

Changing faces Of Highway Signs

As you have traveled the highways in recent months, you have begun to notice significant changes in the designs of familiar road signs and markings.

According to the Federal Highway Administration's revised Manual of Uniform Traffic Control Devices, the changes are an effort to help the motorist by combining international highway symbols with U.S. Highway sign shapes.

The new traffic-control symbols, instead of the conventional printed messages, have two major advantages:

- Symbols provide instant communication and overcome language barriers.

- In addition to instant readability, color and shape have a special significance with the new traffic system.

As highway speeds increase, quicker recognition of signs are called for. This need is illustrated by the larger signs along interstate routes.

SHAPE AND COLOR make it possible to quickly recognize the various kinds of highway signs. Most shapes of our present signs will be retained. There will be only slight change in color-coding.

A major change is the "Yield" sign, which will go from black and yellow, to red and white. The only other color change is

the use of orange to show construction and maintenance warning.

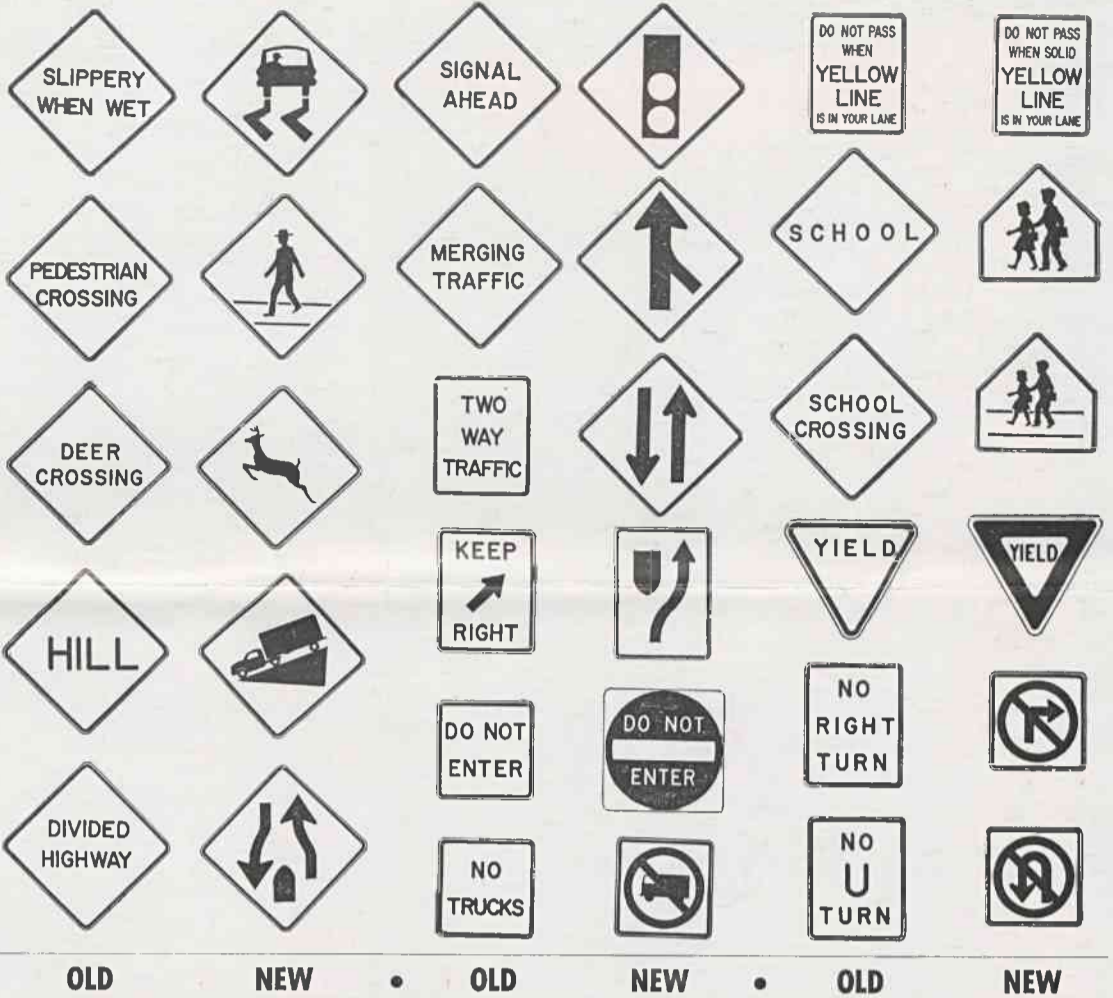
The symbol that is expected to cause some confusion as the conversion process advances is the "Prohibited" or "Don't Do It" marker. This one makes use of a red circle with a slash running through it, painted over a symbol denoting an action that is prohibited.

