

FILE NAME: Railroads (RR)

DATE: 1978 Jan 16

DOC#: RR054

DOCUMENT DESCRIPTION: Industry & Employee Warning Information
with Cover Memo

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Would Approve
your Comments. JJ JJ in gate
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January 16, 1978
File H-310
L-195

W/R/S



Mr. J. M. Schercinger
Secretary, Safety Section
Association of American Railroads
1920 L St. N.W.
Washington, D.C. 20036

Dear John:

Attached herewith is a copy of a Superintendent's General Notice issued on the Rock Island Lines concerning composition brake shoes and precautions to be taken in regard to the residue dust.

By copy of this letter, I am giving all members of the Steering Committee the benefit of this bulletin and I would appreciate your placing this subject on our docket for our March meeting. I think a discussion of the experience of the various roads in regard to this possible hazard and the actions taken by the various carriers would be enlightening for us all.

Up to this point I have not been aware that we had a problem in this area.

Sincerely,
G. W. GEARHART

GWG/sfm

All Members of AAR Safety Section Steering Committee
Enc.

January 16, 1978

File M-310

L-195

Mr. J. M. Schercinger
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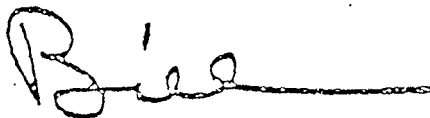
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Sincerely,



GWC/fm

All Members of AAR Safety Section Steering Committee

Enc.

ROCK ISLAND LINES

OFFICE OF SUPERINTENDENT
MISSOURI-KANSAS DIVISION



GENERAL NOTICE NO. 2

Kansas City, Kansas
January 6, 1978

ALL CONCERNED:

ALL SUB-DIVISIONS
Item (68) Category 1

Employees who are exposed to brake shoe residue dust when changing brake shoes should wash their hands thoroughly before eating, and should wash work clothes and gloves frequently to prevent possible accumulation of asbestos fibers that could be inhaled from their clothing. Employees who use tobacco while working should carry it in well wrapped or closed container to prevent dust infiltration. Before using or handling tobacco, hands should be clean. Smoking in any form should be avoided while changing composition brake shoes to eliminate unnecessary inhalation.

Item (69) Category 1

State of Oklahoma Commission Order 26163 effective February 1, 1978, requires:

1. That each train crew shall carry and retain the current manifest listing the contents of the train.
2. That upon the occurrence of an accident within the State of Oklahoma involving hazardous materials which is reportable under 171.26 of Title 49 of the Code of Federal Regulations, the train crew involved shall fully cooperate and give assistance to all response personnel.
3. Also upon the occurrence of such an accident as described above, the train crew involved shall immediately contact its dispatcher's office shall immediately contact the Oklahoma Highway Patrol at its central number (405) 424-1616, as to any hazardous materials on board, specifically naming said materials and the quantity on board.
4. That upon violation of any of these regulations, the responsible railway company shall be assessed a fine, the amount of which is to be determined by the Corporation Commission of the State of Oklahoma.

H. E. Phelps
Superintendent

Files - 430, 467

AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT . SAFETY AND SPECIAL SERVICES DIVISION
SAFETY SECTION . 1920 L STREET, N.W., WASHINGTON, D.C. 20036 . 202/293-4119/4128

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J. A. RISENDAL
Executive Director

J. M. SCHERCINGER
Assistant Director
and Secretary

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Chairman

N. D. NELSON
Vice Chairman

February 6, 1978

File: 6.3

STEERING COMMITTEE AAR SAFETY SECTION



Gentlemen:

This refers to the attached copy of Mr. G. W. Gearhart's letter of January 16, 1978 to me transmitting a Superintendent's General Notice issued on the Rock Island Railroad concerning brake shoes and precautions to be taken in regard to residue dust.

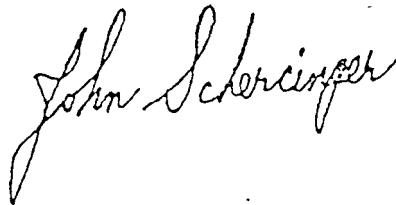
I spoke with Mike Lenahan of the Rock Island. He had received an inquiry from a union representative concerning the possible health hazard to which employees may be exposed when changing brake shoes, due to the presence of asbestos fibers. Mike then checked with Steve Urman of FRA who is familiar with the OSHA standard on exposure to asbestos (copy attached). Mr. Risendal spoke with Mr. Urman who advised that he informed Mr. Lenahan there are two schools of thought on this subject. One is that heat from brake application changes the chemical composition with the result that there is no such hazard. The other one is directly opposite. Mr. Lenahan then checked with his Law Department with the result of the published notice simply as a precaution. The language of the notice, which was not suggested by Steve Urman, was drafted by Mike Lenahan and somewhat revised by the RI Law Department.

Mr. Urman provided the attached two documents on asbestos. One is a paper by Jeremiah R. Lynch, OSHA, entitled Brake Lining Decomposition Products, which deals with an investigation of asbestos fibers in brake linings of automotive vehicles. The other is a study on exposure of garage mechanics titled "Asbestos Exposure During Brake Lining Maintenance And Repair" conducted by the Environmental Sciences Laboratory, Mount Sinai School of Medicine, City University of New York. The Mount Sinai group encountered "high" levels of lead in a study on subway car brake shoe repair work. They admit this data is quite limited and only suggestive of a potential hazard. They do not have data regarding asbestos exposure during subway brake shoe repair work as indicated in their attached December 6, 1976 letter to FRA. It should be noted therein, the Mount Sinai group commented that "Since several kinds of railroad brake shoes include asbestos in their composition, the potential of asbestos exposure during repair work exists."

Mr. Urman also informed us that FRA is letting a contract through its Research and Development office, to determine if there are actually any health hazards. We are checking into the status of this contract.

As requested by Mr. Gearhart, this subject is being docketed for your March 14-15, 1978 meeting.

Sincerely,

A handwritten signature in cursive script, reading "John Scherzinger". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

List: WN