

LEAD INDUSTRIES ASSOCIATION

60 EAST 42ND STREET

NEW YORK 17, N. Y.

SUBJECT TO REVISIONINDUSTRY DEVELOPMENT COMMITTEE MEETING MINUTES

New York, N.Y.

April 2, 1959

A meeting of the Industry Development Committee of the Lead Industries Association was held at the office of the Association on Thursday, April 2, 1959.

PRESENT

J. J. Lennon
H. W. Hulton

R. H. Cutting
I. L. Barker
A. O. Wolff

G. M. Levyns

F. H. Hurlace

C. R. Ince
G. H. LeFevre

REPRESENTING

American Metal Climax, Inc.
The Broken Hill Associates Smelters Pty. Ltd.
(C. Tennant, Sons & Co., Agents)
The Bunker Hill Co.
Cerro de Pasco Corp.
The Consolidated Mining and Smelting Co.
of Canada Ltd.
Societe Miniere & Metallurgique de
Penarroya (International Selling
Corp., Agents)
International Smelting and Refining Co.
(Anaconda Sales Co., Agents)
St. Joseph Lead Co.
United States Smelting Refining & Mining Co.

Robert L. Ziegfeld, Secretary-Treasurer
Schrade F. Radtke, Director of Research
David M. Borcina, Assistant to Secretary

GUESTS

M. McMullen
A. P. Knapp
Henry Knapp
Victor Knapp
Oscar Planteroth

Electric Storage Battery Co.
Knapp Mills, Inc.
Knapp Mills, Inc.
Knapp Mills, Inc.
Knapp Mills, Inc.

The meeting was called to order at 2 P.M.

The minutes of the previous meeting of November 25, 1958, were approved.



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LEAD ACID STORAGE BATTERY-POWERED AUTOMOBILES AND TRUCKS

The secretary called upon Mr. M. McMullen, assistant to general manager, Industrial Battery Division, Electric Storage Battery Co., to report on the progress that has been made towards commercial production of battery-powered vehicles.

Mr. McMullen stated that the battery-powered truck seems to be more economically feasible than the passenger automobile. There does seem, however, to be a great deal more interest in the battery-powered automobiles inasmuch as 11 companies are interested in producing such a car. Only one, however, has any on the road and this company is the Stinson Aircraft Tool & Engineering Company, San Diego, Calif. Regular automotive type batteries are used and there is about 700 lb. of battery in this car.

Insofar as the trucks are concerned, a prototype truck developed by the Cleveland Vehicle Co. has been on the road 10 months and has been successfully operating within a range of 77 miles between chargings. The batteries weigh approximately 2300 lb. He reported that two dairy companies in Cleveland had tested the truck over several of their routes and have now placed orders for the truck, also that practically all electric utility companies are enthusiastic.

He stated that the cost of the battery-powered truck is about double the gasoline-powered truck, but that operating expenses are less than half with a much longer expected life. Also that insurance rates are only 25 per cent of the gasoline-powered truck.

He considered that at least 25 per cent of the 200,000 gasoline-powered delivery trucks produced each year would be the market for the market for the battery-powered trucks.

In discussing the nickel-cadmium batteries, he said that they weigh slightly less, require more space and cost more. They are not to be ruled out of the picture on these bases, however, because Sonotone Co., makers of these batteries, are working with American Motors Co.

He then discussed the experimental work being conducted by the Cleveland Vehicle Co. on a Rambler car body converted to battery power. Results to date indicate that the weight of the body, 1,700 lb. is far too much and that the ideal body weight would be around 1,200 lb. This work has been suspended because of lack of funds.

The committee thereupon thanked Mr. McMullen for his excellent summary of the situation and proceeded to discuss the various avenues of approach available to them as follows:

1. Cooperate by providing publicity.
2. Subscribe to a fund of \$3,000 to be supplied by 3 organisations to reactivate the Rambler car experiments.
3. Member companies experiment with battery-powered cars and trucks in their own operations.
4. Support design of a new car from the ground up.

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It was agreed that the secretary investigate these and other avenues of approach and report to committee with his recommendations at the next meeting.

PROMOTION OF LEAD TO THE NUCLEAR AND CHEMICAL
CONSTRUCTION INDUSTRIES

At the invitation of the committee, Mr. Alfred P. Knapp, president, Knapp Mills, Inc., proceeded to demonstrate with the aid of slides what his company is doing to promote the use of lead in the nuclear and chemical construction industries.

