PLAINTIFF'S EXHIBIT

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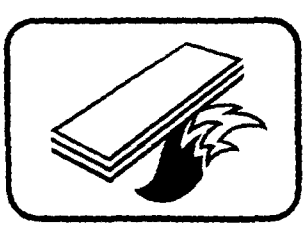
ANNUAL REPORT TO THE MEMBERSHIP

March 15, 1972

SGP 0029215

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Gypsum Association

201 North Wells Street / Chicago 60606

SGP 0029216

REPORT OF THE SECRETARY TO THE MEMBERSHIP MARCH 15, 1972

The past six months has been a busy period for the staff of the Gypsum Association. We have operated with a full managerial staff and believe that, without exception, each specific area of committee and administrative activity has produced excellent results in tangible service to the membership.

NEW LEGAL COUNSEL

As directed by the membership last fall, a program of interviewing and eventually choosing new legal counsel for the Gypsum Association has been conducted. The task force appointed by the Board of Directors reviewed the qualifications of numerous law firms and, after a process of elimination, eventually embarked upon a program of interviewing four firms which seemed the most appropriate to handle Association affairs. The firm of Baker and McKenzie was finally chosen and, effective April 1, 1972, will be retained as counsel.

Mr. Russell Baker, founding partner of the firm, will personally oversee our Association activities. Mr. David R. McDonald will act as principal liaison attorney for the firm.

As time progresses, we will call upon individual specialists from the firm for many specific areas of expertise we have historically handled in the past for our membership.

Of special note is the fact that Baker & McKenzie have offices in many cities throughout the United States. We particularly look forward to a close liaison with their Washington, D. C. office by which we hope to offer our member companies more service in liaison with administrative government offices, trade factors and other Washington-based organizations.

PRICE, CUSHMAN, KECK & MAHIN

Let the record show a most sincere tribute to the many partners and associates of the firm that has guided the Gypsum Association legal activities for over 42 years. It is with sincere nostalgia that we part company.

It is impossible to name the dozens of members of this firm who have assisted in the legal activities of the Association and to whom the industry owes thanks, but two must be singled out -- Mr. C. M. Price and Mr. T. S. Snell, each of whom individually served as principal Association counsel for over 20 years. Special thanks to Mr. C. B. Mahin who has offered his time to assure an efficient transfer of legal activities to the new firm.

SEVERANCE TAXES

Once again, the Association was active in opposing severance tax legislation in three states - Indiana, Kansas and Ohio. The State of Ohio enacted severance taxes against "energy producing" minerals and, although gypsum was listed in the original proposed bill, it was excluded from the final law. Ohio is the 30th state to enact a severance tax in one form or another against the extraction of minerals; however, only one state has a severance tax on gypsum.

The proposed severance tax in the State of Indiana was for funds to initiate a geological survey of all minerals within the state. Final legislation produced an increase in the cigarette tax and no severance taxes were adopted. The proposed legislation in Kansas was defeated by one vote in a legislative committee and in all probability was due to the excellent work of one of our plant managers.

Most of our success in defeating such discriminatory legislation has been due to the participation of plant personnel. We sincerely thank the membership for their efforts in requesting their top plant management to keep us advised of such legislation and, if required, make them available for our efforts in opposition. The new Manufacturing and Mining Committee, comprised of top production management, has been the key to quick liaison to field personnel for this service.

NATIONAL BUREAU OF STANDARDS

We regret to report that we still have not appointed a qualified research associate for special duty at the National Bureau of Standards. This has been a most sincere and important recommendation of the Technical and Building Code Committees for many years and a program which the membership has recently recognized as necessary. However, the appointment of an industry man who will return to industry at the conclusion of the program has not been forthcoming.

We have completed an expeditious program of assigning Mr. D. E. Brackett of the Association staff to the Bureau for two separate tours of duty on a "visitor" status. His work has convinced all of our technical people of the importance of a longer and more important associate program. It is hoped that the membership can resolve this situation at the annual meeting.

IMPACT TESTS

Congratulations are in order to the Materials Handling and Traffic Committees who were successful in the solution of one of our major transportation problems. We reported at the semiannual meeting last fall that our over-the-road test program with the Association of American Railroads concerning the loading specifications of our bulkheaded flatcars was in jeopardy. This indeed, proved to be true and the AAR withdrew from the program because many of our test cars were incorrectly loaded, some of which resulted in damaged shipments.

In an effort to rescue our program, our committees offered to conduct impact tests at Sweetwater, Texas to be witnessed by both gypsum personnel and railway personnel of the AAR. These tests were completely successful and resulted in the railroad accepting approximately 80 per cent of our recommended loading procedures. Messrs. Kiehl and Friedlein will report in detail on these tests as well as show motion pictures of the results.

TRADE FACTOR ASSOCIATIONS

As we reported at the last semiannual meeting, as well as one year ago, there have been more and more requests from various trade factor associations for cooperative industry promotional and advertising programs which would involve expenditures of major proportions. While these requests have for many years been aired with the Promotional Committee and staff members of the Association, this is no longer satisfactory to some of our trade factors. These requests are now being made directly to our member companies. It is interesting that requests for more industry promotion and advertising to compete with non-gypsum products and systems is the ultimate goal of many of us in the industry. The Promotional Committee, particularly, has requested authority and funds to initiate such programs, which were denied. It is hoped that the membership will approve funds this year to begin a more appropriate industry program and one that perhaps might satisfy the crying need of our trade factors for such activities.

BUDGET AND FINANCIAL MATTERS

Included in the Directors' copies of this report is the proposed budget for the 1972-73 period. After over five years of reduced tonnage, it now appears that some of the programs that have been held in abeyance during this time could finally be initiated. Applying last year's assessment rate of 3-3/4¢ per ton to the tonnage reported for 1971, the Association would realize an income of approximately $395,000. It is recommended that this amount be assessed against the membership and one-half of the amount be due and payable April 15, 1972.

NEXT MEETING

The semiannual meeting of the Gypsum Association will be held at Silverado Country Club, Napa, California during the first week of October, 1972. The membership meeting will be held on October 4 and 5 and the Board of Directors will meet on Friday morning, October 6.

Respectfully submitted,

A. Victor Abnee, Jr.
Secretary

REPORT OF THE
PROMOTIONAL COMMITTEE
TO THE MEMBERSHIP
MARCH 15, 1972

The Promotional Committee of the Gypsum Association held a task force meeting in conjunction with the GDCI Convention March 7, 1972 in Las Vegas and the full committee is meeting the day before the annual meeting. My verbal report will include the actions taken at those meetings.

The most important matter before the committee in the past year has been the problem of lead-based paint poisoning as it relates to the gypsum industry. Public Law 91-695, passed by Congress in December, 1970, requires that paint with over 1% lead content be made inaccessible to small children who may suffer mental retardation or even death when they consume chips of such paint. Public Housing authorities have estimated that there is over one billion feet of such area that must be eliminated. Because such lead-based paint must be completely removed before other paints are applied, the use of gypsumboard as a protective cover is most practical and economical. At the last Association annual meeting, a task force committee was established, consisting of the present and immediate past chairmen of the Promotional, Technical and Building Code Committees. The task force was charged with the responsibility of looking into this major potential market and establishing guidelines for Association activity in this area.

This task force determined the need to develop and circulate a set of specifications detailing the use of gypsum products to cover lead-based paint and an informational program aimed at both the consumer and concerned public officials. Both of these objectives have been vigorously pursued by the Promotional Committee.

