



Fabric and rubber are combined to form these rolling liquid transporters produced by Firestone. As a unit it can haul enough gasoline to last the average motorist six or seven years.

This model was designed for the U.S. Army Transportation Research Command at Fort Eustis, Va., to serve as a portable gasoline station for combat units. A total of 5,000 gallons of gasoline—500 gallons in each of the tire-like containers—can be transported over almost any type of terrain by tank, truck, personnel carrier or other military vehicle.

When penetrated by small-arms projectiles, the containers seal themselves as the rubber in body and tread quickly expands. Transporters can be towed at 45 miles an hour alone, or 20 miles an hour in tandem arrangement of five units.

← Rolling Liquid

Review Your SS Status

Approaching retirement age, or older? It could be to your financial advantage to check your status under the Social Security law which went into action on June 30. The new law directly affects many persons 62 years or older, providing social security benefits for the first time, or increasing benefits for which many persons are already eligible.

Here is a rundown on provisions of the new law:

- Men now have the option of retiring at age 63 with reduced benefits, or taking the conventional retirement with full returns.
- Widows' benefits are increased by about 10 per cent.
- Minimum benefits have been increased.
- Persons require fewer years of work under social security to receive payments.
- Persons who collect only partial benefits because they

earn more than \$1,500 per year will have a smaller amount deducted.

Those who retire between ages 62 and 65 will have their benefits reduced according to the time remaining before their 65th birthdays. This includes dependent husbands. Dependent widowers and fathers may receive full payment at age 62.

The 10 per cent widows' benefits increase also applies to aged dependent widowers and aged parents who are single survivors.

MINIMUM monthly payment is raised from \$33 to \$40. Those who are now ineligible because they have not worked enough years under social security may qualify under the new rule which requires that the employee have credit for only one calendar quarter per year after 1950 until he reaches 65, or a woman becomes 62.

Increased benefits for widows and those who drew min-

imum payments are automatic, and was evident in all checks received in September. All other increases must be applied for by the insured.

The Gastonia Social Security office is at 365 West Main avenue; Telephone UN 7-7236.



Another Tire Plant In Production

Company chairman Harvey S. Firestone Jr. presided at dedication ceremonies of Firestone's new tire plant at Bethune, France in September. The Bethune plant is operating in the third largest tire market in the world. It also serves the growing demands of the Common Market.

"During the years 1960 and 1961, we will have invested 162 million dollars in world-wide expansion and modernization of our plants and facilities," Mr. Firestone said. "We expect to continue expansion in line with the ever-increasing demand for our products."

The company chief executive officer, accompanied by Mrs. Firestone, went from Bethune to Port Jerome, where they inspected the company's synthetic-rubber-producing plant which is

scheduled for completion late this year.

During their stay in Europe the Firestones also visited the company's plants in England, Spain, Portugal, Switzerland, Sweden and West Germany.

Textile manufacturers expect to invest more than \$500 million in new plants and equipment during 1961, according to the Commerce Department.

Investments in expanding textile facilities will average about \$130 million in each of the first two quarters of this year. This rate is about \$10 million above the rate for the first quarter of 1960 and well above the rate for most of 1959.

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Tire Changeover

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at the plant industrial relations office, are filled out by the employee and taken to the Firestone store where the changeover is to be made.

Specifying Firestones when ordering a new car will avoid inconvenience of having the tires changed later. But if not possible to get delivery of cars equipped with Firestone tires, the changeover is available so that employees may enjoy the safety and comfort of Firestone tires and have the satisfaction of knowing they are buying the company's products.

Replacement-Tire Program

Tires for replacement are available to employees at substantial reductions. They may purchase regular tires from any

Firestone store at about 20 per cent less than list price. To this would be added Federal excise tax and any other taxes that might apply. No application forms are required for this.

Each plant department office has sheets giving list prices and employee prices on black and black-white tires; also prices on Butylaire, the 500, the DeLuxe Champion, Safety Champion, Town & Country, and DeLuxe Champion tubes.

