PLAINTIFF'S EXHIBIT
WRG-855

March 21, 1966

Memorandum to Mr. Yanis Bibelnieks

Attached are five original interior photographs and captions of the Zonolite Division plant at Libby, Montana and copy negatives of each for retention in the Photo Library.

Clancy Topp received these directly from Zonolite and the photographer and date these photos were taken are unknown. The original negatives of these shots have been retained by the Link-Belt Company, who originally used these photos.

F. E. Bona

cc: Mr. R. E. Haine

ENTRY FORM FOR NEW PHOTOGRAPHS

SUBJECT: Interior plant photos of vermiculite mill

DIVISION: Zonolite Division

LOCATION: Libby, Montana

DATE TAKEN: _____

PHOTOGRAPHER: _____ RATE: _____

P. R. REPRESENTATIVE: _____

PHOTOGRAPHS ENTERED: CODE ASSIGNED: _____

Black and White: 5 - 4 x 5 negatives
(Quantity) 120
35 mm

Color: 4 x 5
120
2-1/4 x 2-1/4
35 mm
wide angle

Contacts: _____
(No. of sets)

Glossies: 5 - 8x10
(Size and quantity)

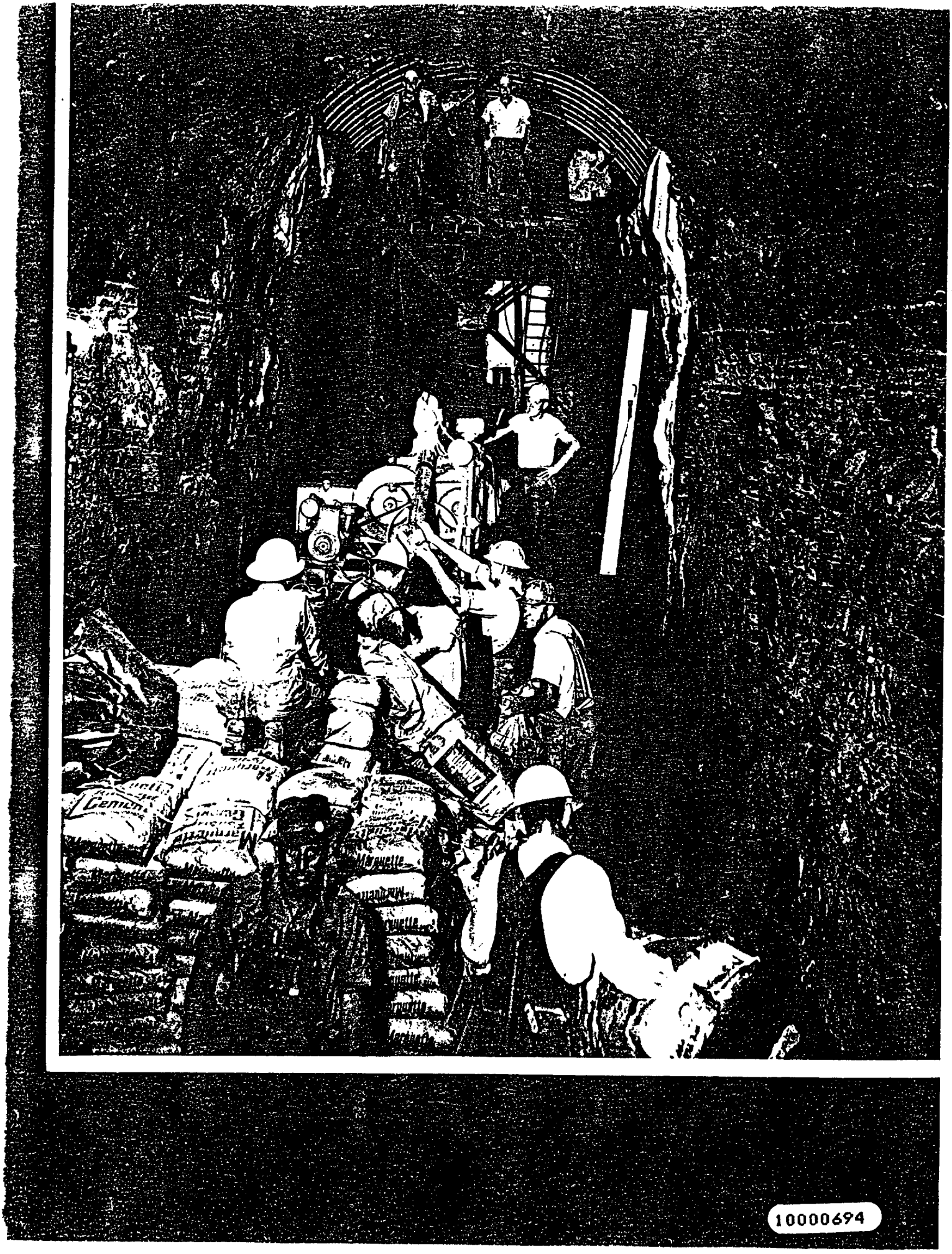
Other: _____

Caption Sheets Attached: Yes x No. of Pages 1
No

Received by _____ (Signature) Date 3-21-66

Received from F. E. Bona

10000693



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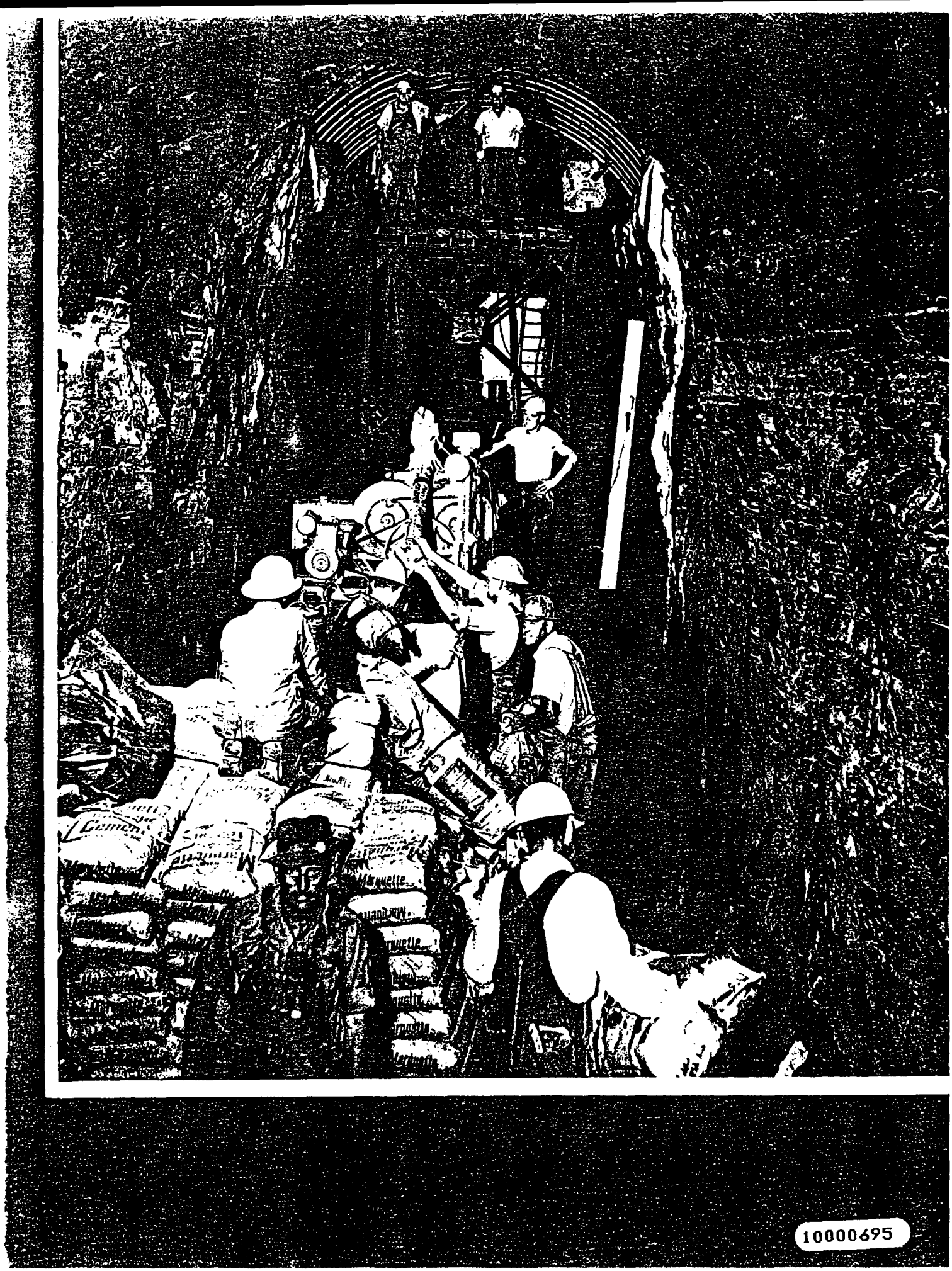

