LIA09194

...ND PACKAGING

New York, N.Y. January 12, 1953

...g of the Committee on Loading and Packaging of Lead was held on January 13, 1953 at the Yale Club, New York, N.Y.

NAME	REPRESENTING
A. J. Bien	American Metal Co. Ltd.
V. Dorman	do
G. Ross	do (Cia Metalurgica Penoles, S.A.)
W. B. Clancy	American Smelting & Refining Co.
T. [illegible] Jones	do
O. [illegible]wood	do
J. [illegible]n	Broken Hill Associated Smelters Pty. Ltd. (C. Tennant, Sons & Co.)
W. E. Littlefield	Cerro de Pasco Corp.
W. J. Stage	do
O. C. Wilson	Consolidated Mining & Smelting Co. of Canada, Ltd.
G. L. Knowles	E. I. duPont de Nemours & Co.
R. A. Welsh	do
J. A. Strong	Eagle Picher Co.
R. A. Haas	Electric Storage Battery Co.
D. A. Sonnenmair	do
E. R. Anderson	Ethyl Corp.
C. L. Weeks	do
C. Glass	International Smelting & Refining Co. (Anaconda Sales Co., Agents)
E. R. Lordrof	National Lead Co.
N. Bonynge	St. Joseph Lead Co.
C. B. Ince	do
H. R. Taylor	United States Smelting Refining & Mining Co. Inc.
G. W. Howard	Western Electric Co.
W. Purkert	do

Robert L. Ziegfeld
David M. Borcina

The meeting was called to order at 10:45 A.M. by Robert L. Ziegfeld, chairman.

The minutes of the previous meeting of December 2, 1952, were approved.

The chairman stated that it was the opinion of the group at last meeting that producers be given the opportunity of discussing with their operating and traffic personnel two suggestions that seemed worthy of further consideration. They were:

1. Smaller pigs, and
2. Wider and flatter pigs. (Shapes that would ship better).

The chairman, therefore, requested one or more of the producers to report to the group on the result of the discussion, with their traffic and operating personnel.

N 3014

LIA09195

[illegible] representatives of [illegible] Co. reported that their [illegible] molds would entail an initial cost of [illegible] five [illegible] to the smaller pig. [illegible] position to adopt, [illegible] similar to the [illegible] at [illegible] refinery [illegible] a broad, flat [illegible] of the Federal pig [illegible]

21-5/8 in. on face	[illegible]-1/4 in. top
3-1/8 in bottom	[illegible] in. overall [illegible]
2-1/8 in. under ears	

Representatives of the Ethyl Corp. [illegible] would still require wire [illegible] in [illegible] of American Smelting and Refining Co. concurred. [illegible] Ethyl Corp. was opposed to [illegible] other means of packaging [illegible] of their proposal for a [illegible] interlocking pig [illegible] tached) along with two [illegible] ca. floor plan are [illegible] exhibits "B" and "C" attached) [illegible] with the proposed pig. [illegible] further stated that their experience with a trial shipment of [illegible] of Tadanac webbed pigs [illegible] satisfactory. About [illegible] percent of stacks were in their original condition and of the remaining 5 percent only half had to be realigned by hand for mechanical handling. Handling this Tadanac trial shipment consumed only 0.04 man hours per ton compared to an average of 0.2 man hours per ton for other types of packaging.

It is their opinion, however, that webbing is not the entire answer to the problem nor is their proposed [illegible] lb. pig completely to their liking as it interlocks only in one direction. Large blocks of lead can also be satisfactorily handled by them.

Representatives of the St. Joseph Lead Co. presented a drawing of a proposed interlocking pig prepared by the Bunker Hill and Sullivan Mining & Concentrating Co. which was passed around. (Attached as Exhibit "D").

American Metal Co. Ltd. representatives stated that they are essentially in agreement with the statement of the American Smelting & Refining Co. representatives. Present methods in Mexico and Peru did not permit casting webbed pigs. One of their principles, The Consolidated Mining and Smelting Company of Canada, originated webbing. They would be receptive to a lighter weight pig. In this connection they feel that all consumers should be surveyed and if a lighter pig is desired by the majority [illegible] consumers, they would undoubtedly make available such pigs. They do feel, however, that the lighter pig would require more [illegible]. It is their belief that the Association of American [illegible] Committee [illegible] working on its pamphlet on [illegible] per metal load [illegible] methods and suggest that some means of working jointly with this committee be considered.

