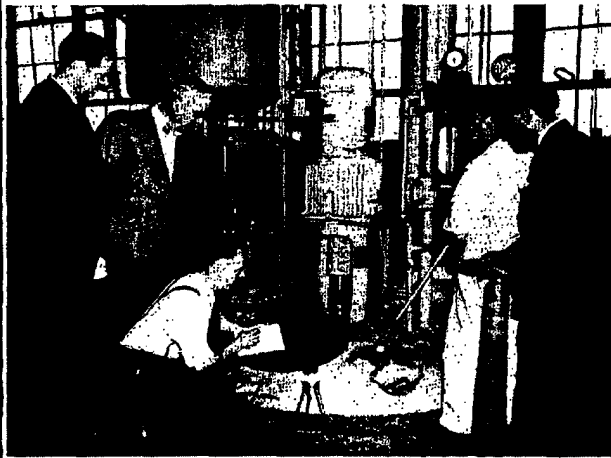


TINY flower admirer is Sandra Johnson, daughter of "Wally" Johnson, Paint Department, Chicago.



The New Yorker—Courtesy F.B. Publishing Co.

"PAINTERS' Predicament" from *The New Yorker* was passed along by Tom Fancher of Cleveland office who has made a "memo" of this as a painting precaution.



WATCHING samples taken from 1,000 gallon kettle at the new synthetic resin plant, Montreal are, l. to r., J. S. Prescott, D. A. Whitaker, Lawrence Clark, G. Farlong, A. G. Pinard.

WORLD

Correspondence to *The Sherwin-Williams World* should be addressed to The Sherwin-Williams Co., Midland Building, Cleveland 1, Ohio.

THE COVER: *The World* is indebted to U. S. CAMERA Magazine which graciously furnished color plates for the cover of this issue.



DON MEYERS beats out a mean "Boogie Woogie" at a Southeastern Regional meeting.