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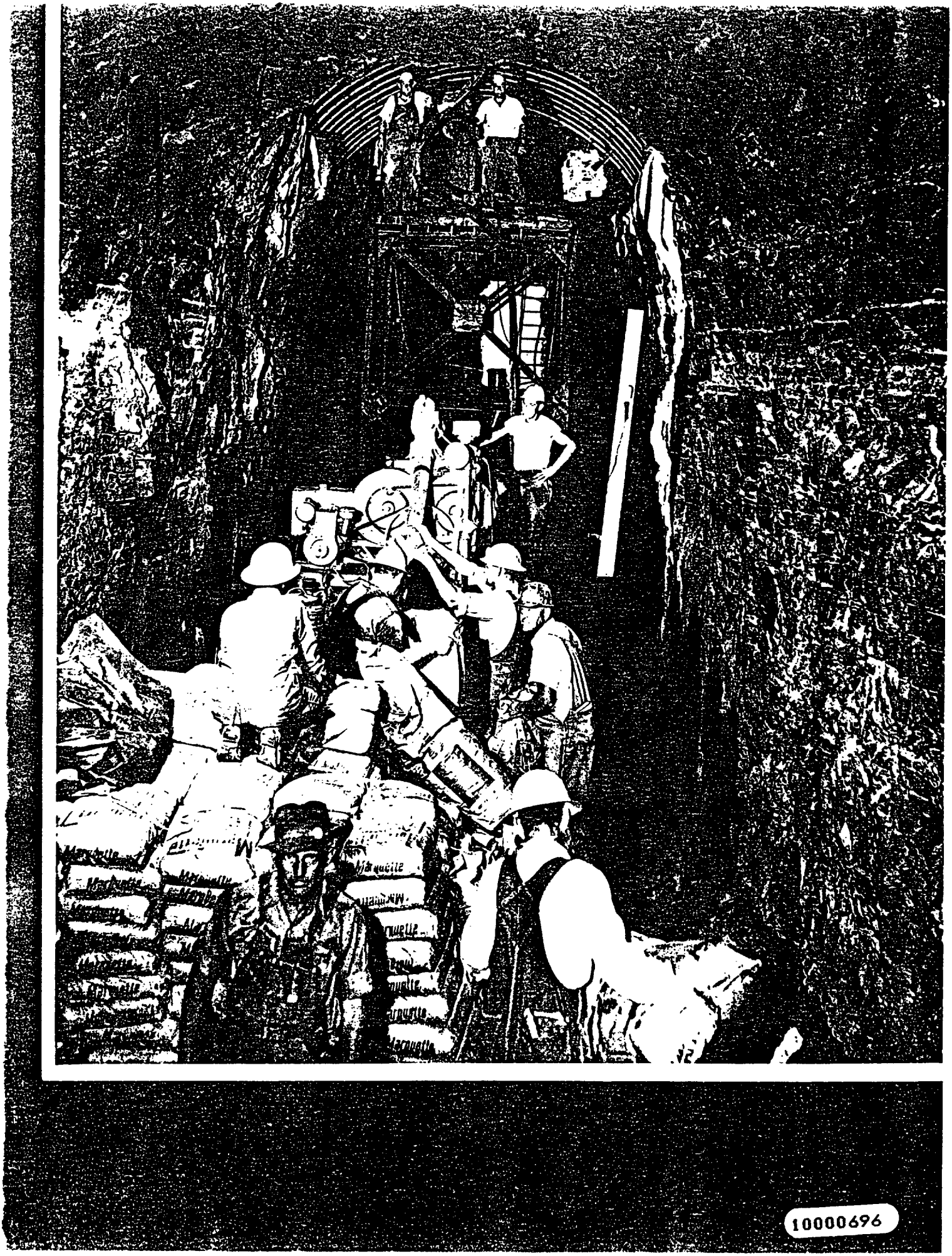