Representatives of the Electric Storage Battery Co. stated that

LIA09196

[illegible] of the [illegible] Refining Co. reported [illegible] investigation [illegible] that [illegible] in [illegible] an initial cost of [illegible] $100,000 for their [illegible] and a recurring annual cost of more than $100,000 [illegible] the [illegible] pig. [illegible], however, that they [illegible] in a position to adopt, at their Omaha and Perth Amboy refineries, a pig similar to the one now cast at their Federal refinery and which is a broad, flat pig more adaptable to good shipping. Specifications of the [illegible] pig are essentially as follows:

21-5/8 in. on face	4-1/4 in. top
3-1/8 in. bottom	3-7/8 in. overall height
2-1/8 in. under cars	

Representatives of the Ethyl Corp. believed that such pigs would still require wire strapping and in this the representatives of American Smelting and Refining Co. concurred. [illegible] Ethyl Corp. was [illegible] to wire strapping, they were [illegible] of other means of packaging. As a suggestion [illegible] of their proposal for a 85 lb. interlocking pig [illegible] attached) along with two freight car floor pigs [illegible] (Exhibits "B" and "C" attached) possible with the proposed [illegible] further stated that their experience with a trial shipment [illegible] cars of [illegible] webbed pigs was highly satisfactory. [illegible] percent of stacks were in their original condition and of the remaining [illegible] percent only half had to be realigned by hand for mechanical handling. Handling this Indanac trial shipment consumed only 0.04 man hours per ton compared to an average of 0.2 man hours per ton for other types of packaging.

It is their opinion, however, that webbing [illegible] be entire answer to the problem nor is their proposed 85 lb. pig completely to their liking as it interlocks only in one direction. Large blocks of lead can also be satisfactorily handled by them.

Representatives of the St. Joseph [illegible] Co. presented a drawing of a proposed interlocking pig prepared by the [illegible] Hill and Sullivan Mining & Concentrating Co. which was passed around. (Attached as Exhibit "D").

American Metal Co. Ltd. representatives stated that they are essentially in agreement with the statement of the American Smelting & Refining Co. representatives. Present methods in Mexico and Peru did not permit casting webbed pigs. One of their principles, The Consolidated Mining and Smelting Company of Canada, originated webbing. They would be receptive to a lighter weight pig. In this connection they feel that all consumers should be surveyed and if a lighter pig is desired by the majority of the [illegible], they would undoubtedly make available such pigs. They [illegible] feel, however, that the lighter pig would require more strapping. It is their belief that the Association of American Railroads Committee is working on its pamphlet on proper metal loading methods and suggest that some means of working jointly with this committee be considered.

Representatives of the Electric Storage Battery Co. stated that

LIA09197

[illegible] present-day [illegible] carriers. [illegible] own [illegible] could be handled mech[illegible] adopted.

[illegible] stated [illegible] pend- [illegible] the [illegible] of the [illegible] the [illegible] In [illegible] large blocks of lead [illegible] from the producer's [illegible] point of view.

[illegible] Corp. [illegible] tives pointed out that the objective of [illegible] producers traffic [illegible] and [illegible].

[illegible] tive requested that con- [illegible] needs as well as [illegible] determining [illegible] of pig.

[illegible] the St. Joseph Lead Co. [illegible] that we con- [illegible] without taking into account, [illegible] the costs [illegible] involved in changing [illegible] loading of [illegible] that if A.A.R. is working on this [illegible], it may [illegible] advantage to both producers and consumers to [illegible] method [illegible] and loading [illegible] the industry is [illegible] to adopt [illegible] only to the carriers.

Also, their experience [illegible] interlocking slabs of zinc, which are [illegible] satisfa[illegible] most stand- [illegible] considered.

[illegible] that the objectives [illegible] be spelled out [illegible] this committee.

After [illegible] discussion by the entire committee, the [illegible] objec- tives [illegible]

1. [illegible] at [illegible] safety for [illegible] handling. (Design [illegible] not weight) [illegible]

2. [illegible] that [illegible] conform to [illegible]

[illegible] as outlined, and [illegible]

The [illegible] consumers [illegible] the [illegible] of the com- mittee [illegible].