Gradual changeover to the new system is on a nationwide scale. Some states are now in process of converting to the new symbols. The project with all states must be completed by the end of 1974.

In the meantime, the motorist must be familiar with the conventional and new systems.

EDUCATIONAL PANELS will be used with the signs until the traveler has become familiar with the new markings. The panels consist of written words which tell what the symbol means—this placed on the sign post just below the new symbol.

Also included with the sign changes are changes in pavement markings and traffic signals, all of which are covered



by the National Joint Commission. Changes in signals will be slight, so will likely go unnoticed by the average motorist.

One big change in pavement markings will be on two-lane, two-way roads. A two-line yellow marking system will replace the present three-line white system.

If passing is allowed from either direction, there will be one skip-yellow line. If passing is not permitted from one of the lanes, that side of the road will contain a solid yellow

line next to the skip-yellow line. When passing is not permitted from either direction, the road will be marked in center by two solid yellow lines. In all cases, lines on outside edges of roads will remain white.

THE IMPORTANT POINT to remember: All these changes are for two-lane and two-way roads only. If there is a yellow line in the center of the road, then the two sides of the road will have traffic flowing in opposite directions.

A white line separating lanes

means that traffic in both lanes is moving in the same direction.

For conversion to the new system of symbols and markings, there will have to be a vast educational program by all the States, assisted by the news media, to help the motoring public become familiar with the newly-adopted driving guides.

When the job is accomplished, a driver will be able to travel the length and breadth of the nation and see the same highway symbols wherever he goes.

A Mgt. Trainee; Two Foremen

Gerald Brown of Smith Grove community came to work at Firestone in February, 1968, first helping to start production on the new twistors. With his co-workers he unboxed bobbins, carried water, did general cleaning and ran machines.

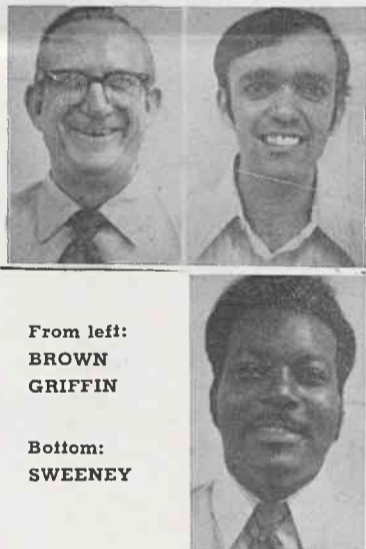
Mr. and Mrs. Brown have two children. Brown enjoys working in the yard and around the house at Smiths Grove. He likes to go fishing whenever he "manages some time."

The foreman on B crew, he enjoys the work environment at Firestone—with radio-equipped ear protectors and paging system.

James Sweeney is also a foreman on B crew at Bowling Green. Sweeney looks back to his first days at work, and the difficulty he had of looping regular and reverse yarn—moving from one side of the machine to the other, keeping the looping in the same direction.

When he began work he had three ply twistors, one cable and one loom started. He has worked as a doffer, also cleaned bobbins and attached identification discs on them.