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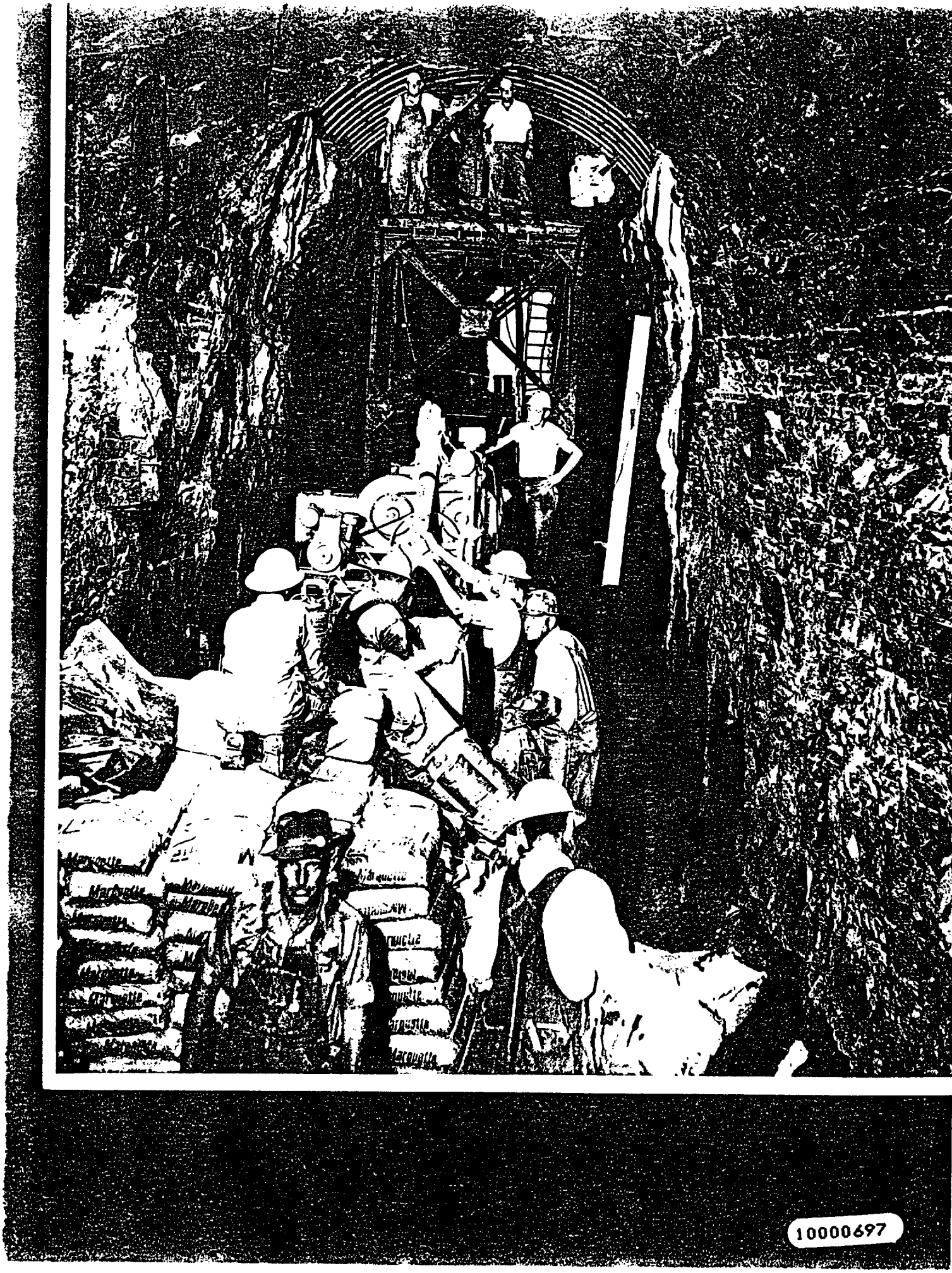