LIA09198

Committee on [illegible] and
Packaging [illegible] - - - [illegible]

A motion was thereupon made, [illegible] and unanimously carried that [illegible] subcommittee which would be responsible to [illegible]

[illegible] suggested the following companies serve on the subcommittee:

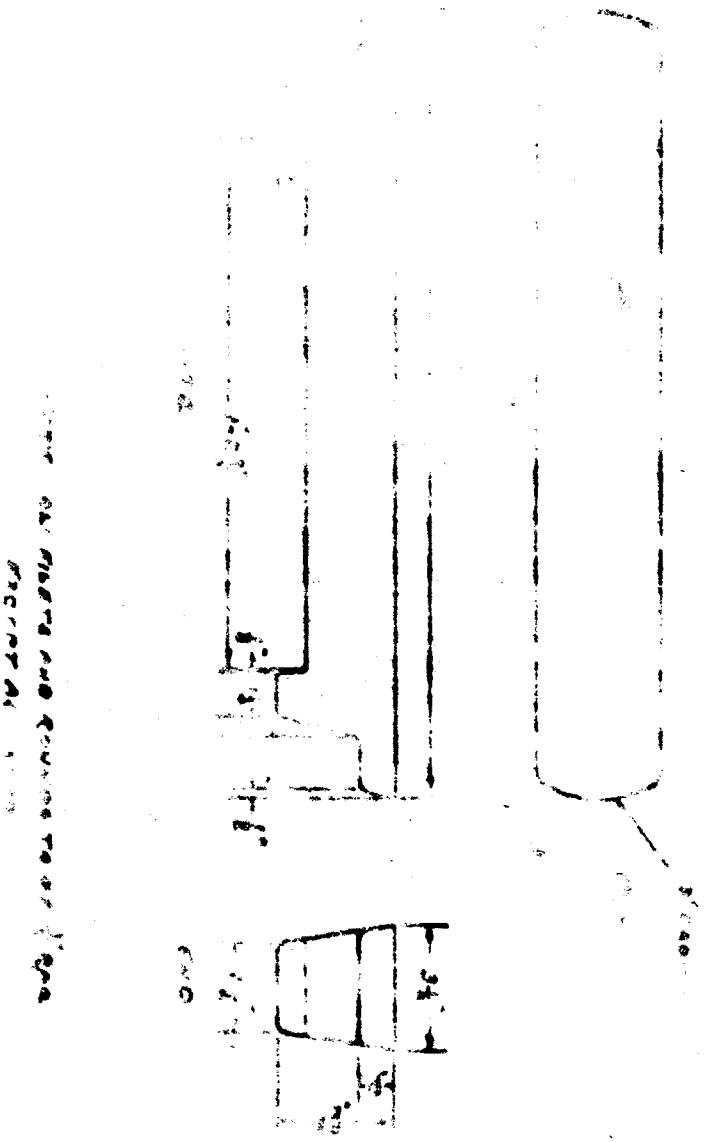
PRODUCERS	CONSUMERS
American [illegible] & Refining Co[illegible]y	[illegible]yl Corp.
St. Joseph [illegible] Co.	Electric Storage Battery Co.
The American [illegible]l Co. Ltd.	National Lead Co.
	Western Electric Co.

Appointments to the subcommittee were unanimously approved.

There being no further business, the meeting adjourned at 12:[illegible] P.M.

Robert L. [illegible]
Secretary

LIA09199



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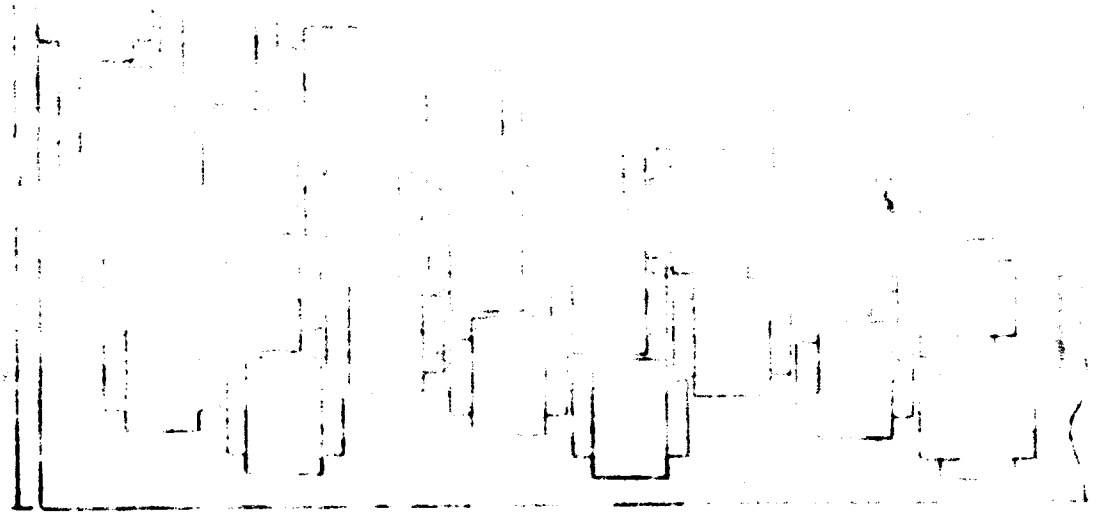
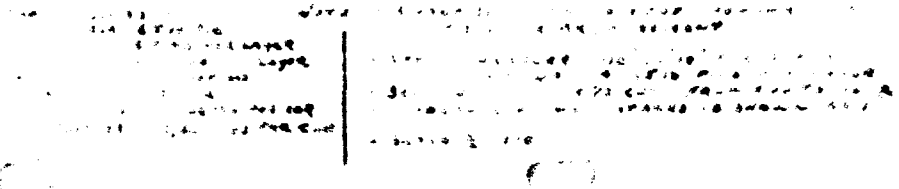
LIA09200





