

TORRANCE PLANT EXPANDS . . . The Harvey Aluminum Company of Torrance is expanding its plant to about double its present capacity. Shown here from the air are the additions (lower) and the older part of the plant above. The plant is located at 190th St. and Western Ave. Work on the new additions is expected to be completed in late summer.

Harvey Expansion Vital To Development of West

Southern California industrial leaders have termed Harvey Aluminum's current expansion program as "one of the most significant contributions to the growth of the industrial west." Giant extrusion presses, capable of "squeezing out" the largest extruded aluminum shapes in the world; a battery of large forging presses; plus auxiliary equipment for the many secondary operations involved in the production of aluminum extrusions and forgings, are being installed in the new buildings.

In the extrusion division of Harvey Aluminum, the expansion program will see the installation of one 12,000-ton and one 8000-ton hydraulic press, which will give the firm the widest range capacity of any aluminum extrusion plant in the world. The 12,000-ton unit is the largest extrusion press ever built in the United States. In the forging division, the new equipment includes one 8000-ton capacity forging press, one 5000-ton press, two 4000-ton presses, and one 3000-ton press. These presses were designed, developed and constructed in

this country, and experts have acclaimed their capabilities as being far superior to any foreign makes.

The installation of the additional presses is a joint participation project under the United States Air Force Heavy Press Program.

When completed, the expansion will make Harvey Aluminum of Torrance the world's largest independent wrought product producer. In a single facility, Harvey will have available a complete range of products of every given type, size, alloy, etc.

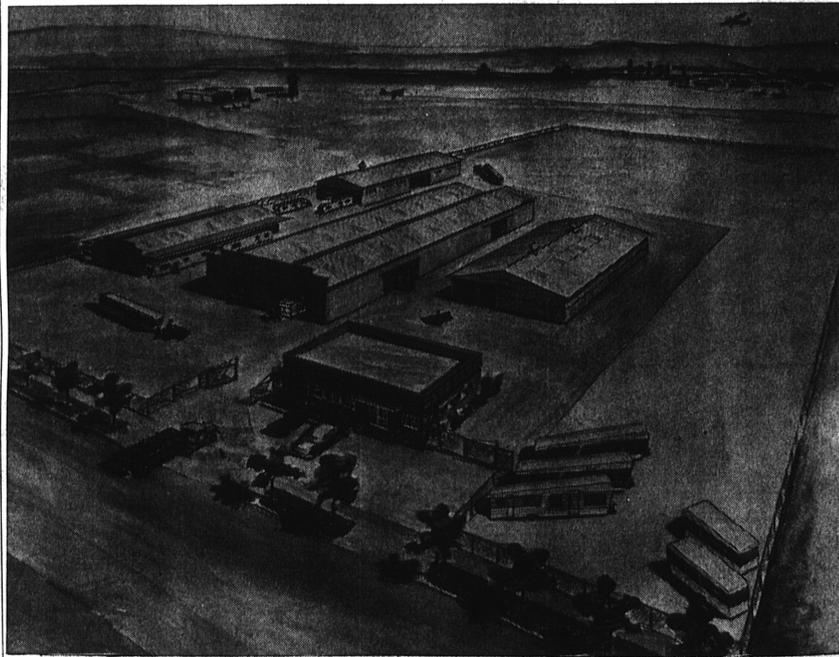
Doak Aircraft Prime Supplier For Southland

Foreseeing the shortages of materials which threatened the U.S. plane production during the war years, Edward Doak resigned from his position as vice-president and general manager of the El Segundo division of Douglas Aircraft and formed his own company to design and build the first molded plywood military training plane.

Following the war, the local company continued with wood but switched to furniture — joining forces with one of America's leading furniture manufacturers to turn out postwar furniture.

With the upsurge of military activity after the immediate postwar years, however, the Doak company returned to aircraft parts manufacturing, and at the present time is one of the key suppliers of highly technical and precision parts for the Southland's aircraft industry.

