Atlanta, Georgia
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File

PROKO
DALLAS, TEXAS

The performance of TRF02 at all plants is good and the scheduling technique we have been using has assured all plants (Dallas, Cambridge City, and Wayeross) of a dependable source. Business has fallen off some and as a result, only one car is scheduled for August.

We have been given the go-ahead for 50 pounds stepped end bags for all locations. Loads are not to be glued and unitized on shipments going to Dallas, but experimental loadings will be welcomed at the other locations where plant techniques allow for mechanical unloading. The ceiling at the Dallas Wall St. plant is so low that all materials must be moved with motorized hand trucks. A fork lift cannot be used. In addition, all raw materials are stored in the second floor and moved there by conveyor. All Dallas rail cars are unloaded with day labor. I witnessed the unloading of a car of "whiting" and have never seen such a horribly dusty mess. Broken bags were indescriminately tossed on the conveyor and as a result, a trail of "whiting" could be traced from the box car to the storage area.

Air samples were taken by Proko's Insurance Company, and the result was a clean bill of health. I was flabbergasted and questioned farther. The sampling technique apparently left something to be desired, but the net result indicated that since the insurance company gave them an "ok", they are dismissing any further work to control dust. The primary source of the contamination occurs in the box cars and any further work would require expenditures to allow mechanical unloading, etc.

They have been informed of our environmental services.

J. M. Bodder - Atlanta

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