

C. H. Ince

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The meeting was called to order by the Chairman, R. L. Ziegfeld, at 2:20 P.M.

The minutes of the meeting of the full committee held on January 18, 1963, were approved.

The chairman then requested the producers present to comment on the proposed plans presented by Ishihara, and the Bureau Hill and Sullivan Mining & Concentrating Co. at the January 13, 1957 meeting.

The American Metal Co. Ltd. representative stated:

"The Superintendent of Compañia Metalurgica de Pinos de Monterrey remarked, 'As to the Ethyl Corporation design of a lead pig for better stacking, we do not think that it will solve the problem. Although pigs made with this type of bars will have a much better consistency, we doubt that with the rough treatment we have experienced the railroad cars are getting in transit, pigs will not hold together. It is also doubtful that our yards will accept that stacks be loaded 4 rows high. If a stack is loaded with (maximum 2) pigs per pile) can be loaded. It is also doubtful that the design is sufficient for proper machine loading and unloading. The design of the stacking of the individual pigs on the rail cars is also doubtful. The small bearing surface of the legs of the railroad cars will not support the pigs rest.

40Our undersigned raise the objection that the design of the bars out of the center will be difficult to construct and on narrow bars and the design will be liable to breakage and the bars will be top surface. We would have to construct the bars in the center of the first objection. There is a small gap in the bars at the ends are piled hot and the bottom row only being supported on the small legs at each end, bottom bars will bow down in the center.

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"Our Company is sympathetic to the problem raised by the workers although it is easier to say so than to do so. A practical plan can be worked out which could be put into being at our various plants without too much extra expense. We would not be opposed to such a change."

The American Oil Refining Company representative stated:

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"As a matter of fact, we asked our five different refineries some time ago to give this matter careful study and to let us have their suggestions as to how this problem might be met. We have had five different suggestions; however, none of these plans were deemed satisfactory by our people here and therefore we cannot burden the committee with these suggestions."

"You will recall that we have previously suggested that we were prepared to go to the expense of changing the shape of the bar at our Omaha and Perth Amboy refineries to conform to the shape of the bar produced at our Federal Plant, thereby standardizing the shape of the pig for the trade normally supplied from these plants."

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The St. Joseph Lead Company representative stated:

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"Two memoranda from our Smelter regarding the interlocking pigs proposed by Bunker Hill and the Ethyl Corporation follow: 'Upon receipt of the memorandum of January 18, I wrote them that the idea of a lighter pig had been dropped and therefore their objections to the extra costs of casting and handling were no longer valid.'"

January 18, 1933

"Memo to Mr. E. I. Isbell:

"The pig suggested by Ethyl Corporation, weighing only 45 lbs. could have all the drawbacks and incur all the increased casting and handling costs noted in a previous memo. I do not believe the cleats on the end of the bar would hold pigs in place without siring. The small bearing surfaces (1 1/4" x 1 1/4"), would be hard on car floors."

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Letter to Mr. Isbell:

"I agree that staying with the 100 pound pig would eliminate the cost of carking and handling that would result from adopting a 150 pound pig. The 100 pound pig would also allow for a larger bearing at a lower floor.

By increasing the length of the Ethyl Corporation pig to 29 inches larger bearing surfaces could be provided, heights of loads 5 inches could be reduced to about 12-1/8 inches, and cars could be loaded with three rows in each end of the car with about the same free space between loads and walls as we now have with four rows of loads in each end. This pig could be 29 inches long, 4-1/8 inches wide at the top, 2-1/8 inches high over all with end lugs, 1 inch high with a draught of about 1/8 inch per inch of height to weigh approximately 100 pounds.

"By widening our Kernam loaders to take the wider load we could get two thirds of the loads in cars with it, which is much faster than with a fork truck.

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With respect to the small bearing surface of the legs and their probability of damaging car floors, several of the consumers present felt that the legs would collapse before damaging the car floors and further, called attention to the success of the so-called knife-edge legs on zinc slabs that support a load of about one ton without undue damage to floors.

Increasing the length of the pig to 29 inc. was opposed by all present, also, any use of pigs as dunnage was also strongly opposed. There was also some objection expressed on the use of higher piling which would be more apt to topple.

The Ethyl Corp. representative presented a drawing of their experimental design for a lead pig which was then discussed. As a result of the discussion, several changes were deemed desirable. These were incorporated in the attached drawing dated May 13, 1953. The original drawing dated January 14, 1953, attached as Exhibit "A" was not circulated other than to those present at the meeting. The drawing dated May 13, 1953 is marked Exhibit "B."

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There being no further business, the meeting adjourned at
4:00 P.M.

[Handwritten Signature]
Secretary

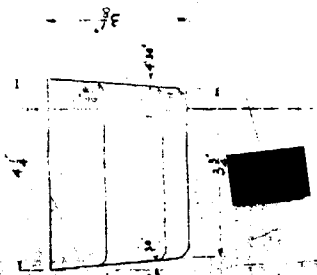
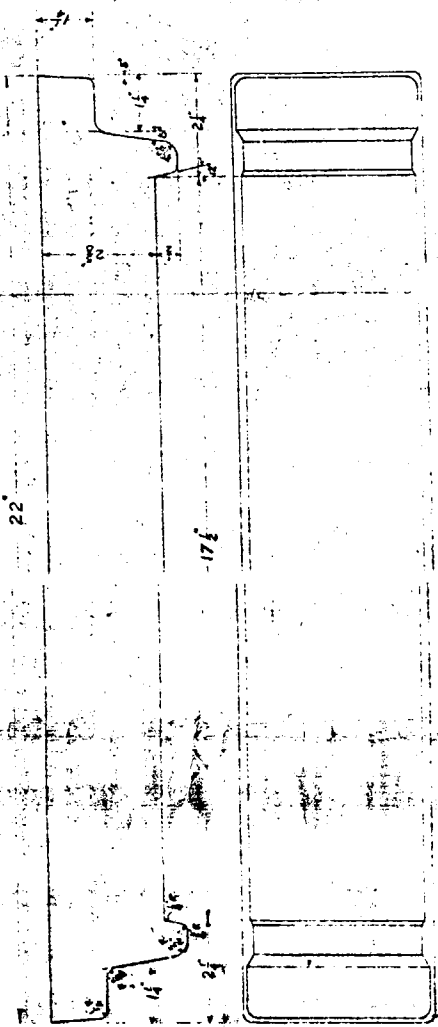
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NOTE

1. Pig shown weighs about 40 lbs. Weight can be increased to 100 lbs. by increasing height from 4-1/8 inches to 4-1/2 inches.
2. A 2,500 lb. wild pig covers area of 1/2 acre feet. Deer weight (about 150 lbs) * 1/2 = 75 lbs. Deer weight of 2,500 lb. size of area is about 17 to 19 inches.

SF-52408



LEAD PIG OF PURE LEAD 93.02% MIN. OR ALLOY LEAD 85.02%

