

Part Of A Two-Way Street

If the tires on your automobile are Firestone tires, you need not read further. To those employees whose cars are not so equipped these questions are properly directed:

Is it fair to work for a company—any company—and support as a customer some other competing company? Does not the company for which a person works have a right to expect that employee's loyalty for the products he helps produce? Isn't loyalty, in fact, a two-way street on which benefits pass freely in either direction?

The answers to these questions should be obvious. Yet it is evident that many of us have been unmindful or thoughtless of the importance of this loyalty to the products we help manufacture. A casual walk through the Company's parking lots, observing tire brands as you go, will be convincing. You will be surprised at the number of non-Firestone equipped cars employees are driving.

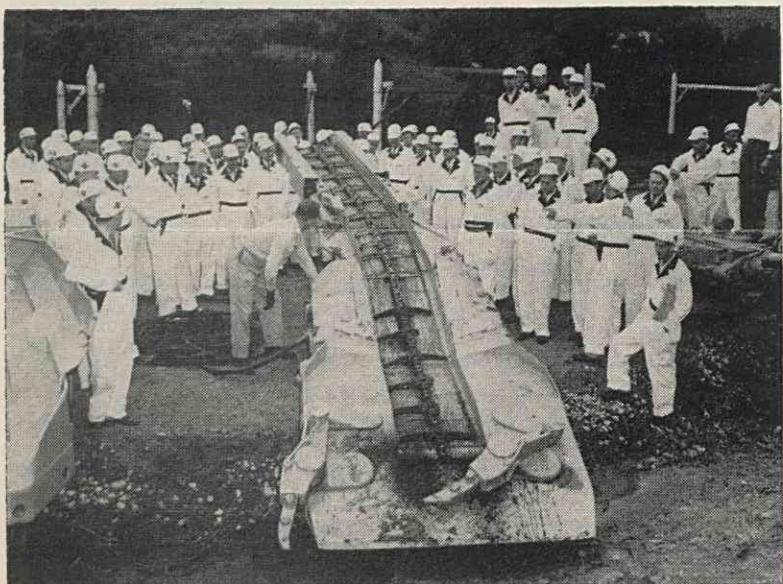
The only valid reason an employee has for not having Firestone tires on his automobile is that he had to accept another brand on his car at the time he purchased it. Following World War II the buyer of an automobile sometimes had to take what was offered him in the way of equipment and accessories. This was true because demand for new cars far exceeded the supply during the first few years after the war. Now, eight years after the war, we have seen a return to normalcy and greater selectivity on the buyer's part in the automotive field. Thus a new car buyer today can ask for and get Firestone tires for his car.

The two-way street called loyalty is that thoroughfare on which, figuratively speaking, flow the raw materials that go into the building of healthy, sound company-worker relations. You as an employee have a responsibility to see that your side of this "street" is open and operating. One of the best ways to do this is to use the products you and your fellow employees are daily building. As a result of the combined genius and work of all Firestone employees the products of the Company are proudly hailed as "Best Today, Still Better Tomorrow."

Why should you have Firestone tires on your car? By using Firestone tires you help preserve your job as an essential worker in the tire making process. Moreover, you help create employment for others by adding to the demand for the Company's chief product.

Aren't these good and sufficient reasons?

Firestone Men Among Visitors



THE photograph above was taken at the Clinchfield Coal Mines in Clinchfield, W. Va., during a visit of engineers and buyers from industries served by the mines in that area. Among the visitors were W. G. Henson (at right smoking cigar), plant engineer, and R. L. Tompkins, purchasing agent. According to Mr. Henson, 150 visitors were at the mines for a 3-day tour that included inspection of the latest kinds of coal mining equipment and a 4-hour descent into one of the mines.

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Job Calls for Cooperation . . .

Control Of Waste Seen As Vital Necessity

WASTE PROBLEMS have existed in industry since the beginning of mass production manufacturing. Actually the problem is as old as man, but not until machine methods replaced hand methods was any scientific approach to the problem undertaken. As the individual's output increased with the help of modern machinery, so did his output of waste, unless he was fully aware of the problem and careful to avoid making unnecessary waste.

Thus the advent of modern production methods has brought with it various sorts of waste control programs, all with one purpose in mind: The reduction of waste in manufacturing to an irreducible minimum.

One of the best ways to combat a problem is to let all concerned know what the problem is. The Waste Department at Firestone Textiles, headed by Raymond Mack, operates on the theory that a production worker needs to know the nature of the problem first hand. Mr. Mack is available to discuss waste problems with anyone in the plant. As a matter of routine he maintains waste charts by departments, placed where employees may see them. These charts show the department's progress in controlling the various types of waste identified with the department in question.