Firestone stores offer employees numerous other home and auto supplies at special prices. Included are retreats, batteries, spark plugs, home supplies, wheel goods, appliances, sports items, and many others.

Employees also receive a discount on auto repair work done at Firestone stores.

Workmen's Compensation —

It's Your Helping Hand

It didn't just "happen" that the average employee in U.S. industry today is far safer at work than off the job. This fact, confirmed by the National Safety Council, is proof of effectiveness of a carefully-planned industrial safety movement.

Lowering the U.S. industrial injury rate by more than 47 per cent since 1912 despite a great increase in numbers of workers, is only one of the many benefits that industry receives from the first major social legislation adopted in this country—workmen's compensation.

State workmen's compensation laws, and the insurance provided all eligible employees by these laws, cover about 80 per cent of the total U.S. labor force. Employees and employers alike accept these laws as being somewhat routine today. But when the constitutionally-valid workmen's compensation act was passed in Wisconsin in 1911, a political leader of that day called it "the greatest issue since secession."

MOST WORKERS are not aware of, nor familiar with, this oldest form of people insurance, principally because employers pay all the costs, and coverage is automatic for all employees in most industries in all 50 states.

Original purpose of workmen's compensation laws was to eliminate uncertainty of an injured worker's being taken care of financially for injuries incurred on the job. Before 1911 only about one in eight employees actually received compensation for injuries and

even these awards were greatly reduced by payment of lawyer fees and court costs. Today, more than nine out of every ten claims are paid without contest and coverage has been expanded to include industrial diseases as well as injuries.

Compensation laws have greatly encouraged industrial safety programs. Major emphasis has been directed toward preventing injuries. Thus, employers, insurance companies and state industrial commissions working together in programs created or inspired by the compensation laws, are fighting a battle against industrial injuries of all types.

Most workmen's compensation awards are paid through private insurance policies paid for by employers. Some large companies set up their own reserve funds from which payments are made, but in most cases insurance companies specializing in this type of coverage assume responsibility. In a few states the state government is the underwriting agency. Costs will vary for each industry, depending on injury rates, but the national average for all employers in all industries is about one per cent of total payroll.

EACH STATE legislates and administers its own workmen's compensation law, providing for a number of advantages to workers because it takes into account individual needs. In most states the administrative work is jointly handled by a special board operating within the state insurance department

and working closely with the state industrial commission.

Awards of varying amounts are provided for by state law in accordance with the severity of injury. Not only are full medical payments provided for, but additional benefits based on a percentage of income are given in those cases where a worker must remain off the job and suffer loss of income. In the case of death, survivors receive benefits.

The annual cost of U.S. work injuries is estimated at \$4.5 billion a year. This is a heavy economic burden for the nation to bear, but is only a fraction of what it might be, were it not for safety work inspired by workmen's compensation laws.

Workmen's compensation improvements in the various states developed slowly after 1911, amendment by amendment, as the need arose. Year after year, various states enacted laws. By 1920 all but six states had some form of workmen's compensation and today, all states have such laws.

INDUSTRY has learned the hard way that it is a humanitarian thing—and good business—to have sound safety practices. Today, safety is built into every machine and operation, into the thinking of management, on down the line to every person on the job.

More emphasis is being placed on rehabilitation of injured workers. Techniques as well as advances in medical science make it possible to find some form of gainful employment for almost all handicapped persons.

Much has been accomplished through workmen's compensation in the past 50 years. Leaders in the field are looking ahead to answers to changing problems facing a rapidly-moving economy.

New hazards related to radiation and the atomic age have to be overcome. Automation and other processing techniques present other challenges. Even industrial noises are receiving attention as a workmen's problem. While problems arise as soon as others are solved, scientists and other specialists are hard at work, finding new and better ways that will mean even greater protection for workers in the future.



Employers Mutuals of Wausau

GERMANY was first to officially enact a workmen's compensation law—in 1884. But it was lawbreakers—not lawmakers—who originated the system. Buccaneers of the 16th century introduced the first compensation plan when they gave larger shares of booty from a captured prize to those crewmen injured in action.