Sweeney's wife Jessie worked as a beam knitter in Twisting.



From left:
BROWN
GRIFFIN

Bottom:
SWEENEY

His recreation interests are fishing and auto mechanics.

James A. Griffin recently joined Firestone Textiles at Bowling Green as a management trainee. In late 1968 he was employed as a management trainee at the Gastonia Firestone plant.

Early the following year he entered the Army and spent one year in Vietnam before returning to Gastonia in April, 1972. He was then transferred to Bowling Green to continue his management training program.

Griffin has a degree in textile technology from North Carolina State University.

His hobby interests: Fishing, handball, tennis.

Other communities cited were Mount Pleasant, at the top of the list with 10 years safety; and (with 3 to 6 years safety): Beaufort, Clemson, Forest Acres, Cayce, Orangeburg, Walterboro, Union, Allendale, Seneca, North Augusta, Chester, Myrtle Beach, Laurens and Sumter.

Safe To Walk

Bennettsville is one of several South Carolina communities to win 1972 citations from the American Automobile Association for pedestrian safety.

Bennettsville's citation recognized a 7-year record without a pedestrian death.

• A large volume of our tire-fabric production at Firestone Textiles Company is polyester. Could you tell some basic facts about this fiber?

Polyester is one of more than a dozen general names of non-cellulosic manmade fibers, nylon being the pioneer in this classification. Polyester was first produced commercially in 1953. Its fibers are produced from fiber-forming material made from elements derived from coal, air, water and petroleum.

Fibers of polyester are melt-spun. The Man-Made Fiber Fact Book lists some two dozen principal uses for polyester, one of these being tire cord. Among polyester's many characteristics are its great strength, resilience and resistance to abrasion.

Warp & Filling

ALMANAC

• July: zenith of the year. Early harvest, like grapes lush and tangy and watermelons smiling on the vine. The twister operator waxed poetic in his observations on July, went on to note that this month means. . .

Independence Day and its associations of our nation's heritage, our love and loyalty of country; picnics, family reunions, festivals, vacations, early fairs; the joy of hammock-swinging in the shade.

And most of all, the cool sweetness of a drink of mountain spring water back home in Swain County, N. C.

Reminder • Members of Variety Garden Club of Firestone say this is a good month to make cuttings of azaleas and camellias.

Our Heritage • July 4 this year is the 100th anniversary of the birth of U. S. President Calvin Coolidge. Some historians say the 30th President represented the last "grassroots" era of our American history. On In-

dependence Day weekend a commemorative program was held at Coolidge Memorial Homestead, Plymouth Notch, Vt.

Tarte: Course In Firefighting

Alton Tarte, Bowling Green plant maintenance received a certificate of completion for a three-day firefighting course at the University of Kentucky in June. Classes were taught by fire chiefs and an official of Occupational Safety and Health Act program.

Instruction was in service and maintenance of fire extinguishers, fire prevention in industrial plants, service-maintenance of sprinkler systems and fire hose, the most recent OSHA rulings



NCSU
Grad

Wayne R. Booth of Gastonia, became associated with Fieldcrest Mills, following his graduation from North Carolina State University this spring. He received a degree in textiles.

Wayne's mother, Mrs. Banna L. Booth, is a respoiler in TC Twisting at Firestone, Gastonia.

As a senior, Wayne was honored by faculty and students of the School of Textiles—being named winner of the North Carolina Textile Manufacturers Association Award and the Delta Kappa Phi Textile Fraternity "Outstanding Senior of the Year" Award.

He was the only senior this year to receive two awards. Wayne also was recipient of the Textile Prestige Scholarship for the class of '72.

on fire protection. Other instruction was in installation and maintenance of fire doors, fire alarm and ADT systems, welding safety, rescue techniques and evolutions, storage and handling combustible liquids and air packs, and general indoor storage.