E. R. Doak has remained as president of the company and Reed H. Parking is secretary-treasurer.



NEW TRAILER FACTORY . . . The new Mayflower Trailer Co. plant on the north side of the Torrance Municipal Airport is rapidly approaching the design shown here in this architect's rendering made before construction on the site

was started. The Mayflower is one of Torrance's newest industries, and represents an increase of about 100 percent in the manufacturing capacity of the firm.

Profit Held Essential To Progress

The automobile and the motor truck could never have carried America out of the horse-and-buggy age if the government had insisted on a Federal monopoly on oil lands in the early 1900's according to Edward Maher, editor, writer, and businessman, in an "It's Your Business" talk on the ABC radio network.

Discussing outcries against proposals to let private industry participate in development of atomic energy for peacetime purposes, Mr. Maher emphasized that American businessmen have built up our farms, factories, stores, and our transportation system through the daring and imagination they have displayed.

Profit Essential

Pointing out that unless people can do business at a profit they go bankrupt, Mr. Maher said "profit is an indispensable part of our economic life." Nevertheless, he commented, propagandists persist in trying to persuade the public that business is always trying to "filch the people's heritage."

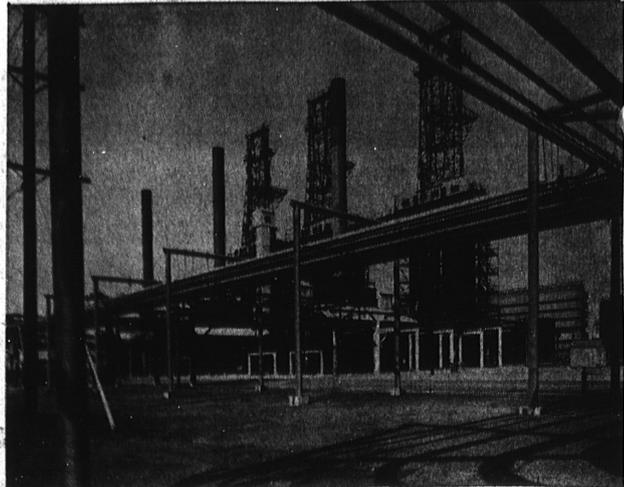
"The phrase 'give-away program' was repeated again and again in the fight over tidelands oil, and still is heard in the fight over off-shore oil," he said. "It is used frequently in the current debate over whether government or private industry will undertake further development of Niagara power. It comes up whenever a power project, or a mineral project, or a forest project is contemplated.

How the Dollar Goes

Taking the nationwide average in manufacturing industry, for every dollar received from the sales of its product a firm will spend 49 cents for materials and supplies, 29 cents for wages, salaries and other employee benefits; nine cents for taxes; six cents for repairs, replacements, etc.; three cents for research and promotion — keeping four cents out of each dollar as profit.

BIKE FATALITIES

About 80 percent of all bicycle fatalities in the U.S. result from collisions with automobiles. About 70 percent of the victims are young people ranging from the ages of 6 through 19.



STUDY IN SHADOW . . . Standing tall and stately above the miles of pipes are the coker units at General Petroleum Corporation's local plant. The coker units are part of the checking operations which are used for gasoline.



CHECKING THE SULPHUR . . . A General Petroleum chemist checks for sulphur in refinery operations at the Torrance Mobilgas laboratory. Sulphur is a byproduct of the oil which is processed at the plant.

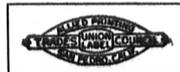


BIG MOMENT . . . Loaded for shipment to the Torrance facility of Douglas Aircraft Company, the 300th fuselage made by Interstate Engineering Corp. of El Segundo for the Navy's AD Skyraider attack bomber is turned over to Daskam L. Stephens, major sub-contract coordinator for the El Segundo Division of Douglas, by Interstate President Frank Booth. Interstate also assembles fuselage side panels for the Douglas ASD Skywarrior, the Navy's new long range twin-jet atomic bomber.

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Because somebody — enough American somebodies — saved and invested, funds became available to attract expert management to invent, design and build efficient machinery, factories and mills; to explore for and develop mines and oil wells; to provide transportation and power plants which, through management and organization, put tools, equipment and tremendous power in the hands of America's workers.

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