

COMMITTEE ON LEADING AND PACKAGING

New York, N. Y.

January 13, 1953

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

PRESENT

A. J. Bion
V. Lorman
G. Foss
W. H. Clancy
T. H. Jones
O. H. Wood
J. H. Hamilton

M. H. Littlefield
E. J. Stage
O. C. Wilson

G. L. Knowles
R. A. Walsh
J. A. Strong
R. A. Haas
D. A. Sonnenmaier
E. R. Anderson
C. L. Weeks
C. Glass

E. R. Cordrof
M. Bonyng
C. B. Ince
W. R. Taylor

U. W. Howard
W. Purkert

REPRESENTING

American Metal Co. Ltd.
do
do (Cia Metalurgica Penoles, S.A.)
American Smelting & Refining Co.
do
do
Broken Hill Associated Smelters Pty. Ltd.
(C. Tennant, Sons & Co.)
Cerro de Pasco Corp.
do
Consolidated Mining & Smelting Co.
of Canada, Ltd.
E. I. duPont de Nemours & Co.
do
Eagle Picher Co.
Electric Storage Battery Co.
do
Ethyl Corp.
do
International Smelting & Refining Co.
(Anaconda Sales Co., Agents)
National Lead Co.
St. Joseph Lead Co.
do
United States Smelting Refining & Mining
Co. Inc.
Western Electric Co.
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 their operating and traffic personnel two suggestions that seemed worthy of further consideration. They were:

1. Smaller pigs, and
2. Riser and slatter pigs. (Shapes that would ship better).

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

21-6/8 in. on face 2-1/4 in. top
3-1/8 in bottom 2-7/8 in. overall h
2-1/8 in. under seat

It is their opinion, however, that jacking is not the entire answer to the problem nor is their proposed 2" 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 pit prepared by the Funker 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 concerns should be surveyed and if a lighter pig is desired by the majority, the consensus, they would undoubtedly make available such pigs. They do feel, however, that the lighter pig would require some change. It is their belief that the Association of American Engineers Committee is working on its proposal on a super metal load pig and that some of the best means of working jointly with this committee be considered.

Representatives of the Electric Storage Battery Co. stated that

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The representatives of the American Smelting & Refining Co. reported that the International Metal Committee had indicated that in 1953 would be an initial trial of a 25 lb. pig, 20 in. long, 4 in. wide, and a secondary annual test of more than 100,000 pigs. The committee also indicated that they would be in a position to adopt, at their Osmos and Perth Amboy refineries, a pig similar to the one now cast at their Federal refinery and which is a brand that is more adaptable to good shipping. Specifications of the 25 lb. 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 Thyrl Corp. believed that such pigs would still require wire strapping and in this the representatives of American Smelting and Refining Co. concurred. The Thyrl Corp. was opposed to wire strapping, they were in favor of other means of packaging. As a suggestion they presented a drawing of their proposal for a 25 lb. interlocking pig (Exhibits "B" and "C" attached) possible with the proposed pig. They further stated that their experience with a trial shipment of 25 lb. cars of 25 lb. rebbed pigs was highly satisfactory. About 91 percent of the pigs were in their original condition and of the remaining 9 percent only half had to be realigned by hand for mechanical handling. Handling this Ladanac trial shipment consumed only 0.24 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 rebbing is not the entire answer to the problem nor is their proposed 25 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 Foster 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 rebbed pigs. One of their principles, The Consolidated Mining and Smelting Company of Canada, originated rebbing. 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 consumers they would undoubtedly make available such pigs. They also feel, however, that the lighter pig would require more strapping. It is their belief that the Association of American Refiners 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

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through which the present-day... carriers... own orga-... could be handled with... sponsored.

... stated... noted... period... the... of the... road. In... of lead... from the producer's... point of view.

... the objective of... producers traffic... and...

... requested that com-... needs as well as... determining... of pig.