The specifications were developed by the task force and at this writing 20,000 copies are in circulation. The manual is currently in its second printing. A second, simplified, version of these specifications is currently being prepared for distribution at the "do-it-yourself" level. On the informational level, individual letters have been sent to the mayors of all larger cities, pointing out the problem and the advantages of using gypsumboard as the solution. Similar, personalized letters have also been widely distributed to public health officials, real estate and building management groups, League of Women Voters, Rotary Clubs, and others. Feature stories have also been widely circulated to daily and weekly newspapers as well as radio stations. Response from radio stations has been particularly gratifying to date with 142 stations responding to the story and requesting more than 1,000 of the specifications for distribution to their listeners.

The original Lead-Based Paint Poisoning Act is due to expire this year. New bills, aimed at keeping the law alive and increasing expenditures, have been introduced in the House and Senate.

The Promotional Committee has been active in soliciting support for these bills from concerned citizens groups. We are particularly gratified by the cooperation and active interest of federal, state, and local officials who recognize the advantages of using gypsum-board as a solution to the problem. We will keep the membership advised on current developments in this area. It is the consensus of the committee that Association activity relating to the lead-based paint poisoning problem has been exceptional and should be continued as the developing situation warrants.

The production and distribution of Association literature continues at an all-time high and its use by member companies is most gratifying. Distribution of literature through architectural and construction schools, contractor associations and the greatly expanded direct mail program has almost doubled in the past year. Over 73,000 individual pieces were purchased by member companies, more than 35,000 pieces used in schools and 8,500 purchased by contractor associations. An additional 64,000 were requested by and distributed to trade factors. New literature is being prepared as needed and existing publications updated under the direction of the committee. Samples of this work will be available at the annual meeting.

Responses continue to come in to the Gypsum Association offices from our Fire-Fighter (nee Fire-Block) advertisements in 1971 editions of "Building Manual" and "Vacation Homes" magazines.

The names of individuals and firms making direct inquiry as a result of these ads are being distributed to all member companies. To date more than 30,000 pieces of literature on Fire-Fighter have been distributed. Acceptance of this product by municipalities around the country as well as model building codes and Operation Breakthrough, are encouraging. Promotional activities in this area thus far have been conducted with minimum expense with funds originally specified for other activities and diverted for this purpose.

The film "Beauty - With Safety" is still being shown by staff personnel, as is "Fighting Fire With Science," produced by the Walter J. Klein Co. and narrated by Raymond Burr. The latter film, sponsored jointly with 11 other groups, is currently in distribution to TV stations and community groups throughout the country. The Gypsum Association film library lent a total of 529 films to various schools and educational organizations during 1971.

Trade relations activities, the Promotional Committee's continuing cooperative liaison with the various gypsum contractor associations, has proved again to be one of the most important functions of the committee. Liaison and coordination of convention activities, technical and business management programs and use of literature by our large customer groups is invaluable. We feel that this Association activity must be maintained and increased from its presently reduced level. At the March, 1972 GDCI Convention

in Las Vegas, for example, the Association made a substantial contribution through presentation of a 4-hour symposium on shaft-type walls with member company experts covering key points. The Association-sponsored reception was one of the meeting highlights. Held in the exhibit area, this reception afforded the opportunity of face-to-face continuation of the symposium question and answer period in the manufacturer's own booth.

The Promotional Committee continues to seek out areas in which it may be of assistance to other committees and actively solicits requests for such aid. For example, we are currently working closely with the Manufacturing and Mining Committee in the exploratory stages of that committee's possible project of a slide presentation at the plant level on pollution - an extension of the brochure, 'We Live Here Too" - another joint project of the same two committees last year.

It is the consensus of the Promotional Committee that a major public relations program is needed by the gypsum industry. It is essential if we are to hold our own with competition such as sprinkler systems, paneling, concrete block, fire retardant treated wood, exposed masonry, etc. As outlined in my semiannual report, the Promotional Committee has long been operating on an austerity budget. It is the unanimous feeling of the committee that promotional activities should be expanded.

As a first and most important step, the committee has in readiness a new consumer movie on the over-all fire resistance of gypsum products which would also emphasize sound control, durability, lightness of weight, economy and other inherent advantages. A proposal for such a film was presented by the Promotional Committee at the semiannual meeting last fall and the Board of Directors recognized its need. It is the strong conviction of the committee that work on this film should be started now! With this in mind, several proposals have been reviewed and it was the unanimous committee decision that Chenoweth films (producers of our highly-successful Beauty With Safety) should produce a 25-minute film based on their proposal. The film will have strong consumer appeal and be aimed particularly at the mass TV market. The Promotional Committee is asking for a commitment to produce the film during the coming year on a budget of $23,000. We request $2,500 preparation money now with the balance placed in a contingency fund to be released following presentation and approval of preparation work. There is a wide available market for this kind of film and it would be a potent promotional factor reaching literally millions of potential buyers. The committee firmly believes that development of this film should be initiated without delay as the first and key step in an over-all expansion of Association promotional activities.

Respectfully submitted,

Donald W. Miller

Donald W. Miller,
Chairman

REPORT OF THE
TECHNICAL COMMITTEE
TO THE MEMBERSHIP
MARCH 15, 1972

The eighty-eighth meeting of the Technical Committee was held on January 25, 26, and 27, 1972. The meeting was attended by nine representatives from six companies and five Association staff members.

This meeting was held immediately preceding the meetings of ASTM Committee C-11 on Gypsum. Consequently, travel expenses were saved and representation was better for both committees.

The committee re-confirmed its previous recommendation to submit all application standards to the American Society for Testing and Materials (ASTM) rather than continue to work with the American National Standards Institute (ANSI). The standards involved are (1) Gypsum Plastering, (2) Interior Lathing and Furring, (3) Reinforced Gypsum Concrete, (4) Application of Gypsum Wallboard, and (5) Installation of Steel Framing Members to Receive Screw Attached Gypsum Wallboard and Backing Board.

Since the most urgent of these standards is the installation of steel framing, it was decided to submit this to ASTM immediately and hold the others in abeyance until it has received preliminary approval.

Mr. John A. Robertson reported on the excellent relationship that has been established between the Association and the National Bureau of Standards. This rapport has resulted primarily from the symposium conducted last May and our contributions to the Lead-Based Paint Program.

The research associate program with the National Bureau of Standards was discussed. Although the Board of Directors has authorized the pursuance of this program, no qualified candidate has been found. The Technical Committee was requested to recommend candidates from their companies since it is extremely important that the associate be from our industry.

GYPSUM LATH AND PLASTER

Work on the gypsum plastering and interior lathing and furring specification is continuing even though they will not be submitted to ASTM until the screw stud framing specification has been approved. These application specifications will be ready for submission when needed.

Revisions were made to ASTM Standard C-59 "Specifications for Gypsum Molding Plaster" to include casting plaster. This revision was subsequently presented to ASTM Committee C-11 and was submitted to letter ballot of that committee.

Revised draft of the Manual of Gypsum Lathing and Plastering was distributed to the task group for final review prior to publication. It was recommended that the Association obtain new photographs for the manual (rather than solicit from member companies) to be sure that they do not show any violations of the new OSHA safety requirements (hard hats, safety glasses, etc.).

It was reported that the National Fire Protection Association is hesitant about revising the National Electrical Code to allow less than 1/2" of plaster over electric heating cable. ASTM "use" specifications for radiant heat plastering will be developed in an attempt to gain NFPA approval. In the meantime, it will be determined as to what NFPA would require to revise the code.

