

FILE NAME: Railroads (RR)

DATE: 1987 July 7

DOC#: RR022

DOCUMENT DESCRIPTION: Letter to Barry Castleman from Jones & Granger Law Office Regarding Documents for Trials

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July 7, 1987

Dr. Barry Castleman
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Re: General Managers
Association Documents

Dear Barry,

I enjoyed speaking with you on the telephone on Friday. I apologize for the lack of communication concerning the trials which were set last week. I have informed everyone here not to let the type of thing develop in the future.

At your request, I have enclosed several of the most illuminating documents in the materials most recently produced to me by the Illinois Central Gulf Railroad Company. We have not yet fully cataloged or evaluated the documents, but I did want to give you an idea on the basic nature of what is been produced. As I mentioned to you on the telephone, we are planning an authentication deposition soon with more to follow.

From a general overview of looking at the documents, it appears that there was an organization in Chicago during the 1930's called the "General Managers Association". It appears that the General Managers Association consisted of various attorneys, claims people, shop superintendents, foremen and other supervisory personnel from railroads in and around the Chicago-St. Louis-Illinois area.

You will recall, that the 1937 AAR documents have extensive reference to the passage of the Illinois Occupational Disease legislation, and that there is a fairly long discourse in the 1937 AAR documents by Dr. D. B. Moss, Chief Medical Officer of the Chicago, Burlington & Quincy. At that time, Dr. Moss expounded on the nature of the Illinois legislation and mentioned that "silica, asbestos and lead were the principal toxic substances to which railway employees might be exposed".

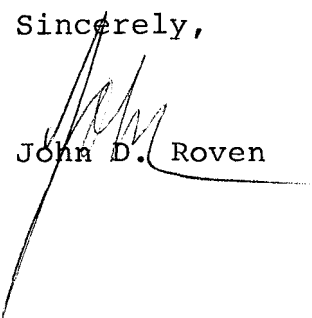
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The General Managers Association documents appear to pick up on this theme in more detail. I have tried to attach key documents and will address them in chronological order to give you an overview of what appeared to have been happening at that time.

As you look through the documents you will note that the General Managers Association apparently appointed a special committee to study the Act and to make representations concerning matters of compliance and election to operate under the Act. The letter of November 28, 1936 appears to be the first written minutes of the meeting of the "Railroad Engineering and Shop Committee". You will notice that representatives of seven railroads were on this committee. Several of these railroads are now merged into successor organizations. For instance, the CB&Q (Chicago, Burlington & Quincy, spearheaded by Dr. Moss, is now part of the Burlington Northern System).

I will let you review these documents without any further editorial and would ask that you give me a call after you have had an opportunity to look through them. I hope this letter finds you well.

Sincerely,



John D. Roven

JDR/hak
Enclosures