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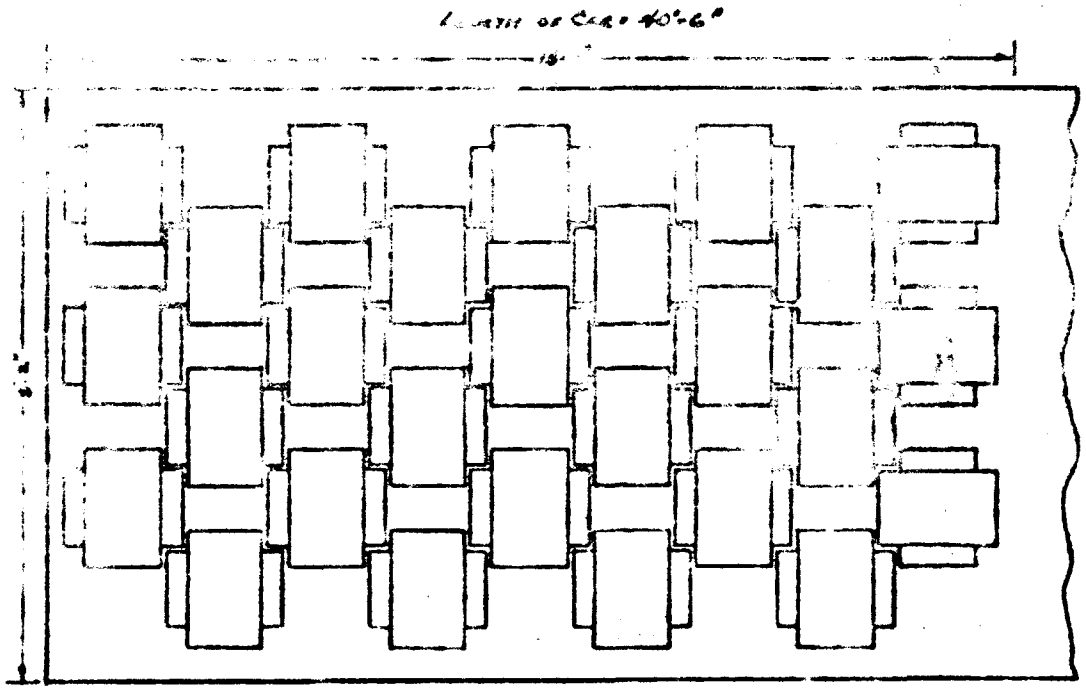

CAR LOADING —
FASIS: 55 lb PIG
4 PIGS PER LAYER
[illegible] lbs. PER LAYER

- 27 STACKS PER SECTION
[illegible] STACKS PER CAR
7 LAYERS - [illegible] lbs. PER CAR
- 24 STACKS PER SECTION
[illegible] STACKS PER CAR
8 LAYERS - [illegible] lbs. PER CAR

NOTE: - [illegible] SECTION OF [illegible] CAR SHOWING
LOAD PIG STACK ARRANGEMENT
- SECTION SHOWN IS [illegible] CAR FROM END TO DOOR
- STACKS [illegible] OUTSIDE DIMENSIONS
[illegible] PIGS PER LAYER
- STACK CLEARANCE [illegible]
- SCALE [illegible]

LIA09202

