AFD Asbestos
March 3, 1976

→ Paul Kotin AFD - Fibre Stud
→ Bob Hutcheson 212
Good fellow thru. We
are bound to get positive
results.
MAR 8 '76
Bill Hamil

GHQ Denver
J.R.M. Hutcheson - AFD DHQ
N. W. Hendry - Denver 28
D. Poutiatine - Englewood Cliffs

cc:
E. B. McKenna - AFD Fibre Development
N. M. Tarara - Denver
R. G. Hutchinson - AFD Traffic
P. Dziak - Waukegan
G. L. Lambert - AFD Fibre Development
E. Stevens

FIBRE HANDLING TASK FORCE

On February 17, 1976, all members of the Task Force met in Waukegan. We toured the R.P.D. plant to become familiar with all aspects of receiving, storing and using asbestos fibre in this asbestos paper making operation.

A meeting followed the tour. From this discussion we elected to define the scope of this first project as follows:

Develop a method of supplying asbestos to Waukegan Plant (RPD) from Jeffrey Mine which will assure dust counts not in excess of 0.5 fibres/cc in the Waukegan Plant receiving and using areas, and not exceeding 2.0 fibres/cc in the Jeffrey Mill 5 packaging and handling areas.

On February 26, 1976, the Task Force met in Asbestos. We toured Mill 5 and viewed those specific areas where the packaging, palletizing, storing and loading of 6D20 for Waukegan takes place. We also saw the Bel-Tyne automatic bag opener demonstrated in the Fibre Development Dept.

A meeting followed in which we reviewed all dust count information relative to the pertinent operations at Jeffrey and Waukegan. It was concluded that more information was needed to determine the range of dust counts being experienced at present.

It was therefore decided to completely monitor a series of shipments to establish the existing conditions. We will monitor six of the 40 ft. double door railcars with inflatable dunnage plus six of the 50 ft. compartmentized cars. In addition a few of the J.M. fleet trucks will be monitored.

Concurrently with the above, we will arrange some special shipments with additional supervision to assure that absolutely no damaged bags are included without being patched. These special cars will also be thoroughly cleaned to assure they are absolutely free of any loose asbestos. From these special cars we will determine if it is possible to achieve the low dust counts required with the present 2 ply pressure packed paper bag or whether some more sturdy type of package is required.

It has been noted that the present wooden pallets can cause minor damage to the bags due to occasional protruding nails and boards which become split during loading or in transit, etc. Therefore the

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possibility of using molded pallets is being investigated.

It also is evident that asbestos fibre becomes lodged in the cracks between the boards in the walls and floors of railcars. Investigation is underway to determine if a coating material can be used to seal these areas, thereby making it possible to do a more thorough job of cleaning the cars.

Our next meeting is planned for late March or early April at which time we will review the results of the test cars and plan our future strategy.

M. D. Webb

MDW/bg

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