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ARKWRIGHT MUTUAL FIRE INSURANCE CO.
185 FRANKLIN STREET
BOSTON, MASS.

August 16, 1935 VR

General Asbestos & Rubber Division
of Raybestos-Manhattan, Inc.,
North Charleston, S. C.
Mr. E. H. Jeffords, Gen. Mgr.

Dear Mr. Jeffords: DUST COLLECTING SYSTEM

Structural detail plan of your proposed dust tunnel was received with your letter of August 12th and referred to one of our structural steel engineers for computation of wind stresses, with written report for forwarding to you. Duplicate copies of Mr. Corson's letter report of August 16th are enclosed.

We are in agreement with him that the angle iron construction for a structure of this size, located on the roof where it will be exposed to high winds, does not give sufficient resistance to damage by wind. The alternate method of using channel irons will result in substantially the same cost and provide a structure which will resist bending moments set up by wind stresses in the vertical members and in the roof supports. We urge that you do not use the design indicated on your blue print, dated August 10th, for the reason that it does not provide sufficient strength to resist wind forces.

We have noted that if Mr. Corson's recommendations for channel irons and hook bolts, at each panel point, are adopted then the half inch diagonal tie rods every twenty feet, included in your design could be omitted, thereby removing an undesirable obstruction: however, we would much prefer to see these tie rods continued, even with the more rigid frame, as they will add to the stiffness of the structure.

We have discussed with Mr. Corson his suggestion for using transite rather than corrugated iron. We realize at once that the transite will cost about eighty per cent more than the corrugated iron, but this was suggested because of our expectation that you will need to make this tunnel reasonably air tight in order to keep the blower capacity at a reasonable minimum. If properly strapped to the structural frame, either the corrugated iron or the transite are equally acceptable as far as we are concerned.

That portion of your August 12th letter inquiring about the covering of the wooden floor with sheet metal is answered in Mr. Barrier's letter of August 13th, previous to the receipt of your letter of the 12th.

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In discussing this item here it has been our expectation that you will need to keep this tunnel reasonably air tight, as noted above. Joints in the 2" plank flooring seem bound to open up in the course of time, permitting the escape or inrush of air to the tunnel, depending on whether the air system is blown or drawn by suction. If this is the case then some such floor covering as the tin, seems to be necessary for efficient operation; altho, as Mr. Barrier has pointed out, it is not a requirement of ours based on our present knowledge of the dust composition.

Very truly yours,

ARKWRIGHT MUTUAL FIRE INSURANCE CO.

Carl G. Richmond, Engineer

(Enc. 2 copies report)

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