He stressed the fact that zoning laws are being established that will control the fabrication and use of lead shielding in atomic installations within cities which may result in lead not being used because it is not fireproof. Information on how lead may be used under such conditions should be made known.

In answer to a question on costs of lead bonding, Mr. Knapp stated that the cost for chemical construction is \$12 to \$20 per sq. ft. and the cost of lead bonded shielding for atomic applications ranges from \$440 to \$1,000 per ton with a median of around \$600 a ton.

He then stated that the trend in these industries is to fabricate equipment within their own organizations and unless they have personnel trained in the fabricating of lead, we will be at a disadvantage. He reported that his organization has the facilities for training such personnel and will do so if necessary.

The secretary thereupon thanked Mr. Knapp on behalf of the committee for his very complete report on the subject.

After some discussion, it was generally agreed that the secretary discuss with Mr. Knapp the possibility of a survey on lead consumption in the radiation and chemical industries, and the cost of such a survey.

PRELIMINARY STUDY ON LEAD AS AN ACOUSTICAL MATERIAL

The secretary received approval of the expenditure of \$500 for a preliminary study of lead as an acoustical material to be made by Bolt, Beranek and Newman, Inc., probably the leading acoustical consultants in the United States. The study is being made to determine whether a more detailed research program would be worthwhile. This study was approved by the Technical Steering Committee at its meeting of February 20, 1959. (Approval by the Industry Development Committee was received by telephone conversation between the secretary and committee members.

SIMPLIFICATION OF FINANCIAL RECORDS AND REPORTS

The secretary reported that with the expansion of Association development activities, the financial records and reports have become extremely complicated. At present, such items as salaries, travel expense, publicity, advertising, "Lead," etc., are distributed over the various products promoted such as metallic lead products, pigments and chemicals,

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ceramics, radiation shielding, and storage batteries. It is suggested that items like the foregoing be lumped into one account for each item, rather than distributing them over the various products. This should also lead to better overall planning of Association activities. As a specific example, we have contracted for seven one-page ads in "Marine Engineering/Log" on lead paints for ships, but the development of non-sacrificial lead anodes for the protection of ships against corrosion might well be the subject of one or two ads. However, the way the budget is set up, this is more or less precluded.

After some discussion, the secretary was requested to prepare a financial statement based on his proposals for discussion at the next meeting.

CIRCULATION OF "LEAD" IN GREAT BRITAIN

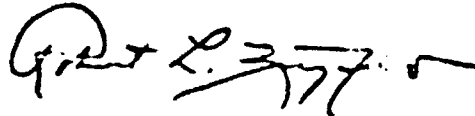
The secretary reported that he had received a suggestion from the Lead Development Association, as letter attached, for an interchange of circulation of "Lead" in Great Britain and their "Lead News" in the U.S.

It was generally agreed that such an interchange of the two publications may be useful. It was suggested therefore that for the time being, the British publication "Lead News" be distributed to the members only and their representatives.

NEXT MEETING DATE

It was agreed that the next meeting be held during the annual meeting in Chicago, April 22 or 23, 1959.

There being no further business, the meeting adjourned at 4:55 P.M.



Robert L. Ziegfeld
Secretary

COPY

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AIRMAIL

2nd February, 1959

Mr. R.L. Ziegfeld
Lead Industries Association,
60 East 42nd Street,
New York 17,
N.Y.

Dear Bob:

We know you circulate enormous quantities of your "Lead" all over the world and we would like very much to have your co-operation in getting an improved distribution of "Lead News".

The two journals are, we think, complementary to one another and we would be more than willing to mail up to 2,000 copies of your publication in this country if you would like this. L.D.A. would be agreeable to letting you have a similar quantity of "Lead News" for distribution by you to a limited list, again provided you concur with the idea. It is borne in mind that "Lead" is published quarterly, whilst "Lead News" only appears every six months.

Please regard these notes as thinking aloud, and don't hesitate to propound any snags which might make the scheme impracticable.

We think the Lead-Lead News exchange would provide the greater benefit, but we would be prepared, in principle, to accord our other publications (we enclose up to date lists) similar treatment.

The time is fast approaching for me to worry you about paying us a visit. You thought this might be possible after the Chicago Conference, and for the present I will confine myself to repeating a hope that you will make it, and that an affirmative decision would please us enormously.

Kind regards.

Yours sincerely,

/s/

David

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