Revised draft of a proposed veneer plaster manual was distributed for review by the task group. New photographs should be taken for this manual as for the Manual of Gypsum Lathing and Plastering.

GYPSUM WALLBOARD, BACKING BOARD, AND SHEATHING

ANSI specifications A97.1 (application of board to wood framing) and A97.2 (installation of metal framing) have been approved by ANSI. A97.1 has been printed and copies are available. Printers proofs of A97.2 were reviewed and found not to contain numerous

corrections made by the Technical Committee in March, 1970. Although these corrections are not catastrophic in nature and will probably cause no trouble, they should have been made prior to ANSI approval. Because of ANSI policy, it is impossible to make these revisions before the specification is printed. The committee unanimously agreed that a minimum number of copies be printed for the ANSI membership and that no copies be distributed by the Association. In the meantime, every effort should be made to have this specification promulgated by ASTM as soon as possible. At the subsequent ASTM meeting, the currently revised specification was approved for submission to subcommittee letter ballot. Should no adverse pressures be encountered, the specification can be approved before the end of 1972.

Specifications for the "in-plant" application of gypsum-board have been tabled. With rapidly changing technology of "factory-builts", it would be nearly impossible to write a meaningful specification. In the meantime, should application specifications become necessary, the current specifications for conventional application can be used.

Copies of a new specification for the application of fire barrier gypsumboard were reviewed and were subsequently approved for submission to ASTM subcommittee letter ballot.

Test methods have been finalized for the gypsum wallboard performance specification. This standard is being revised to specify performance characteristics rather than characteristics that do not necessarily determine performance. It is expected that the limits will be established and the specification submitted to ASTM after the next meeting of the Technical Committee.

It was reported that the National Bureau of Standards had forwarded their report on Lead-Based Paint to HUD for presentation to the Congress. It is understood that the principal corrective means for covering lead-based paint walls is gypsumboard.

It was reported that a committee has been formed from the three model code groups to draft a rehabilitation specification and that HUD was also occupied in writing such a specification. A task group was assigned to develop an Association rehabilitation specification based on the current lead-based paint specification for presentation at the next meeting.

A task group was assigned to investigate the feasibility of developing a specification for gypsumboard for exterior use as a substrate for texture type finishes.

Upon recommendation of the Building Code Committee, the Technical Committee is considering the possibility of gaining approval from the National Fire Protection Association for use of gypsumboard in air conditioning and ventilating ducts. The

Association staff will determine from NFPA the tests necessary for such approval. A request for budget to conduct these tests will be presented at the Annual Meeting.

Fire-Fighter (roof membrane) gypsumboard has not realized the sales volume that had been anticipated. A number of comments have been received at the Association office that the product is not available in relatively small quantities. The product, as specified by ASTM, is special in that it has a type X core and an anti-mildew treated paper. Proposal was made at the Technical Committee meeting to make a standard product (gypsum sheathing; backing board; regular type X board) available for use as a roof membrane barrier. Should a non-type X product be offered, additional burn-through tests may be required. Regardless of the standard product offered, it would not have all the properties required in the currently approved ASTM specification. The Technical Committee requests the guidance of the Board of Directors as to the need for supplying and gaining approval of a standard gypsumboard product for roof membrane application.

SOUND

Sound data are needed to bring the Design Data - Fire Resistance manual up-to-date. It is estimated that sound tests on six to eight floor-ceiling assemblies would be required for complete coverage. The committee recommended that (1) no assemblies be

tested on which it appears that the sound transmission would be less than 45 STC (code requirements are usually 45 STC or greater) and (2) no proprietary assemblies be tested. A further report and budget request will be made at the Annual Meeting.

FIRE TESTS

Tests conducted at the University of California failed to increase the rating of Class C asphalt shingles to Class A with the use of Fire-Fighter board. The only possible solution to the economic use of Fire-Fighter board with asphalt shingles appears to be the use of staples for application with the gypsum-board stiffening the 3/8" plywood sheathing to allow the stapling system. The use of staples is being investigated.

The Design Data - Fire Resistance manual was completely reviewed with additions, deletions and corrections made where necessary. Resolution was passed that all unsymmetrical partitions shall be clearly labeled as to which side (or both) was exposed to fire during the fire endurance test. The 1973-1974 edition of the manual will be finalized at the next meeting.

UL publishes a "finish rating" for fire endurance tests. This is obtained from temperature measurements on the studs or joists immediately behind the surfacing material. The explanation of this "finish rating" is not clear and often leads to misinterpretation by building officials. The committee recommends that

the Association (preferably in a letter signed by the President) strongly request a clear definition of "finish rating" from UL and its Fire Council.

The fire test program geared toward "in-factory" built housing and Project Breakthrough proposed to HUD has been delayed at least until July 1 because of lack of funds. A task group was assigned to work with HUD when funds become available. As the result of the delay, the Technical Committee recommends rerunning the lot line fire test that failed by 3 minutes on September 23 with slight modifications in the system. Budget of $4,000 is requested to run this test.

The series of corridor fire tests being conducted by the California State Fire Marshal has been delayed at least until mid-March. The Association has completed its contribution of materials for the facility. These tests will be followed closely and a report will be issued upon their completion.

The committee recommends that full design load be imposed on all load bearing assemblies during fire endurance tests. Every effort will be made to revise ASTM Test Method E119 to require full design load and that the load not be changed during the test period.

The Building Code Committee advised that questions have been forthcoming from code bodies pertaining to the validity of monolithic floor-ceiling fire rated assemblies when lights and ducts

penetrate the surfacing material. A task group was appointed to study the problem and recommend a test program, if needed. A further report will be given at the Annual Meeting.

The American Iron and Steel Institute is attempting to revise fire endurance requirements for exterior walls to allow exposed steel. The revision would allow failure only from load or flame -- not from temperature. The committee recommends that the Association oppose any change in ASTM E119 (fire endurance) in which present heat transmission criteria are altered.

A racking test program consisting of 16 assemblies was developed to satisfy seismic considerations for ICBO as well as requirements for factory-built housing. Upon receiving bids from two outside laboratories to conduct these tests, it was decided to table the full testing program and to run only one assembly at this time. This test will determine the effect of current lightweight board on racking strength (compared to previously tested heavier 1/2" board). Results of this test will determine the future course of action.

A proposal was made to develop performance criteria for dry shaft walls. A task group was appointed to determine the feasibility of writing a generic specification for these systems, all of which are proprietary.

Respectfully submitted,

John D. Shull

John D. Shull
Chairman

REPORT OF THE
BUILDING CODE COMMITTEE
TO THE MEMBERSHIP
MARCH 15, 1972

The Building Code Committee held its winter meeting on January 30, 1972. This was the only meeting of this committee since the semiannual meeting of the Association last fall. The group continues to have the active participation by building code representatives of six of the member companies.

It is obvious from the discussions in the committee that each of the member companies is most active in administering assembly approvals, listings, and memberships, and spending much time and travel for the personnel involved. When this matter was called to your attention last fall in a discussion of industry expense that might be reduced, the Board of Directors requested the committee develop a statistical analysis of the cost of building code activity insofar as gypsum was concerned. Most of the committee members have made such a study within their companies; however, it was the consensus that each member should proceed with this activity alone. If the membership is still interested in developing this information, it would seem the answer would be to gather the data on the monies spent on building code activity in a questionnaire distributed through a confidential agent, such as the Harris Trust or Peat, Marwick, Mitchell and Co.