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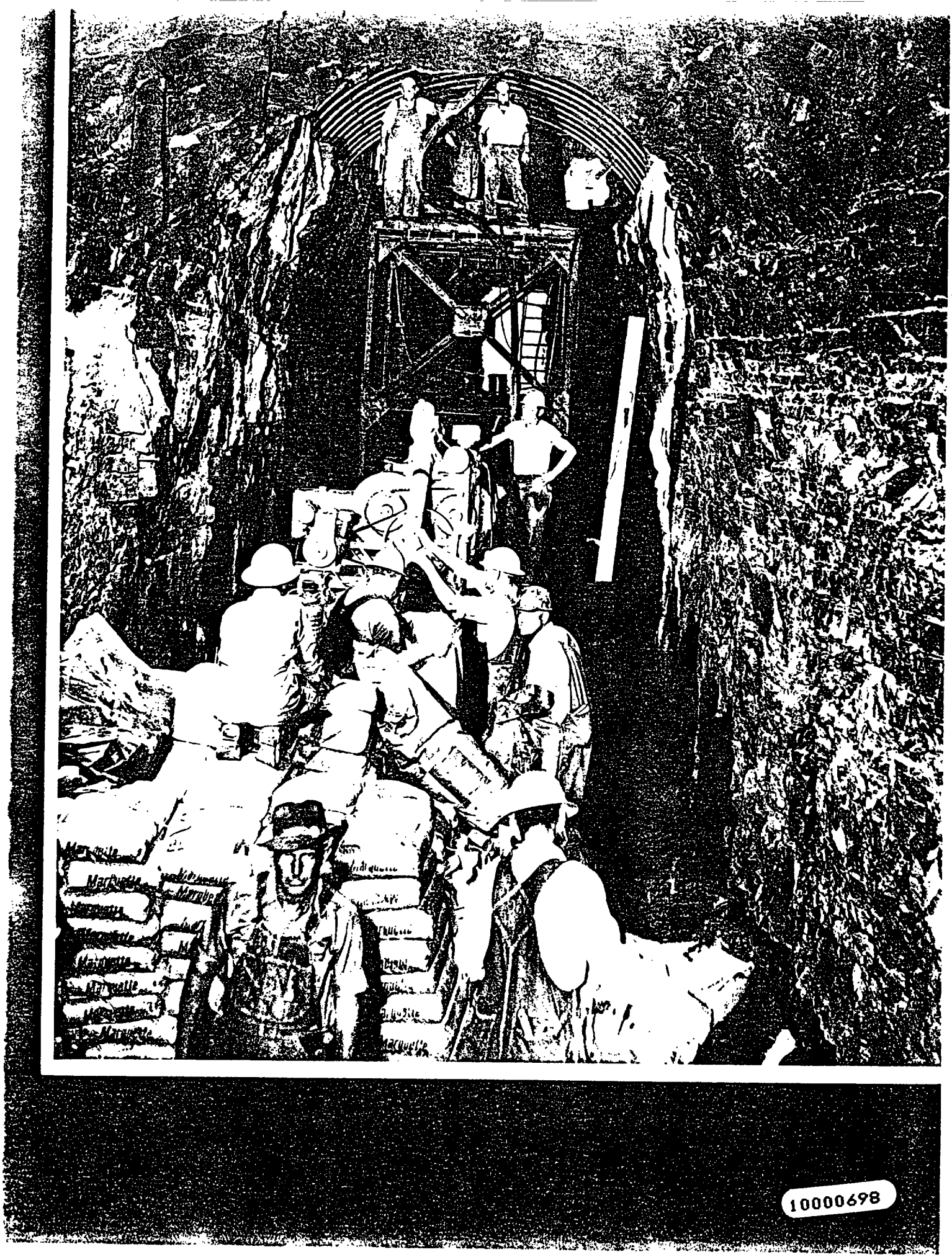