After an employee becomes acquainted with the problem he will then want to consider the serious effects that poor waste control can have on an industrial concern and its workers. In some critical industrial operations it is possible that profit can be wiped out by waste. Said another way, the amount of unnecessary waste in some cases represents the profit that would have been realized had the operation been carried out with a minimum of waste loss. It goes without saying that a company that can't operate with a profit doesn't remain in business very long. Thus workers' jobs are at stake in a very real sense if waste is allowed to get out of control.

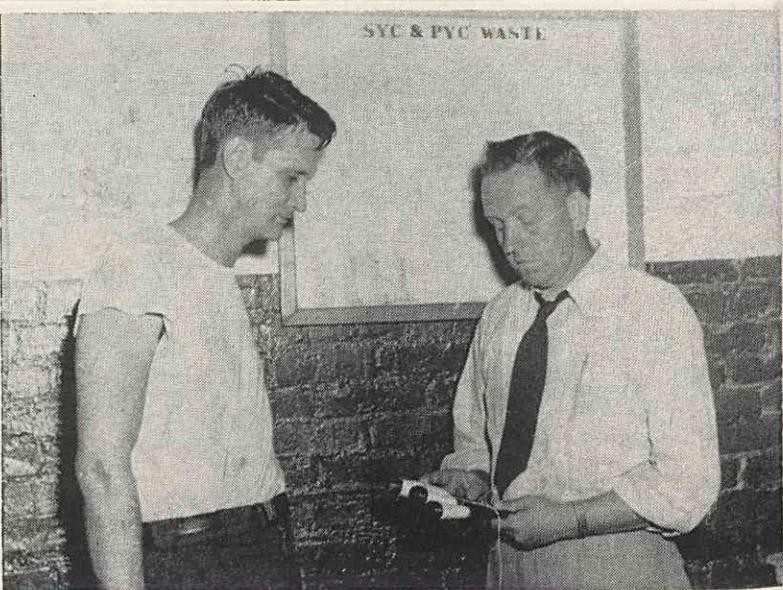
Even where wasteful production is not allowed to eliminate all profit from an operation, it can so cut down on profit that the company in question cannot afford to give its employees many of the benefits that they would expect and get from a more waste conscious company. Thus it is seen that waste control calls for cooperation from every production worker: Cooperation based on an understanding of the problem, and a knowledge of the mutual benefits to company and worker that arise from good waste control.

The Waste Control Engineer at this plant deals constantly in percentages: Percentage of waste produced per day or per week, etc., at each production process in the plant. It is not necessary to cite a mass of figures to convince the reader of the importance of waste control. The charts in each department pinpoint the problem in an easy to understand manner. Your attention to these charts is encouraged.

The following specific suggestions, by departments, are placed here in outline form. You are urged to read these suggestions and follow them where they apply to your job:

COTTON DEPARTMENT

SPINNING — Watch for tangled bobbins, cockle yarn, soft bobbins, bobbins too full. Do not knock yarn from bobbin. Be certain you have the right color bobbin for the yarn in question.



RAYMOND MACK, right, waste control engineer, shows Loom Fixer Hansford Wilkes some examples of excess filling yarn left on quills. This is one of the most serious waste situations in the Weaving Department, according to Mr. Mack. The graph in the background allows employees to see what progress is being made in their department on this and other waste problems.

HOW MUCH WOULD YOU OWE?

... If you paid personally each day for the waste you caused, you wouldn't waste much, would you? We each pay, you know, for wasted materials, time, everything!

We're proud to be in Textiles

SPOOLING—Watch for tangled cheeses. When untangling a cheese, save all yarn possible. Be sure yard counts are correct; keep all yarn off of floor; and keep white waste out of sweeps.

PLY TWISTING — Watch for drop-plys and over-plys. Watch for high and low bobbins, bad builds, and overrun bobbins. Do not handle yarn with oily hands.

WEAVING—Watch for excessive amount of filling yarn left on quill when loom changes. Run warp out, take cloth off at cut mark, and keep spooler room informed on bad run-outs on section beams behind slashers. When taking off cloth where warp is tied on, cut cloth as close to warp knots as possible. Keep hands clean when

handling fabric.

WINDING—Do not knock yarn from partially filled cones or tubes. Do not mix pieces (partially filled bobbins).

SYNTHETICS DEPARTMENT

PLY TWISTING — Watch for beam rayon, soft and oily rayon.

CABLE TWISTING—Watch for soft, hard, oily, and drop-ply rayon.

WEAVING—Watch for soft filling waste, hard waste, and waste made at splicing, tying-in, and creeling.

WINDING—(Nylon) Must be extra careful to make good cones.

PLASTIC DIP AND WEAVING (Nylon)—Watch beam nylon; hard or nylon thread waste; and black nylon thread waste.