The Association's activities relative to the several model code groups continue to be an important consideration of the committee. Efforts have been successful in gaining the acceptance of the Fire Resistance Design Data manual by the Southern Building Code Congress and, furthermore, Fire-Fighter gypsumboard has been given permissive approval under the Southern Building Code.

The ICBO situation concerning the acceptance of the Fire Resistance manual is still not totally accomplished. A two-pronged approach has been made in an effort to allow additional assemblies to be included in the 1973 printing of the Uniform Building Code. The principal effort is to obtain acceptance of the manual in total. Barring this, action has already been started to obtain acceptance of some 120 generic assemblies to be included in Table 43 of the Code in the proper categories. Success either way will be determined in the coming months and covered in subsequent reports.

Request for approval of the 1971-72 edition of our Fire Resistance manual has been sent to a BOCA subcommittee for their action. At this time, the committee has not met and thus the 1967 edition remains as the approved fire resistance reference. BOCA has made several revisions in their code changes procedures which are being scrutinized by all of the industry. The updating of all standards referenced have been turned over to various committees for approval or rejection where, heretofore, the membership has had

an opportunity to act on these matters. Regardless of this change of BOCA policy, a number of jurisdictions have formally adopted the latest edition of our manual and many use it as the most complete and up-to-date publication concerning fire resistance and sound-rated assemblies.

Fire-Fighter gypsumboard has not been accepted for inclusion in the BOCA Code, but field investigation reveals a number of code jurisdictions have insisted on its use where wood shakes and shingles are used. The Uniform Building Code accepts Fire-Fighter as an acceptable alternate system and, as reported six months ago, additional jurisdictions are granting variances or outright approval of this product concept.

The exploratory tests with Fire-Fighter gypsumboard beneath Class C asphalt shingles in an effort to upgrade them to Class A were held at the University of California last November. Unfortunately, these tests did not develop the values required and only increased Class C to Class B. Any use of Fire-Fighter gypsumboard with asphalt shingles will depend on promotion by both the asphalt roofing manufacturers and the gypsum manufacturers. The Building Code Committee recommends the Association give approval to continue this approach and those representatives of both roofing and gypsum producers support this effort in the Asphalt Roofing Manufacturers Association.

The National Conference of States on Building Codes and Standards continues to push toward independent third party product certification while individual member states are proceeding to adopt state codes tied in with some certification program. The Association representatives attend meetings of the various groups to be aware of developments and also present the best interest of the gypsum manufacturers.

Developments in the State of Texas with the legislation which was passed last year setting up an official testing laboratory at the University of Texas for the state continues to be a potential source of added cost and inconvenience to our membership. As soon as more specific information relative to further implementing this Act by making it mandatory becomes available, the Building Code Committee will recommend action by the Association members having facilities in the State of Texas and/or selling materials within the State of Texas.

The State of California has adopted the Uniform Building Code. Taking an optimistic view of getting the Fire Resistance manual accepted by the ICBO in time for the 1973 printing, we look for a solution to the problems we have faced with the required listing of fire resistive assemblies by the State Fire Marshal in California. In this regard, many member companies have dropped listings in favor of the Association listings with generic assemblies.

The Building Code Committee continues to emphasize the necessity to identify gypsum products with a marking or identification indicating the material meets the proper ASTM standard. Such recommendations have been passed on to both the Promotional and Manufacturing and Mining Committees. Requests from building officials continue to be received, asking that all gypsum products be identified with the appropriate ASTM standard. Our committee feels that these requests could become mandatory if voluntary actions are not initiated in the immediate future.

Underwriters' 1972 publications "Fire Resistance Index" and the "Building Material Directory" are now published. These two books represent a division of the "Building Materials List" which for years had been published each January. The "Fire Resistance Index" is very similar to the Gypsum Association "Fire Resistance Design Data" manual and will be competitive in further acceptance of the Association's manual within building codes. In answer to a direct question, Underwriters' have indicated they plan to actively promote their "Fire Resistance Index" for adoption under building codes as the official document listing assemblies proven by UL tests. They will actively promote the value of their inspection and label service in support of the index.

Plans are being made to have an early meeting of the Association liaison committee with Underwriters' to review this and other matters. The membership is reminded of the recommendation that top management people of the various member companies attend the next meeting with their technical people to emphasize the need for more progressive revisions in our UL programs.

There is continued activity in many communities around the country to adopt sound control ordinances which would result in higher resistance values for separating public areas from living areas and one occupancy from another. Generally, this will result in requirements for more gypsum since it requires a more sophisticated assembly or a greater amount of gypsum to provide a 50 STC separation than to provide one or two-hour fire resistance.

A bill to create a National Institute of Building Services has been the subject of some Congressional hearings. The National Academy of Science has set up an ad hoc committee to oversee the programs as outlined by this bill and are working on various aspects such as fire resistance, structure, sound and other basic requirements which will be found in the HUD and Operation Breakthrough and governed under this bill. Certain organizations have already indicated support of the principles of the bill. The Gypsum Association is being requested to consider formally supporting the bill. It is suggested that prior to the annual meeting, the members consult with their company attorney relative to this bill.

Those of you who have followed the activities of the Building Code Committee for the past several years may recognize that problems are increasing and that the Association is devoting more staff personnel and time to building code work. Referring to the opening subject of this report, the reasons are obvious. More communities are charging fees for approvals of materials and assemblies, those who had fees in the past are increasing them, many who had fees for the first approval are now requiring yearly reviews at a fee and so the total cost of building code activity to the member companies is increasing. The only way this cost can be controlled in the future is to support the Association activity insofar as gypsum is concerned to reduce or eliminate individual costs.

The closing paragraph in the building code report submitted last fall is still apropos. The Building Code Committee continues to analyze the pros and cons of a uniform national building code. Uniform interpretations remain a problem for both the builder and producers. Serious consideration needs to be given to this possibility and how it might affect our industry. Our committee still supports the model code concept, but multiple fees, engineering interpretations, and the obvious steps being

taken by some of the model code groups to further disassociate themselves from all input into code changes recommended by industry will continue to command this committee's close and continuous scrutiny.

Respectfully submitted,

C. E. Abbey

C. E. Abbey,
Chairman

REPORT OF THE
TRAFFIC COMMITTEE
TO THE MEMBERSHIP
MARCH 15, 1972

The Traffic Committee held its spring meeting in New Orleans, Louisiana on February 9 - 10, 1972, jointly with the Materials Handling Committee.

It appears 1972 will be a year of relative calm, at least as far as labor relations in the transportation field are concerned. Much of the labor entanglements were resolved in 1971, and for the most part will not become a major issue again until about mid 1973.

With this calm, and the economists' forecasted "good year", we anticipate 1972 will be a busy transportation year, but not without its challenges.

CAR SUPPLY PROBLEMS

Car Service Order 1063, originally effective on March 1, 1971, dealing with the movement and handling of empty and loaded cars and containing storage charges for holding cars assigned to the exclusive use of specific shippers, was vacated and set aside on November 19, 1971.

Presently, there is no Car Service Order in effect that relates to or creates a burden on the general movement of rail cars for the gypsum industry.

Availability of general service cars throughout the entire country still is of great concern to the shipping public and various federal legislative attempts at relieving this problem are before Congress.