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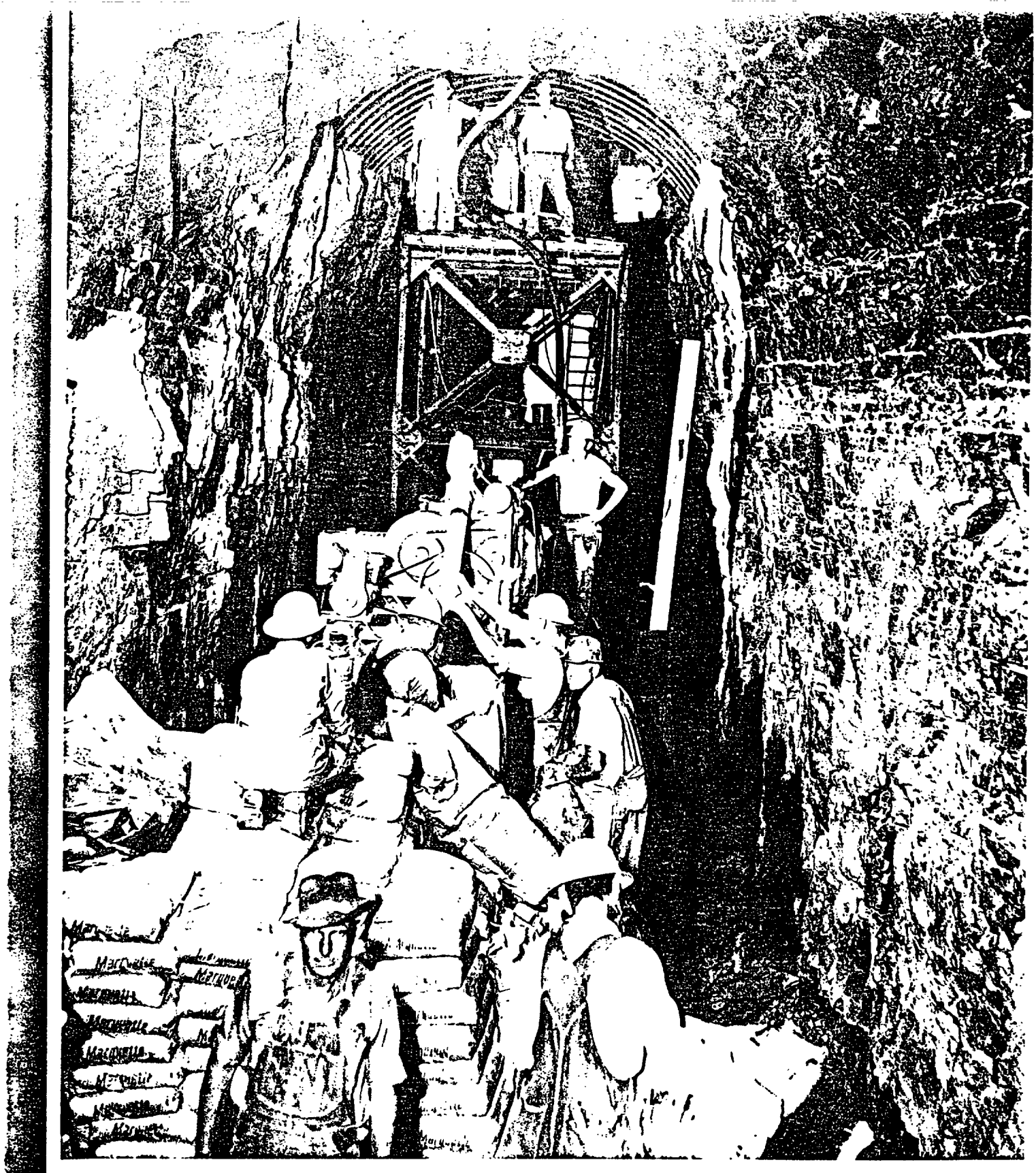

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CONTACT: New York, 344-1200, Fred Bona, x 330

A new roof of arched metal and lightweight insulating concrete has been installed in 315 feet of a Louisville & Nashville Railroad tunnel which cuts through 2,228 feet of mountain near Cowan, Tenn., eliminating a costly problem of falling shale onto the tracks. Prior to the installation of this new tunnel roof, tons of soft shale would fall on the tracks below, delaying train service. The L & N Railroad found it necessary to keep a crew and equipment available for removal of the rock. Operating from a small work train with a switch engine and flat cars containing scaffolding and other equipment (left photo), workmen put heavy gauge arched shape, galvanized steel on the roof of the tunnel by blasting out a ledge on each side to serve as a support for the new roof. The L & N Railroad contracted with Foam-Crete, Inc., Chattanooga, Tenn., to fill the newly-formed cavity with Zonolite insulating concrete, consisting of stabilized Zonolite vermiculite concrete aggregate, portland cement and water. Because vermiculite weighs less than one-tenth as much as sand, considerable weight savings were realized in this application. The Zonolite Division, W. R. Grace & Co., furnished the contractor with six, 1,000-bag railroad cars of vermiculite aggregate. This concrete, pumped through openings (right photo) in the arched steel due to danger of working above the metal, serves as a cushion and wedge against the rock and a filler above the metal. In addition to its lightness of weight, Zonolite insulating concrete was used because it will not rot nor decompose. The surface areas where the rock slides took place were uneven, but the insulating concrete follows any contour and its thickness varies from 18 inches to 14 feet. The entire project required only about six weeks.

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