

EARLAND E. HARVEY, P.E.

98 A sace Avenue
BUFFALO, NEW YORK 14220

February 10, 1973

Subject: Air System in Bag
Packer Department, Akron Plant.

H. J. Otten Co., Inc.
77 Cornwall Ave.
Buffalo, N.Y. 14215
Attn: Mr. John Russell, Sr.

PLAINTIFF'S EXHIBIT

GP-2140

Gentlemen:

This letter is intended to confirm the information already in your possession regarding the condition of the air system on which we made tests at the request of George Turner of Georgia-Pacific.

The tests were made on Sunday, February 4th with these people taking part: John Russell, Dennis Stubbs (whom we borrowed from Dustex) and myself.

We first took pitot tube and static pressure readings in a section above the platform where we could easily reach. Because of the influence of a branch entering the main a few feet away, we decided to make another test, where because of its height, we had to use an extension ladder.

At this latter point we made a pitot tube traverse from top, bottom, and one side. Without going into detail we found the system to be handling about 7500 CFM with a static pressure at this point about 3.5 inches.

We then took a static pressure reading just ahead of the eye of the fan. This was very close to 9 inches, indicating that the bag collector has a high resistance.

Not being able to match these figures with Chicago Blower catalogue, and not being sure of the fan class, I called Chicago Blower and found it was actually a Class II which we suspected.

The maximum top speed recommended by Chicago Blower is 2020 RPM. At present the fan is running at 1910 which leaves, at the most, a 5% margin, which is already too little to gamble with.

In the meantime John Russell got thru to Wheelabrator and found the system to have been designed for 9350 CFM at 8 inches static pressure, the latter figure being already exceeded, which accounts to some extent for the lower CFM we found. To be sure the fan wheel is in good condition, and that the casing or connections are not leaking, Bill Shade is going to make an inspection in a day or two.

The conclusion has to be drawn that this system cannot be added to in order to accomodate the system designed for the bag packer, but more than that, there is a very real fear that it cannot be increased to improve the bag splitter hood performance.

Continued on Page 2

Area Code 716 822-4242

SGP 0006721

continued from Page 1

EARLAND E. HARVEY

98 Alsace Avenue
BUFFALO, NEW YORK 14220
H. J. Otten Co. Inc.
February 10, 1973
Air System-Bag Packer Dept.

The design of the hood over the bag splitting location is a very poor one desperately needing a redesign. We made a static pressure test on the hood outlet and found it well below a figure indicating good practice. At this point there is an insufficient amount of air with very little prospect of its being increased without considerable change in design.

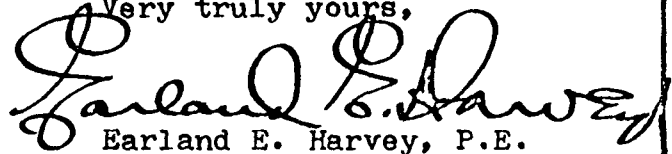
Basically the hood must be designed with but one open face, meaning the sides must be closed clear back to the slitter knives. The roof will need to be extended so that the operator is within the hood itself, and the open side will need to be limited in width to that required by two persons standing side by side, each with a bag to be slit, possibly 35 sq. ft. of open area & horizontal take-off.

I don't have any code book which refers to the particular material being handled by this department, but I would venture the opinion that N.Y. State Labor Department will require a minimum of 100 FPM over the face area of the hood. This could amount to 3500 CFM. In Code Book 10 the rate of air flow thru hoods is given for Shake-outs in Foundries as 200 CFM per square foot of open area in the enclosures. If this figure should prevail, then the air volume would be on the order of 7000CFM. This certainly would tax the present system beyond its capacity unless this equipment alone were on the system.

Very close by the bag splitter hood is a hood enclosing a weighing operation. This too, is of a poor design, and could be the subject of Labor Board criticism if it has not already been included in their citation. In any major changes this hood should be included in redesign thinking. Whatever is done has to include consideration by the operating personnel to see what they can tolerate as limits placed upon them by hood changes.

We are not authorized to proceed beyond what has already been done. Bill Hammer and his management ought to be informed by giving them a copy at the same time as you transmit the information to George Turner. I will hold in abeyance any further moves until the matter is familiar to all concerned.

Very truly yours,


Earland E. Harvey, P.E.

Area Code 716 822-4242

SGP 0006722