CAR CLEANING CHARGES - DEBRIS REMOVAL

On October 29, 1969, the Interstate Commerce Commission issued a press release notifying the public and railroads that Rules 14, 27 and 30 of the Uniform Freight Classification imposed upon consignees the duty to fully unload carloads of freight, including the duty to remove all dunnage, debris and other foreign matter connected with inbound carload shipments. This interpretation by the ICC became the basis for various complaints and a court decision, and subsequently, the Commission instituted an investigation on its own motion entitled Docket No. 35237, Consignees' Obligation to Unload Rail Cars in Compliance With Carriers' Published Tariffs.

The ICC has now issued its decision in Docket 35237, finding for their original interpretation, except that the obligation does not include removal of paper and wooden grain doors, and other grain door debris related to the transportation of bulk grain products.

Still to be resolved is the matter of I & S 8363, Sub. 1, Special Unloading Charge, proposing a $25.00 car cleaning charge. Originally published to become effective in 1967, subject was vigorously protested by shippers, and has been voluntarily postponed a number of times by the rail carriers pending a final decision by the commission.

LEGISLATIVE SUBCOMMITTEE REPORT

Various proposals are pending before Congress relating to transportation. The most recent and more important of these measures are a) "Fast Freight Systems Transportation Act of 1971", the so-called FASTCOR bill, Senate #1729; b) "Transportation Assistance Act of 1971", Senate bill #2841; and c) "Transportation Regulatory Modernization Act of 1971", Senate bill #2842.

The "Fast Freight Systems Transportation Act" is primarily aimed at establishing a national freight car corporation, quasi-public, originally labor backed, but now modified sufficiently to be acceptable to both railroad management and shippers. It would have the power to build, purchase, own, lease and manage new and rebuilt general service freight cars, and to develop data processing systems for the identification of and forecast need for general service cars. With the modifications, it is still uncertain whether this measure will find favor with a sufficient majority to be accepted.

The "Transportation Assistance Act of 1971" basically would provide for government insured loans of up to $3 billion to be used by the railroads for the acquisition of railroad rolling stock and a considerable sum for research into a national rail car scheduling and control system. It would also provide some relief in the area of property taxes.

The "Transportation Regulatory Modernization Act of 1971" would provide easier abandonments by railroads, allow easier entry into common carrier trucking, restrict collective carrier pricing by rate bureaus, give carrier managements greater freedom in pricing their services, and encourage more prompt action by states in acting on intrastate application of general rate adjustments conflicting with interstate applications.

CAR DEMURRAGE RULES AND CHARGES, NATIONWIDE, I & S 8577

As reported to you previously, this subject involves proposed changes in demurrage rules and charges made in January, 1970, and originally to become effective on September 1, 1970, opposed by a considerable number of shipper groups, and subsequently set for suspension and investigation by the Commission. Suspension was to terminate on March 31, 1971, but the ICC delayed cancellation order to April 30, 1971, finding the proposed changes not shown to be just and reasonable. The railroads petitioned for reconsideration and subject again went to the ICC for further decision.

The Commission ultimately found the proposed increased charges just and reasonable, but the proposed new rules were found not just and reasonable, and were ordered cancelled. The appropriate charge at each demurrage level increased twofold. The only matter now to be resolved is the petition by shipper groups for an order requiring the railroads to pay refunds. We do not anticipate problems in this area since the Commission originally required the railroads to keep accurate account charges received while the decision was pending.

STRIKE DEMURRAGE CHARGES, NATIONWIDE, I & S 8586

In the original proposal to increase demurrage charges and change various rules, included was a proposal to increase the strike charge provision from $4.00 to $5.00 per car per day. This strike charge applies when interference in the movement of rail cars occurs as a result of a strike at customer's plant. The increased charge was due to become effective on October 1, 1970, but was suspended in I & S Docket 8586 to April 30, 1971, then further postponed to November 14, 1971. At this time, the ICC issued its order finding the proposed increase not justified and ordered the schedules cancelled on or before December 23, 1971.

PROPOSED SURCHARGES FOR IMPOSITION IN STATES WHERE EXCESS CREW LAWS APPLY

Various surcharges have been proposed by railroads to apply on freight traffic moving from, to, or within specific states that still have old "excess crew" laws on their books. These old laws say, in effect, that railroads must operate their trains with a specified minimum number of crewmen. The railroads have been fighting these old laws, trying to have them repealed, in order to reduce redundant and unnecessary operating expenses. Surcharges have been proposed for New York, Indiana, Ohio, Arkansas and Wisconsin.

As a result of concerted efforts by railroads and the shipping public, New York has repealed their law completely; the Ohio repeal bill was passed by the House and is presently before the Ohio Senate; Indiana has just signed a law that does not repeal the old law, but provides that collective bargaining agreements will take precedence over the old law; the subject has been placed on a referendum ballot in Arkansas and is currently pending; and Wisconsin also has a bill pending before the Senate.

Your joint Traffic and Materials Handling Committees have agreed to participate in efforts to have these old laws repealed to the extent member companies have operations in the affected states, or that other states, with such archaic laws become involved. In this regard, the Association will act as liaison in the gathering of information and data, and will work closely with the Manufacturing and Mining Committee in the concentration of efforts to have such measures repealed.

SGP 0029251

EX PARTE 270 - SUB. 2 - INVESTIGATION OF RAILROAD FREIGHT SERVICE

The ICC opened a new investigation into the deficiencies and problems of railroad freight service to be handled in conjunction with their probe into the Railroads' Freight Rate Structure - Ex Parte 270. A specially devised standard complaint form was initiated for shippers to complete and forward to the Commission outlining service problems. Shippers are encouraged to file these complaints with the Commission. The Commission has set pleading dates and advised that initial statements should relate to such matters as a) Practical and meaningful guidelines relating to the quality of railroad freight service; b) Standards relating to the quality of that service; c) Measures of performance against those standards; and d) The necessary controls to improve and maintain performance standards.

GENERAL RAIL FREIGHT RATE INCREASES

On February 1, 1972, the ICC approved a request by the nation's railroads for a 2-1/2% emergency surcharge to be applied on rail freight shipments, effective February 5. Stipulation was made that surcharge was to be removed and terminated no later than June 5, at which time it is expected the railroads will have determined and published a permanent general increase. The 2-1/2% increase is called Ex Parte No. 281 - Increased Freight Rates and Charges, 1972, and applies on the charges as computed from current rate levels.

As mentioned above, the railroads will undoubtedly have their permanent general freight rate proposal clearly determined and published to become effective prior to the June 5 deadline. On February 10 - 11, 1972, the top officials of the three railroad rate territories met in Chicago and decided on their permanent proposal. Details have not been disclosed, but it is believed that selective commodity increases ranging up to 10% will be sought.

Further compounding the railroads' problems, the Price Commission on February 10 ordered a temporary nationwide freeze on all rate increases requested by privately owned utilities until March 10. The Interstate Commerce Commission immediately issued Ex Parte No. 280, Special Procedures for Tariff Filings Under the Wage and Price Stabilization Program which postponed indefinitely any proposed rate increase due to become effective February 10 or later.

REORGANIZATION OF MATERIALS HANDLING AND TRAFFIC COMMITTEES

The joint spring meeting, held in New Orleans on February 9 - 10, 1972 was conducted under a completely revised format. It was felt, since the subject matter of the two committees is so closely related, that the revised agenda format would generate additional interest in matters heretofore considered important only to each respective committee. This new format proved quite satisfactory to all members present, and was unanimously accepted for future application. The name of the committees will remain unchanged for the present time.

