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Firestone NEWS

Your Symbol
of Quality
and Service



Textilists: Polyester Cord Upcoming For Tires

Textile engineers and tire manufacturers believe they are close to the break-through point in development of an improvement that motorists will never see but which will mean much to anyone who drives a car or other tire-equipped vehicle.

Scientists from the two industries believe they have made discoveries which will lead to use of polyester fibers in tire cord and tire fabrics. If so, it will mean that consumers will have a fourth type of fiber to choose from when selecting the vehicle tires they buy.

Cotton cord and fabrics were first used in the manufacture of tires. Cotton was followed by rayon, introduced in 1938. Nylon was first used in 1947 and is becoming increasingly popular as a reinforcing material in auto, truck and other types of tires.

Experiments with polyester fibers have been underway almost since introduction of nylon, as scientists were searching for the ultimate in tire fabric.

Tire cord made of polyester fibers (DuPont's Dacron is an example) are said to have high resistance to cuts, bruises, heat, fatigue and moisture; no flat-spotting; better high-speed performance and handling; and ability to help prolong tread life in the tire.

Cord, of any fiber content, is the "muscle" in a tire. Woven into fabric, the textile product is stretched and tempered before receiving coats of rubber. The coated fabric is then handled according to the type of tire in which it is to be used, although basic tire construction consists of assembling beads, plies, tread and other parts into barrel-like "green" tires. An airbag or bladder is used to form the normal tire shape, and curing or vulcanization completes the production process.

"The average motorist never sees, and probably doesn't understand, changes that have come about in tires since mass production of the automobile began," says the American Textile Manufacturers Institute. "But the changes are there—and the ingenuity of textile engineers in developing and improving tire cords and fabrics has played an important part in these changes."

ances in 32 cities from Washington, D. C., south.

They had heard of the Firestone plant from someone at one of their concerts.

After the Gastonia visit the singers returned to Quinlan, and on July 10, began their Western tour which took them as far up



SIGHTSEEING
From Camp Firestone

along the **HANDICRAFTS** ● **TRAIL**

One of the country's great centers of fine craftsmanship is North Carolina. The State's noted crafts centers, schools and shops—most of them in the Blue Ridge and Great Smokies regions—welcome visitors.

Asheville, headquarters of the Southern Highland Handicraft Guild, has the Craftsman's Fair of the Southern Highlands each

as Vancouver, B. C.

There are currently 240 children at Boles Home, operated by Churches of Christ.

summer. The annual autumn version of the fair is at Gatlinburg, Tenn., with this year's dates October 22-26.

One of the well known mountain-crafts centers is Allanstand at Pritchard Park in downtown Asheville. Marketing center of the Southern Highland Handicraft Guild, it offers the finest and most complete selection of basketry, wood carving, jewelry, wrought iron, pottery, hand-wovens, folk toys and many other items—all handmade in the Southern mountains.

Crafts centers are among the almost endless variety of

Young visitors browse among crafts at Allanstand in Asheville. The venerable country couple are about 30 inches high and dressed in pioneer garb—down to homespun, calico and black sunbonnet. — Firestone News photo.

things of interest within a 100-mile radius of Marion and Camp Firestone in the Blue Ridge. Besides the recreational advantages of the camp for employees and their families, the Lake James retreat is an ideal "shove-off" point for sightseeing in the storied mountain domain.

million in the second quarter of 1963 to a rate of \$750 million during July, August and September. The industry is expected to spend a record total of \$720 million during the year to provide improved working conditions and modernized production equipment.

\$720 Million **Updates Textiles**

The textile industry's expenditures for modernization through new plants and equipment are expected to rise from an adjusted annual rate of \$700

His Vehicle Pushed Back The Horizon

A tribute to Henry Ford

Perhaps more than any other in modern history, one man wrought an industrial and social revolution in America. It was his name on the car that first carried us from the country to the city, from the city to the country.

It carried man to see his neighbor, a boy to see a girl, and whole families to see places once hidden by close horizons. It became a part of life, even a way of life—and its ignition held the key that brought an unprecedented personal freedom.

It brought industrial change, and a whole new economy. It brought the motor truck and with it totally new concepts of business, trade and commerce.

Although we now live in a jet age and are embarked on a space era, our mobility still rests mainly upon the rubber-tired motor vehicle brought by this man and mass production, to Main Street America and every man's driveway.

It is in this vein that we pause to pay tribute on the Centennial of his birth, to a humble and great man, Henry Ford. History will surely record his great contribution to his fellowman, his country, and to the world.

—From ALABAMA TRUCKER

Bel Canto Group Looked And Sang

A man on the job remarked: "Now and then you hear of someone singing for his supper, so maybe you could sing for your tour of the plant." And so they did—all 25 of them.

Those who heard them offer "Ezekiel Saw de Wheel" and "How Great Thou Art" just inside the main gate, agreed: "out-standing—most inspirational."

They were the Bel Canto Singers of the Boles Home at Quinlan, Texas, taking time out on their Southern concert tour to have a first look at a textile manufacturing operation.

The concert choir of boys and girls 14-19 years of age and the two adults with them stopped at Firestone near the end of their tour which took them to appear-

W. L. Tench...

Gauge Idea Paid \$100

A suggestion on how to reduce the number creel runouts on Termaco splicers earned \$100 for W. L. Tench recently.

The weaving (synthetics) employee had the idea to equip splicers with a full-spool gauge rigged to a limit switch and an indicator light.

Besides fewer creel runouts, his suggestion promises fewer knots to be tied during the weaving process, fewer overrun spools returned to splicers, and elimination of short rolls due to small splicer spools.

The gauge also does away with the need for splicer tenders to decide when spool is ready for doffing, and cuts down on the amount of large pieces which must be spliced on machines not equipped with the suggested gauge.

Other suggestions in recent months, each paying \$10: Relocation of conduit pipes—James Saylor, weaving (synthetics); safety tread in office—John Brandon, main office; chain guard on mower—E. L. Tart Jr., weaving (cotton); relocation of light switch—Frank Ray, industrial relations; rack for test headers—Belledonna Barker, quality control; truck for weaving rods—Gary P. Liles, weaving (synthetics); fan in restroom—Mary Liles, weaving (cotton).



IT WORKS THIS WAY—W. L. Tench outlines his idea of a creel gauge for G. A. Perry, a supervisor in weaving (synthetics).