... the St. Joseph Lead Co. suggested that we con-... without taking into account, at... the costs... involved in changing... loading or... produced... that if A.A.R. is working on this... may... advantage to both producers and consumers to... method... loading and loading... the industry is forced to adopt a... only to the carriers.

Also, their experience in interlocking slabs of zinc, which are... having... satisfactory... most sound-... considered.

... suggested that the objectives should be spelled out... of this committee.

After the discussion by the entire committee, the following objec-
tives were...:

1. ... will involve safety for... (design... not weight)...
2. ... that will conform to...

... as outlined, and... and... of...

The... and... the... of the com-
mittee...

Committee on Leading and
Packaging

A motion was thereupon made, seconded and unanimously carried that the following companies be appointed as subcommittee which would be responsible to the full committee.

The following companies were suggested and the following companies serve on the subcommittee:

PRODUCERS

American Electric & Refining
Co.
St. Joseph Lead Co.
The American Lead Co. Ltd.

CONSUMERS

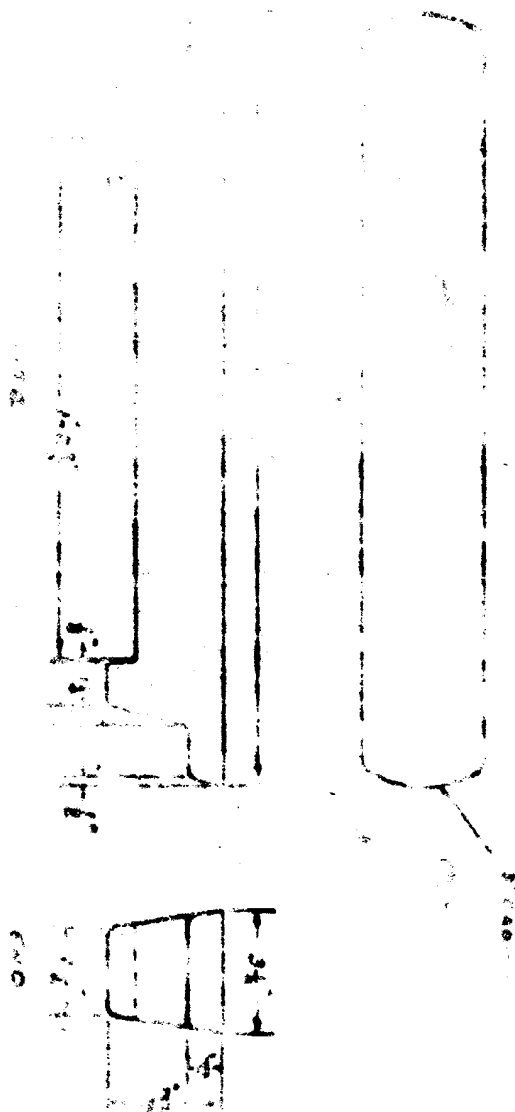
Excell Corp.
Electric Storage Battery Co.
National Lead Co.
Western Electric Co.

Appointments to the subcommittee were unanimously approved.

There being no further business, the meeting adjourned at 12:44 P.M.

