

## Synthetic Fibers Use On Increase

Almost seven billion pounds of fibers were used last year in production of American textiles and related goods, according to a recent analysis of textile fiber consumption during 1959.

Cotton accounted for 64 per cent of the total of 6,802,100,000 pounds of textile fibers consumed, but this figure for cotton is the lowest consumption rate in history. By contrast, consumption of man-made fibers during 1959 reached an all-time percentage high of 29.4 per cent of the total.

THE STUDY revealed these additional facts:

1. Usage of cotton came to 4,354,000,000 pounds in 1959, ten per cent more than 1958 total figures. Cotton's position in relation to the total consumption figure, however, dropped from the 1958 level of 65.5 per cent.

2. Total man-made fiber consumption was 1,996,700,000 pounds in 1959, 18 per cent higher than the previous year. This total also exceeded the 1955 record of 1,851,400,000 pounds.

3. Wool consumption reached 445,000,000 pounds, 28 per cent above that of 1958. Raw silk consumption in 1959 was 6,400,000 pounds, 23 per cent above 1958.

## Work And Reward Encourage Progress

During our present generation the average man works about 100,000 hours in a lifetime. Our forefathers had worked that many hours by the time they had reached age 35. If they lived to reach 70, they could claim about 250,000 hours of lifetime work.

When you stop to ponder this, you begin to compare today's situation with a few generations ago. It means that about 60 per

cent of our time is leisure.

What makes this kind of progress possible? Freedom for men to think and work, the assurance that they will be allowed to enjoy the fruits of their efforts, and the capital flowing from their labors. All this makes possible the labor-saving machinery which shortens the working hours of our generation by 60 per cent and lifts the burden of toil from our backs.

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## On You's Heels

When Carolina was divided in 1710, the northern or older settlement was called North Carolina, or the "Old North State." Historians had listed principal products of the state as "tar, pitch, and turpentine."

During one of the fiercest battles of the Civil War, columns supporting the North Carolinians who had successfully fought it out alone—were greeted by a regiment coming up from the rear: "Any more tar down in the Old North State, boys?" Quick came the reply: "No, not a bit. President Jeff Davis has bought it all up."

"Is that so? What's he going to do with it?"

"He's going to put it on you's heels to make you stick better in the next fight."

General R. E. Lee, hearing of the incident, said: "God bless the Tar Heel boys." And the name stuck.

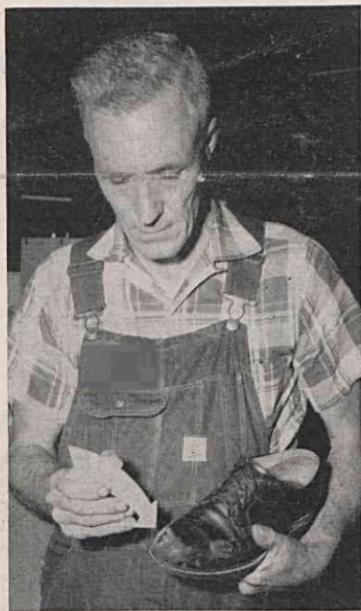
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A total of 62,812,000 tourists visited the 183 units in the U.S. national park system during 1959. This was 4,315,000 more visitors than the records show for 1958, and 3,627,000 above the previous all-time peak set in 1957. The Great Smoky Mountain National Park in North Carolina and Tennessee last year had more visitors than any other unit of the park system.

PS . . . .

Now that highway travel is greatly encouraged by the full-bloom outdoor season, ponder this appropriate thought from Governor David Lawrence of Pennsylvania:

"Will your trip be for the weekend, or forever?"



Harlan Butler: Protection in his shoe meant a foot unharmed.

## His Safety Shoes Stopped The Bite

Being a safety-minded man, Harlan E. Butler sports protective footwear both on and off the job. So, one day last month the doffer-tender in Twisting (synthetics) was ready for the unexpected when his rotary lawnmower went maverick and took a mean hack at his left foot.

It happened when Mr. Butler was attempting to crank the engine at his home at 122 East Iowa in Bessemer City. After some stubbornness, the machine started off by climbing onto the operator's foot, although his daughter was holding the handle.

Result: some chopped leather, but the protective steel plate averted the vicious bite.

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AT CONFERENCE — Akron and Gastonia personnel attending production-quality meeting were (front row, from left): B. M. Wolf, R. M. Sawyer, H. H. Wiedenmann, J. A. Meek, Harold Mercer, J. J. Robson. Second row, from left: R. B. Hull, F. B. Galligan, G. L. Bruggemeier,

R. J. Luebbers, J. V. Darwin. Third row: J. G. Tino Jr., P. R. Williams, F. C. Martin, C. E. Moss, L. B. McAbee. Fourth row: W. G. Henson, Emmitt Fullington, Price E. Sherrill Jr., H. F. Umstott.

## Time Brings Changes—We Must Keep Pace

Dependence of industries upon each other, and the principle that a manufacturer need always be reaching for "the best tomorrow" came under consideration in a meeting here last month. Ways to meet the problem and challenges of a changing and highly competitive industry underlined a joint conference on production and quality at the Gastonia plant, May 6.

For the meeting, eight top officials from the company's headquarters at Akron, Ohio, joined with general manager Harold Mercer and eleven others of the local plant.

They considered ways and means by which the company

can keep pace with production and maintain highest quality at competitive prices—this in the face of increasing demands brought about by changes in the automotive industry.

THE AKRON group was led by J. A. Meek, Firestone vice president of all production. With him from major departments were H. H. Wiedenmann, vice president of tire production; J. J. Robson, director of tire engineering and development; and G. S. Bruggemeier, director of engineering. Other officials from Akron were B. M. Wolf, R. M. Sawyer, and R. J. Luebbers.

In the meeting, Mr. Robson

led a discussion on problems which constantly confront the tire and rubber industry—problems which originate in changes brought about by progress in automobile manufacturing.

The issues facing the tire industry considered by top management people here in May, pretty much whittled down to this principle gathered from Mr. Robson's remarks:

Our future as an industry depends upon how well we adapt to the growing demands of production and improved quality of goods produced at fair prices. Every member of the Firestone organization has a vital part in the challenge which change brings about.

## AIR-BUOY TRAILERS

Thirteen models of capacities from 400 through 3,000 pounds now make up the Air-Buoy line of boat trailers produced by the Electric Wheel Company, a Firestone subsidiary at Quincy, Ill.

Cantilever air suspension is an exclusive feature of Air-Buoy trailers, allowing for a boat ride twice as smooth as a ride on trailers with ordinary suspension systems. A novel method of positioning the air spring on the cantilever — or rocker arm—provides a cycle rate of action almost twice as fast as that of an ordinary spring.

## Huffstetler In Germany

Clyde F. Huffstetler has arrived in Frankfort, Germany, for an extended assignment with the U. S. Army. His trip to Europe followed several weeks of preliminary training in telephone lineman service at Fort Gordon, Ga.

The former Firestone employee entered the Army this spring. He had spent almost four years here in Twisting and in the nylon unit.

He and Miss Dorothy Baldwin of Concord, N. C. were married March 20. Upon completion of her nursing education at Concord's Cabarrus Hospital, Mrs. Huffstetler became a member of the Kings Mountain Hospital staff. She plans to remain in Kings Mountain until late summer, when she will join her husband in Frankfort.

Clyde has two brothers employed here: Warren and Tom, both electricians.



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