ASSOCIATION OF AMERICAN RAILROADS

The Gypsum Association conducted an impact test program in Sweetwater, Texas, March 1, 1972 which proved quite successful. The Association of American Railroads approved the industry loading submittal for cushion underframe equipment shipments. Two hundred over-the-road test cars have been assigned to further test our submittal on conventional draft gear equipment. Further details on the impact test results and proposed training film to instruct plant warehouse personnel on proper loading methods will be covered in Mr. Kiehl's report.

A further report covering industry transportation subjects of interest will be made at the Annual Meeting.

Respectfully submitted,

J. D. Friedlein

J. D. Friedlein,
Chairman

REPORT OF THE

MATERIALS HANDLING COMMITTEE

TO THE MEMBERSHIP

MARCH 15, 1972

The Materials Handling and the Traffic Committees met jointly on February 9 - 10, 1972 at New Orleans, Louisiana. The Traffic Committee agenda was reviewed first in order to permit any excess time to be spent on materials handling and joint agenda subjects.

The most important item on the agenda was the test program being worked on cooperatively by the Association of American Railroads and the Gypsum Association.

This and other significant items discussed at the meeting are summarized in the following:

MATERIALS HANDLING MANUAL

The second edition of the manual was prepared in such a manner that rapidly changing factors involved in handling gypsum products can be updated by preparing new replacement sheets for items such as trucking, safety and product storage methods. The report on assignments covering items considered for inclusion in the future edition of the manual are covered in the following:

Improved Materials Handling Procedures

New developments in the materials handling field include the design and trial of a plastic molded wedge block to replace the wood wedge presently in industry use. A unit cost of $15 has been developed and sufficient units were ordered to permit an economical production run by the manufacturer. Specifications will be developed for inclusion in the manual.

An initial outline report covering handling equipment used in making delivery of gypsum board at the site of construction was reviewed. This information will be further developed and upgraded to provide several pages for inclusion in the manual showing the various types of equipment used. Other items being considered for the manual are:

- A specification covering the minimum requirements for poly tarp truck and rail car covers.

- A loading diagram covering the shipment of metal pails of joint compound by rail and by truck.

- Loading diagrams covering several methods of loading paper rolls on trucks.

- Use of shrink film packaging of gypsum board.

- Fork specifications for lift trucks.

ASSOCIATION OF AMERICAN RAILROADS

The test load car shipment program, which was approximately 50% complete, was suspended by the AAR based on their claim that sufficient damage had occurred on cars in transit to indicate the proposed loading methods were unsatisfactory. The AAR claimed sufficient load shifting and straps broken to justify their position.

A joint Gypsum Association - AAR Loading Rules Committee meeting was held in Chicago on January 26, 1972 to review the test program.

The Gypsum Association countered AAR charges by reviewing the AAR reports which indicated that of the 138 test cars completed, 105 had no exceptions, no shift and no damage; 17 had exceptions, no shifting, no damage; 15 had exceptions, shifting, no damage; and only one car experienced damage. The 33 cars with load exceptions primarily involved shifting or loose or broken bands. The Gypsum Association concluded that the cause of shifting and board breakage resulted in corrective action and the program was therefore successful.

After considerable discussion and suggestions on the part of the various AAR members, the Gypsum Association proposed a load test program which included cooperative impact tests plus standards, to insure proper tensioning of unit and sway bands and pack-out of each board width to compensate for sub-standard equipment or road beds.

Cooperative impact tests were held in Sweetwater, Texas on March 1, 1972 which confirmed the Gypsum Association position that properly loaded cars will prevent product damage. There was no damage to the cushion underframe cars when impacted at 8 mph. Similar tests on a conventional car indicated slight shift but no damage. Following the impact tests, the GA - AAR met. Based on the test our loading submittal was approved for loads shipped on cushion underframe equipment only and it will be published in the AAR General Rules later this year. An additional 200 over-the-road tests for gypsum loads on conventional draft gear equipment were initiated. Test plant assignments have not as yet been made. It is anticipated that the 200 test cars will be completed and our submittal amended to cover the conventional car loads by the end of this year.

The impact tests were documented by filming both car loadings at plant site and each test. Your chairmar plans to present excerpts of these films at the annual meeting and request the necessary budget to produce a training film for industry warehouse loading personnel. In view of the recent acceptance of our loading submittal for cushion underframe equipment, which now becomes a mandatory AAR loading standard, it is felt that such a training film is essential at this time to visually instruct plant warehouse personnel on proper loading procedures for rail shipments. The chairman will report further on this subject at the annual meeting.

The Materials Handling Committee has requested the assistance of the Manufacturing and Mining Committee to assure full support by industry plants in loading railcars in accordance with the now AAR mandatory loading standards.

BUNDLING TAPE ELIMINATION

The Materials Handling Committee, at the request of the M & M Committee, has studied this subject further. It is felt that there are a number of advantages in eliminating end bundling tapes, including one of significant economic value. There are a number of disadvantages not yet clearly defined. It is interesting to note there is a decided increase in the amount of materials shipped without end bundling tape.

No active program is currently suggested but it is recommended that the M & M Committee retain this item for future development and consideration.

DUNNAGE CONSERVATION PROGRAM

Dunnage conservation on railcars continues as an item of vital interest although there are no recent developments.

Dunnage conservation on trucks is rapidly developing as an item of increasing concern. This subject will continue to be followed by the committee.

INCREASED EMPHASIS ON SHIPPERS' RESPONSIBILITY ON TRUCK SHIPMENTS

There is a marked increase in legislation and legal action concerning shippers' responsibility in truck shipments which indicates much more attention must be paid to this activity by members of the Association. The Materials Handling Manual will be expanded in this area.

The committees plan to collect up-to-date information showing the volume relationship of truck to rail car shipments in the industry.

TRAFFIC AND MATERIALS HANDLING COMMITTEE REORGANIZATION PLAN

The reorganization task force composed of the chairmen of the Traffic and the Materials Handling Committees studied the committee reorganization plan and made the following two point recommendation which was accepted by the joint committees:

- To obtain more unified action and participation of Traffic and Materials Handling Committee representatives, agenda subjects will be assigned to individual members of both committees and arrangement of agenda format will necessitate full attendance at both sessions.

Each of the two committees will retain their individual identity with no name change at this time.

A further report covering current significant materials handling subjects will be made at the Annual Meeting.

Respectfully submitted,

E. R. Kiehl

E. R. Kiehl,
Chairman

REPORT OF THE
SAFETY COMMITTEE
TO THE MEMBERSHIP
MARCH 15, 1972

This report is being written prior to the meeting of the Safety Committee which will be held on Thursday, March 16 at the Sheraton Poste Inn, Cherry Hill, New Jersey. The meeting was planned to coincide with the Safety Committee's first Safety Seminar which will be held on Wednesday, March 15 at the same location.

It is the opinion of the chairman that the meeting will be devoted to the committee's effort to catch up with its various activities and programs and modify them to more closely reflect the industry's needs in conjunction with the activities of the Federal Occupational Safety and Health Administration and the Environmental Protection Agency. The chairman can not express strongly enough the concern among the committee members with regard to our industry's ability to conform to and to educate our personnel on the new safety standards established by OSHA. This need is especially brought out when reviewing our industry's accident frequency rate for 1971.

As you will note in a later portion of this report, our industry experienced an alarming increase in this vital statistic. The committee believes that a portion of this increase can be directly attributed to the new reporting methods as required by OSHA which became effective in mid 1971.