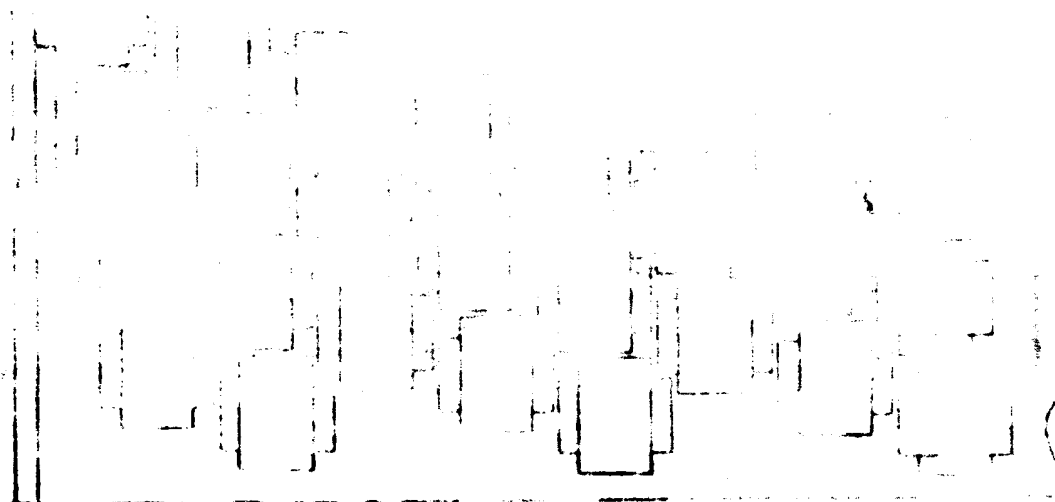
Robert P. Ziegler
Secretary

LIA09199



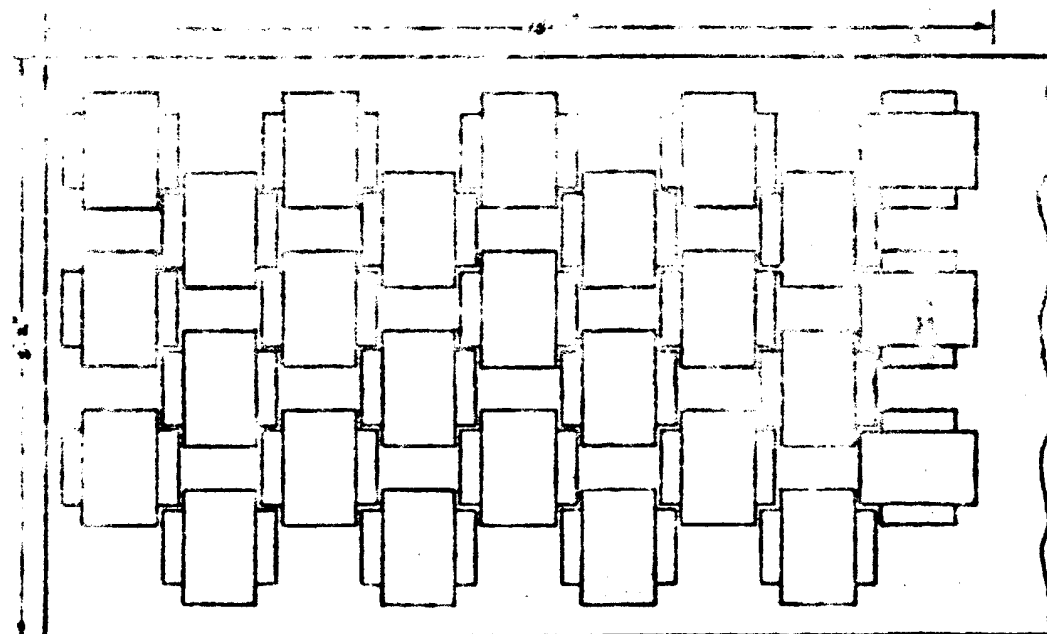
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LIA09200



1. The building is a rectangular structure with a central corridor running north-south. The corridor is approximately 10 feet wide and runs the full length of the building. On the east side of the corridor, there are several rooms of varying sizes. The largest room is at the north end, followed by a smaller room, and then a series of three smaller rooms towards the south end. On the west side of the corridor, there are also several rooms. The largest room is at the north end, followed by a smaller room, and then a series of three smaller rooms towards the south end. The building is approximately 100 feet long and 50 feet wide.

Length of Car - 40'-6"

[illegible]

Notes - Floor started on one end should
- the 2nd stage arranged
- Section started in the center out to end
- Stage 1st into outside dimensions
- 4th in 1st and 2nd
- Stage changed
- Same 2nd

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CP