

Form 112-OL

PLAINTIFF'S
EXHIBIT
K-1802

OWENS-ILLINOIS

INTRA-COMPANY ① CORRESPONDENCE

Attention of Mr. M. C. Schonauer - Camden
cc: Mr. O. W. Pfeifer - Berlin
Mr. B. F. Truena - Toledo

KAYLO DIVISION
BERLIN PLANT

Subject

KAYLO BREAKAGE

October 11, 1955

Regarding Mr. H. R. Walton's letter of October 4, 1955, concerning excessive breakage encountered in the last three cars shipped to the Shell Anacortes Job, we do not feel that we have sufficient specific information to properly comment upon the problem at this time.

Mr. Walton unfortunately had neither the car numbers nor the sizes and quantity of breakage by size which we feel should necessarily accompany a complaint of this nature for proper analysis.

While we do not have loading diagrams as such covering these cars, I have carefully examined the car loader's tally sheets, listing the quantities by size and the sequence in which the sizes were loaded, on the last five cars, and nowhere do I find any evidence of improper loading procedure.

We have mentioned frequently that a 50' car is much more susceptible to transit damage on a cross country haul than would be a 40' car, realizing that the additional freight charges involved make it impractical from your viewpoint to ship other than 50' cars to the West Coast. However of the last five cars shipped to Anacortes, the last was a small 40' shipped 9-28 to clean up additional order; the fourth was a 40' shipped 9-1 to clean up job as of that date; the third car shipped 8-30, when in lieu of an unavailable 50' a full 40' and trailer were shipped; the first and second were both full 50's and shipped 8-26. In each instance our standard loading procedure was followed, and it did not vary from method used to load the several other cars previously shipped to Anacortes.

We have requested that another look be taken at our present car loading procedure, in view of complaints from various destinations throughout the country, with which you are familiar. We would appreciate it if you would secure detailed and specific information on this Shell breakage complaint. We feel it would be very helpful in evaluating our present loading procedure particularly on 50' cars.

Incidentally, we have no record of ever receiving the drawing submitted by Gene Ingram of Los Angeles, Penco, describing how proper loading should be effected. Perhaps you have this drawing in your file.

J. H. Whelan
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