

FILE NAME: John Crane (JC)

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RE Protecting Workers form Silicosis & Asbestosis

1937.011

THE ALTON RAILROAD COMPANY

ENGINEERING DEPARTMENT
240 WEST HARRISON STREET
CHICAGO

ARMSTRONG CHINN,
CHIEF ENGINEER
J. R. HOAGLAND,
VALUATION ENGINEER

PLAINTIFF'S
EXHIBIT

RR-51

W. F. RECH,
BRIDGE AND BUILDING ENGINEER
H. F. GREEN,
REAL ESTATE AND TAX AGENT

January 5th, 1937

Messrs. J. P. Morris,
C. E. Longman,
D. B. Moss,
C. L. Emerson,
R. A. Mason,
T. P. Ball,

THE ALTON R. R. COMPANY
RECEIVED
JAN 7 1937
OFFICE OF
SUPT. MOTIVE POWER & EQUIPMENT

Gentlemen:

At the meeting of the Committee, which was held on December 21st, the following were present:

T. P. Ball, Master Mechanic, M.R.C.
L. H. Cota, Asst. to Mechanical Supt., A. & N. S. Y.
C. L. Emerson, Master Mechanic, C.M. St. P. & P.
J. W. Friesle, Local Attorney, I.C.
C. E. Longman, Asst. to V.F. & Gen. Mgr., C.M. St. P.
R. A. Mason, Shop Engineer, I.C.
D. B. Moss, Chief Medical Officer, C.B. & Q.
A. Chinn, Chief Engineer, Alton.

A discussion was had concerning the best methods of protecting workers from Asbestosis and Silicosis. The men handling Asbestos or doing sand-blasting are not the only ones exposed to the danger of these diseases, as the dusts they make in doing their work create a danger to others that may be working in the vicinity. Silicosis is not caused by exposure to dust from sand-blasting alone, but by exposure to any dust that contains small particles of Silica.

Certain of the railroads represented have already studied the question of danger from these diseases, and have put out specific instructions to reduce the hazard. It was felt that if these roads would give the committee the benefit of their instructions it would be helpful in formulating proper safety practices on all railroads. It developed that the following roads had given the question of Asbestosis study:

C. & N. W.
C. M. St. P. & P.

N. Y. C.
I. C.

January 3th, 1937

and the following roads had studied the question of Silicosis:

C. & N. W.

I. G.

G. B. & Q.

I will be glad if, between now and the next meeting of the committee, each of these roads will prepare a statement showing just what they have done to protect themselves against these diseases.

It was also agreed at the meeting that as each road put out instructions in connection with the Occupational Diseases Act that copies of these instructions would be furnished the committee members for such help and information as they might contain. In that connection, I attach copy of Mr. C. L. Emerson's letter of November 27th and Mr. T. P. Ball's letter to me of December 31st.

It was agreed that the following questions should be considered by the committee in its study of the subject:

1. Have the surveys now being sent in by all railroads covering shop conditions boiled down to find what is the general present practice on Illinois railroads.
2. Show that many or all railroad grinders and machines are located in large shop rooms where the air volume or cubical content is very large as compared to the number of employees or grinders in the rooms, and the railroads should therefore have a separate classification.
3. Statement from each road represented as to steps taken by it to provide protection.
4. Cost to comply with the Grinding, Buffing and Polishing Act.
5. Study size of exhaust outlets provided for in the Grinding, Buffing and Polishing Act, and see if the sizes provided in that act are necessary.
6. To what extent can dry grinders be made wet grinders so they will not come under the Act.
7. If any present methods are hazardous (such as present methods of handling Asbestos, Sand-blasting, Rabbiting, etc.), develop rules for protection that will be workable on the railroads.