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INTERNATIONAL **Pfizer** SUBSIDIARIES

Pfizer U.K.

MEMORANDUM

Date: 23rd March, 1972.
(Dated. 22/3/72)

To: Mr. D. G. Grant - NPM Div. Pfizer New York

From: P. R. Taylor - Sandwich

cc: Mr. J.K. Shaw - Pfizer International
Mr. V.G.H. Villianson - Pfizer Ltd

Subject: KILNOISE

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This memorandum is to give you further details of an enquiry we have had from London Transport for Kilnoise. London Transport are considering plastering a 1,500 foot length of the London Underground railway system with Kilnoise as an experiment designed to determine whether Kilnoise would be an effective method of reducing the noise level throughout the 120 m.i.s of underground railway in London. My contact at London Transport has raised several questions which I would be pleased if you could answer as we have no experience whatsoever of this product in Europe.

1. I understand that in some cases where Kilnoise has been used in America the application of the product has been supervised by expert Pfizer personnel, and I question whether similar supervision would be considered for London Transport's proposed project.
2. London Transport want to know the chemical composition of Kilnoise, and in particular whether it contains any asbestos.

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3. The one piece of literature which London Transport has describes the standard thickness of Kilnoise as being 2", and they question whether this is before or after drying of the plaster.
4. As we have no experience of this product, please would you indicate the cost a) of materials to plaster an area of 1,500 x 24 feet and b) the cost of doing the job. In both cases your experience of costs in the United States would be a useful guide.
5. In the single brochure which London Transport has on the product two methods of application of Kilnoise are described, a) the Mourke method and b) the standard method. London Transport would be interested to know which method/methods you would recommend for a) cast iron lined tunnels and b) concrete lined tunnels, both of which exist in the London Underground.

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Mr. D. G. Brant - MPM Div. Pfizer New York

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6. London Transport have heard of Kilnoise through a contact with personnel in the underground system in Toronto, Canada, but they have no information about the acoustical properties of Kilnoise in that installation. Please could you comment on the noise reduction in terms of decibels noise inside a train travelling in a tunnel lined with Kilnoise, compared with a train travelling in a tunnel not lined with Kilnoise.

7. Please could you also comment on the adhesion of Kilnoise to substrate, and its ability to withstand the vibration which is likely in such an application or an underground railway system.

I have already asked you about prices of Kilnoise in my telex of 16th March. If a project such as the one proposed by London Transport proves to be successful, then this could lead to further interest in Kilnoise in Europe, and as you probably know, many other cities in Europe either already have underground railway systems, or are building them. Some of the new systems under construction include Milan in Italy, Zurich in Switzerland and Munich in Germany.

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I look forward to hearing from you with the answers to the questions posed by this interesting project in London.