In keeping with the committee's total concern to keep our industry abreast with the Federal Occupational Safety and Health Administration, the Safety Committee has produced and distributed over 115 slide/script programs to acquaint the management and supervisory personnel of the basic scope, authority and organization of OSHA. In addition to this program, which has been enthusiastically received by our member company plants, the committee has also aimed a major portion of its Safety Seminar at the Federal Occupational Safety and Health Administration.

1971 FREQUENCY RATE

The frequency rate for the gypsum industry has set a new ten year high at 4.75. This new rate reflects a 56% increase in the frequency rate that was achieved by our industry in 1970. In addition to the set of figures which are contained at the end of this report, the following breakdown of the causes of the 998 accidents which were reported within our industry during 1971 may help you in evaluating our new frequency rate.

1.	Disregard of Instructions	121
2.	Operating at unsafe speed/condition	107
3.	Failure to use safeguards/protective equipment	98
4.	Taking unsafe position	317
5.	Inadequate or no safeguard/protective equipment provided	20

6.	Attitude (inattentive, reckless, etc.)	174
7.	Defective machinery/equipment	47
8.	Unsafe layout/method	108
9.	Poor lighting/ventilation	6
		998

Of these 998 accidents 817 can be charged directly to some form of human error.

SAFETY SEMINAR

As mentioned in the opening of this report, the Safety Committee is attempting to revise various phases of its activities to bring them more in line with the needs of the manufacturing plants and, in so doing, is attempting to bring these programs directly to the plant management and supervisory staff. The first Safety Seminar is being held in conjunction with the Safety Committee meeting. If this new program proves as successful as our early indications would predict, the committee would recommend that the seminars be held on a biannual basis in lieu of the Safety Banquet Program.

The format for the first seminar will consist of presentations on vital safety topics by the various members of the Safety Committee with an open forum type question and answer period to follow each speaker. Some of the topics that will be covered are:

"OSHA and the Gypsum Industry"

"Noise and Dust - Measurement and Control"

"Safety and Manufacturing Within the Gypsum Industry"

"Materials Handling and Safety"

"Where Do We Go From Here - Motivation"

These titles cover only the presentations to be delivered by members of the Safety Committee and it is expected that many more topics of value to our safety program will be forthcoming from the plant personnel who will be participating in this seminar.

In addition to the presentations to be made by the Safety Committee members and the contributions to be offered by the plant personnel in attendance, the committee was able to secure Mr. Richard Palmieri, a compliance officer from the New Jersey office of the Occupational Safety and Health Administration, as a guest luncheon speaker.

As of this writing there are over 120 member company plant personnel who have indicated that they will be in attendance at the seminar. If the seminar meets with the success that is indicated, the Safety Committee will be requesting the Board's approval at the Association's annual meeting to continue this program and will also be requesting additional funds to support this venture. The committee feels any requests for approval or funds prior to an evaluation of the first seminar would be premature.

MISCELLANEOUS ACTIVITIES

During the past year, the Safety Committee made many changes in its previous programs in an attempt to economize its activities in view of the over-all economic conditions of the industry. The committee now finds, upon reviewing the past year's activities and in view of the Federal Occupational Safety and Health Act that this curtailment of programs should not be continued. Some of the direct and indirect results of this action has been the Association's failure to receive the National Safety Council's award for safety programs, a drastic increase in the industry over-all frequency rate, and the committee's inability to develop new and beneficial programs due to its having eliminated one of its two annual committee meetings.

In keeping with the committee's proposal to resume its previous schedule of activities, the committee is hopeful of producing a second edition of the Gypsum Association Industrial Safety Manual. The second edition of this important manual will include specific chapters on materials handling and guidelines for plant supervisory personnel in working with the new OSHA safety standards. The second edition will also attempt to more directly reflect the needs and problems presented by plant personnel.

Another area which the committee feels deserves more concerted effort is the revision and production of the industry's Safety Bulletin and Fleet Newsletter. Again, in this area as in other programs, the committee is hopeful of gaining direct contributions and feedback from the member company plants.

The most important items to be considered by the committee at its meeting would be the complete re-evaluation of all Federal and state safety legislation as it concerns our industry and as it has been affected by the Federal Occupational Safety and Health Act and the Environmental Protection Agency. In closing this pre-meeting report, the chairman wishes to thank the Board of Directors and the staff of the Association for the support the committee has received in the past year and recommends that the Board approve the proposed programs presented in this report and the additional programs and budget requests which may be forthcoming in the chairman's verbal report at the Association's annual meeting.

Respectfully submitted,

F. H. Zimmerman

F. H. Zimmerman, Chairman
Safety Committee

REPORT OF
GYPSUM ASSOCIATION SAFETY CAMPAIGN
FOR THE
TWELVE-MONTH PERIOD ENDING DECEMBER 31, 1971

Presidential

All establishments with an exposure for the twelve-month period of more than 369,000 man-hours

Plants	Total Plant Rating
United States Gypsum Company, Plaster City, California	-0-
United States Gypsum Company, Fort Dodge, Iowa	-0-
Georgia-Pacific Corporation, Gypsum Division, Acme, Texas	-0-
United States Gypsum Company, Southard, Oklahoma	-0-
United States Gypsum Company, Jacksonville, Florida	-0-
United States Gypsum Company, Sweetwater, Texas	-0-
(United States Gypsum Company, Plaster City, California had highest man-hours)	
United States Gypsum Company, Gypsum , Ohio	1.95
United States Gypsum Company, Shoals, Indiana	2.39
United States Gypsum Company, Saltville, Virginia	2.67
United States Gypsum Company, Staten Island, New York	2.91
National Gypsum Company, Shoals, Indiana	4.94
National Gypsum Company, Clarence Center, New York	5.16
National Gypsum Company, Bronx, New York	7.69
National Gypsum Company, Garden City, Georgia	8.19
United States Gypsum Company, Oakfield, New York	9.03
Georgia-Pacific Corporation, Gypsum Division, Brunswick, Georgia	12.04
Georgia-Pacific Corporation, Gypsum Division, Fort Dodge, Iowa	13.54

Citation

All establishments with an exposure for the twelve-month period of 289,000 to 369,000 man-hours:

Plants	Total Plant Rating
United States Gypsum Company, East Chicago, Indiana	-0-
The Flintkote Company, Gypsum Products Division, Sweetwater, Texas	-0-
Kaiser Cement and Gypsum Corporation, Delanco, New Jersey	-0-
Georgia-Pacific Corporation, Gypsum Division, Akron, New York	-0-
The Flintkote Company, Gypsum Products Division, Camden, New Jersey	-0-
United States Gypsum Company, Baltimore, Maryland	-0-
United States Gypsum Company, Philadelphia, Pennsylvania	-0-
(United States Gypsum Company, East Chicago, Indiana had highest man-hours)	
United States Gypsum Company, Stony Point, New York	2.78
United States Gypsum Company, Norfolk, Virginia	2.93
National Gypsum Company, Baltimore, Maryland	3.00

Citation (Continued)

Plants	Total Plant Rating
The Celotex Corporation, Port Clinton, Ohio	3.13
National Gypsum Company, Medicine Lodge, Kansas	3.19
Georgia-Pacific Corporation, Gypsum Division, Wilmington, Delaware	3.37
Kaiser Cement and Gypsum Corporation, Long Beach, California	6.60
The Flintkote Company, Gypsum Products Division, Las Vegas, Nevada	6.81
National Gypsum Company, Fort Dodge, Iowa	8.43
National Gypsum Company, Rotan, Texas	9.50
National Gypsum Company, National City, Michigan	12.39

