

FILE NAME: Railroads (RR)

DATE: 1979 Nov 30

DOC#: RR061

DOCUMENT DESCRIPTION: Letter RE Test on Union Pacific Rock Train
Stating No Health Hazard from Asbestos Fibers



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Saint Paul, Minnesota
November 30, 1979

Mr. R. L. Grinde:

In response to R. D. Schlappy's letter of July 27 to R. E. Tesch, air samples were collected to determine train personnel exposure to asbestos from composition brake shoes during extended periods of braking.

A test was made on October 22 on a 40 car Union Pacific rock train with all composition shoes from Blossburg to Helena (2.2 grade). Four samples were collected during the forty minute descent. Two samples were collected on the platform in front of the caboose and two in the caboose. Two samples in front of the caboose averaged 0.036 fibers longer than 5 microns per cubic centimeter of air (0.036 f/cc); the two in the caboose 0.16 f/cc. As the descent took forty minutes and little or no exposure would be expected during the rest of the day, this translates to a time weighted average exposure of 0.003 and 0.013 f/cc respectively. The OSHA standard is 2 f/cc with the lowest requirement (initiating medical monitoring) at 0.1 f/cc.

Braking, while producing some asbestos fibers, does not constitute a health hazard.

L. R. Liukonen
Industrial Hygienist
Personnel Department

cc: Abbott Skinner, M.D.

LRL/ffc,3

Short and Significant

PLAINTIFF'S
EXHIBIT

RR-170

CHESSIE PLANS \$56-MILLION CINCINNATI YARD

Chessie unveiled plans July 16 for a \$56-million terminal in Cincinnati that will combine five existing yards into one automated, computerized facility capable of receiving and dispatching 40 trains a day. The new yard will be just north of the Ohio River and west of downtown Cincinnati and will take in an existing complex that includes Liberty Street Yard, Brighton Yard, Yard A, Milcreek Yard, and Stock Yards. Construction is to begin immediately. The facility, which Chessie says will be the largest and most advanced in the world, will be phased in over a period of five to six years. Chessie at the same time announced plans for a \$13-million track construction project to serve the Johns Creek area coal mines in eastern Kentucky. A new nine-mile line, leaving the C&O at Coal Run, Ky., will replace part of a 14.8-mile route built in 1964. The project will include construction of a 1,700-foot tunnel, two major bridges over Levisa Fork of the Big Sandy River, and three smaller bridges crossing minor tributaries.

EVANS' OPERATIONS REALIGNED

The Transportation Systems and Industrial Group of Evans Products is making a number of moves that result in a consolidation of production capabilities in two centrally located plants in Illinois. With the changes, the Plymouth, Mich., plant will be closed, the Industrial Division will be relocated to Chicago, and the CRECO Division will be based in Woodstock. Under the new setup, the Chicago facility will manufacture the full Evans lines of lading-protection systems and also manufacture and sell freight car doors; the Woodstock plant, now being expanded, will continue to produce Evans' covered-hopper discharge gates and will also manufacture the CRECO brake beams which the Chicago plant previously produced. In announcing the changes, Group President John C. Felten noted that the realignment, now being implemented, will involve retention of present management of both divisions.

CONSENT DECREES SIGNED IN MILWAUKEE CASE

Chicago Milwaukee Corp., its railroad subsidiary (Milwaukee Road), three officers of both companies, and a former officer of the railroad have entered into consent decrees in connection with litigation by the Securities and Exchange Commission. In all cases, CMC said, the consents were executed "without either admitting or denying the allegations of the SEC's complaint. The companies agreed to the consent decrees in order to avoid expense and to free management from the distraction of engaging in extensive litigation," and the same applies to decrees involving the individuals. The move followed a year-long confidential inquiry by SEC and study of testimony and exhibits by a committee of outside CMC directors who recom-

mended that the decrees be accepted because, in the committee's opinion, the costs and other burdens of litigation would create no offsetting benefits. Matters involved in the complaint, the committee concluded, related to financial recording and reporting, rather than to questions of personal malfeasance or moral improprieties on the part of officers and others. Under the decrees, when the committee has completed its investigation, it will file a formal report with SEC and also make a submission to shareholders. Individuals involved are William J. Quinn, chairman and chief executive officer of CMC and Milwaukee Road; W.L. Smith, president of the railroad; R.F. Kratochwill, vice president-finance and accounting of the railroad and treasurer of CMC; and C.E. Crippen, retired vice chairman of Milwaukee Road.

BRAKING WITHOUT POLLUTION

"An ecological breakthrough in railroad friction materials technology" is how Abex Corp., an IC Industries subsidiary, describes its new composition (non-metallic) railroad brake shoe. A composition brake shoe is normally made of asbestos, lead, and organic materials; the Tiger brake shoe developed by Abex researchers is made solely of organic materials. Says Abex President N. George Belury: "We believe our new Tiger brake shoe is the answer to environmental concerns that previous composition products polluted the air when stopping railroad and subway trains."

CHAPIN HEADS SUPERINTENDENTS

R.W. Chapin, vice president, St. Mary's Railroad, has been elected president of the American Association of Railroad Superintendents for 1976-77. Vice presidents named by AARS are F.F. Dayton, president and general manager, Brooklyn Eastern District Terminal; J.R. Shirey, superintendent, Union R.R.; C.W. Powers, assistant superintendent-freight, Long Island R.R.; and W.C. Carter, terminal superintendent, Burlington Northern.

SANTA FE'S FRED GURLEY DIES AT 87

Fred G. Gurley, retired president and chairman of Santa Fe and a man known as one of the industry's genuine innovators, died July 4 in Chicago. He was 87. Mr. Gurley started his railroad career with Burlington in 1906, and was an assistant vice president at the time he joined Santa Fe as a vice president in 1939. He became president and executive committee chairman in 1944 and served as board chairman from 1957 until his retirement in 1959; he remained a director until 1964, when he was designated an honorary director. At Santa Fe, Fred Gurley provided much of the leadership that took the road through the war years and the postwar boom.

7/26/76 P.35

Abex research has removed the asbestos, lead, and problems from composition brake shoes.

Introducing our new Tiger Shoe.

Environmentalists have been demanding "clean" composition brake shoes...shoes without asbestos or lead which, when dissipated in significant quantities, can pollute the atmosphere.

After extensive research, working with all types of friction braking materials, Abex has developed an answer for the railroad industry.

It's our new Tiger composition brake shoe.

Tiger contains absolutely no asbestos or lead. It's completely free of ecology problems, yet has wear and stopping characteristics that exceed the industry standards.

If you use metal shoes, specify Samson, the metal brake shoe that is now the industry standard. If you use composition shoes, get hold of our Tiger. Call your Abex representative, but be patient—he's got a real Tiger by the tail.

Abex

CORPORATION

Railroad Products Group VALLEY ROAD, MAHWAH, N.J. 07430

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