

February 16, 1973

Mr. John Meeth
Supervisor of Compensation
Chevrolet Division of G.M.
Stumph and Brookpark Rds.
P.O. Box 30098
Cleveland, Ohio 44130

Dear Mr. Meeth:

You and Mr. Sharkey were most helpful during my visit to your plant early last week, and I wish to thank you both.

Enclosed is a copy of a letter to the Legal Section of the Industrial Commission of Ohio regarding O.D. 9248-22, Antonio Cameli.

If this Division can be of assistance to you at the Cleveland Chevrolet plant on any industrial hygiene or safety problems in the future, please let us know.

Very truly yours,

Wilbur M. Seipel, P.E.
Safety Engineer

WMS:jkp

February 27, 1973

Legal Section
Industrial Commission of Ohio
Ohio Departments Building
Columbus, Ohio 43215

Attention: Mr. Robbins
Room 104

Re: C.D. 9248-22
Antonio Gamala

Gentlemen:

On February 13, the writer visited the Chevrolet plant on Brookpark Rd. in Cleveland. The purpose of the visit was to obtain information regarding the claimant's working environment at Chevrolet-Cleveland.

The Chevrolet-Cleveland operation which was established 25 years ago has grown to become one of the largest industrial employers in Cuyahoga County, with over 8000 people. In the main building, Chevrolet transmissions are manufactured. This building also contains a substantial heavy press department which turns out internal body sheet metal. Also toward Snow Road a new building has been completed where propeller shafts are made.

Previous to Chevrolet, the claimant had worked at the now defunct John Hirsch Foundry on Berea Road and the more recently closed Alcoa Sand Foundry on Harvard Ave.

The claimant's basic work history at Cleveland over 40 years is tabulated below:

Alcoa on Harvard Ave.

The claimant was hired at the Alcoa Sand Foundry in 1929 and he was there until he quit on 3-12-37. During this whole period he worked either as an apprentice bench molder or as an apprentice floor molder.

John Hirsch Foundry on Berea Rd.

According to the claimant's affidavit, he worked at this now long closed foundry from 1937 until 1948.

1937-1940 Molder
1940-1948 Night Supervisor

Chevrolet Division of General Motors on Brookpark Rd.

Hired 11-15-48 Medical leave 6-29-70

11-15-48 Press Operator
 2-28-49 Die Setter
 3-06-51 Tool and Die Setter
 10-20-58 Journeyman Die Maker
 6-29-70 Medical Leave

Chevrolet maintains a die repair operation in the Cleveland plant to service the dies used for stamping body parts. It was in this operation, working as a die repairman, that the claimant was employed from 1951 until 1970 at the Brookpark plant. This work involves a considerable amount of grinding with rather small air driven grinding wheels. The writer made a dust count in the breathing zone of a workman performing a die grinding operation during his recent visit to the Chevrolet plant. This count showed less than one million particles per cubic foot of air which is quite low. It should also be remembered that wheels employed in this work do not contain silica.

Little is known about the long defunct John Harsch foundry. It apparently was a non-ferrous sand operation with a hundred or more employees. Counts made here on the foundry floor in 1942 and 1944 showed respectively 1.9 and 6.0 million particles per cubic foot of air.

We have no dust counts from the Alcoa Sand Foundry during the claimant's employment there (1929-1937) because this period predated the time when dust counts were initiated by the division. However, there are some 1940 and 1941 counts recorded at the Alcoa foundry that are probably typical of the claimant's 1929-1937 employment at this foundry. These counts from the Harvard Ave. foundry are tabulated below:

<u>Area</u>	<u>Year</u>	<u>Dust Concentration—mppcf*</u>
Molding Floor	1940	9.2 mppcf
Molding Floor	1940	4.2 mppcf
Muller	1941	4.8 mppcf

* mppcf—million particles per cubic foot of air

The Alcoa foundry which has now been closed for a few years had a very good record and was certainly above average in dust control measures. It is assumed that the Harsch foundry was average as far as dust, and dust control were concerned.

It can be stated with little or no equivocation that if this claimant has silicosis, it must be a result of his employment at the two

foundries where there was exposure to free silica and not with his employment at Chevrolet where there was no such exposure.

Very truly yours,

Wilbur M. Seipel, P.E.
Safety Engineer

WS:jkp

CERTIFICATE OF AUTHENTICITY

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William D. Kays
Supervisor, Microfilming Unit

Date Filmed: 1-3-85

By: John Frey
(Camera Operator)

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