Triumph

All establishments with an exposure for the twelve-month period of 223,000 to 289,000 man-hours:

Plants	Total Plant Rating
The Celotex Corporation, Edgewater, New Jersey	-0-
National Gypsum Company, Tampa, Florida	-0-
Georgia-Pacific Corporation, Gypsum Division, Blue Rapids, Kansas	-0-
United States Gypsum Company, Sperry, Iowa	-0-
(The Celotex Corporation, Edgewater, New Jersey had highest man-hours)	
Georgia-Pacific Corporation, Gypsum Division, Grand Rapids, Michigan	3.52
United States Gypsum Company, River Rouge, Michigan	3.55
United States Gypsum Company, Charlestown, Massachusetts	3.77
Georgia-Pacific Corporation, Gypsum Division, Buchanan, New York	3.95
The Celotex Corporation, Fort Dodge, Iowa	7.06
Georgia-Pacific Corporation, Gypsum Division, Sigurd, Utah	7.80
National Gypsum Company, Waukegan, Illinois	7.89
Texas Gypsum Company, Inc., Irving Texas	8.29
Kaiser Cement and Gypsum Corporation, Antioch, California	8.68
The Celotex Corporation, Hamlin, Texas	11.27
Kaiser Cement and Gypsum Corporation, Jacksonville, Florida	11.63
National Gypsum Company, Portsmouth, New Hampshire	14.40
National Gypsum Company, Burlington, New Jersey	18.79
National Gypsum Company, Westwego, Louisiana	25.09

Peerless

All establishments with an exposure for the twelve-month period of no more than 223,000 man-hours.

Plants	Total Plant Rating
The Flintkote Company, Gypsum Products Division, Savannah, Georgia	-0-
United States Gypsum Company, New Orleans, Louisiana	-0-
United States Gypsum Company, Galena Park, Texas	-0-
National Gypsum Company, Long Beach, California	-0-
Kaiser Cement and Gypsum Corporation, Seattle, Washington	-0-
United States Gypsum Company, Sigurd, Utah	-0-
National Gypsum Company, Phoenix, Arizona	-0-
United States Gypsum Company, Alabaster, Michigan	-0-
The Flintkote Company, Fremont, California	-0-
Georgia-Pacific Corporation, Gypsum Division, Lovell, Wyoming	-0-
United States Gypsum Company, Heath, Montana	-0-
National Gypsum Company, Akron, New York	-0-
National Gypsum Company, Tacoma, Washington (The Flintkote Company, Gypsum Products Division, Savannah, Georgia had highest man-hours)	-0-
United States Gypsum Company, Empire, Nevada	4.47
Grand Rapids Gypsum Company, Grand Rapids, Michigan	4.56
National Gypsum Company, New Haven, Connecticut	5.22
National Gypsum Company, Lorain, Ohio	9.87
United States Gypsum Company, Santa Fe Springs, California	16.15
Big Horn Gypsum Company, Cody, Wyoming	22.73
National Gypsum Company, Richmond, California	35.36

GYPSUM ASSOCIATION SAFETY CAMPAIGN FREQUENCY RATE FIGURES BY CLASSES FOR TWELVE MONTHS - 1971

	Total Number Man-Hours	Total Number of Lost Man-hour Accidents	Frequency Rate
Presidential	8,058,705	30	3.72
Citation	5,692,720	20	3.51
Triumph	4,631,702	35	7.56
Peerless	3,037,047	17	5.60
Totals	21,420,174	102	4.75

REPORT OF THE

MANUFACTURING AND MINING COMMITTEE

TO THE MEMBERSHIP

MARCH 15, 1972

Inasmuch as the committee continues to meet once each year on the day prior to the annual meeting, there has been no full committee meeting since the time of the report given to the membership at the semiannual meeting in October. Comments which follow cover the status of various areas of interest, or concern, or activity at less than full committee level, and are intended to supplement the October report.

ENVIRONMENTAL PROTECTION

Following up on the committee activity which produced the brochure 'We Live Here Too", the secretary has now produced supporting materials in the form of a series of slides, and an accompanying text which should be most helpful for plant managers who wish to appear before local groups interested in environmental protection activity. It is expected that the Manufacturing and Mining Committee, after review, will recommend to the Promotional Committee that this material now be put in finished form for availability to all members.

LAND PRESERVATION AND RESTORATION

There has been no recent activity in the area of land preservation and restoration. Discussions of the possibilities of cooperative efforts at certain locations are planned. Members are requested to report all new developments to the secretary.

MATERIALS HANDLING LIAISON

There has been considerable activity in support of the Materials Handling and Traffic Committees following arbitrary action by a railroad group in New Orleans which threatened to impose extremely costly and arbitrary conditions on loading of flat cars. As a result of prompt cooperative action, the threat of serious cost penalties was removed. The Traffic and Materials Handling Committees conducted a series of impact tests with the Association of American Railroads in Sweetwater, Texas, March 1, 1972 and an orderly program for a second round of test shipments with the AAR has been established. More detailed information will be found in the Materials Handling Committee report.

SEVERANCE TAX

Legislative activity at some level continues in both the national and various state capitals in connection with severance tax enactment. Following successful intervention in Ohio where, as a result of Association activity, gypsum was eliminated from

a list of minerals made subject to severance tax. Another effort to tax gypsum in Indiana came to light. Prompt activity by the Association and its members was successful in stopping this proposal at committee level. More recently, a proposed severance tax was defeated in Kansas by one vote in a legislative committee. This was an example of an excellent piece of work by an alert plant manager in legislative affairs. Surveillance of various other severance tax threats continues.

SAFETY COMMITTEE LIAISON

Plans for the exchange of information regarding the inspection and enforcement activities of the Federal Government under the Occupational Safety and Health Act have been established. No inspections have been reported to the Association to date. A further report covering the OSHA program will be found in the Safety Committee report.

ELIMINATION OF BUNDLING TAPES

It is expected that this subject will be finalized at our April 4, 1972 committee meeting and verbally reported to the membership on the following day.

OTHER OBJECTIVES

It has been determined that the Manufacturing and Mining Committee should become a forum for exchange of information with regard to governmental procedures and activities in the enforcement of the many new federal regulations that are beginning to affect manufacturing locations.

In the future, we will add to the list of review subjects, our experience with inspections and enforcements under:

> Activities of the Equal Employment Opportunity Commission in enforcing the provisions of Title 7 of the Civil Rights Act of 1964.
>
> Activities of the Office of Contract Compliance in the area of affirmative action planning; employment of minority persons; employment of women.

We will also be considering the development of a state and federal legislative profile for industry use.

FUTURE COMMITTEE MEETINGS

Continuation of the present schedule for a single annual committee meeting is planned.

OSHA LUNCHEON SPEAKER

As in the past, we have again engaged a luncheon speaker to deliver a timely message of importance to the committee representatives. Our speaker for the April 4, 1972 meeting will be Dr. Earl D. Heath, Director of the Office of Training and Education, Occupational Safety and Health Administration. Dr. Heath will briefly review the activities of OSHA. All industry personnel attending the membership meetings are cordially invited to attend this luncheon.

Respectfully submitted,

W. W. Holloway

W. W. Holloway,
Chairman