PLAINTIFF'S EXHIBIT
UC-425

TO: F. Kummerer
F. M. Patterson
M. J. Detter

PRODUCT HANDLING

cc: A. A. Andrade
L. F. Crow
J. L. Myers
K. [illegible]
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In reviewing with Ken Doe and Abbie Andrade the information gathered at Kentile-Brooklyn and Terre City, several conclusions and suggestions emerged which I think will interest you.

We have tried strapping loads in place, using 3/4" steel strap, with poor results. The car in which damage was reported from corner and strap anchors left on the walls was one of these. We have received loads of paper bags in which 1½" straps had been broken by rough handling in transit. Our bag suppliers now use retrievable inflatable dunnage with good results. We will try this type on loads to locations where the customer does the blocking. I don't think we could count on the crews who unload Kentile-Brooklyn cars in Jersey City returning our dunnage, so we'll continue to use disposable dunnage for them.

In view of the observed breakage of metal strapping, and because of the problem of opening the door, even using rubber tires as a cushion, Mr. Andrade advises against the idea I proposed in New York for fastening the doorway load. He suggests instead that a vertical 4 x 4 timber long enough to reach from the floor to a point above the door lintel be strapped to each of the pallets stacked in the doorway. With this, the pallets will be held in position, but if the top pallets should start to tip, they would be held upright and away from the door by the timber.

We will also try lining cars with old 6 mil polyethylene product covers to reduce bag damage by abrasion against the sides of the cars.

It is recognized that the ultimate answer to reducing bag damage, short of insisting on nothing but DF cars, is to use bags which will fill the cars solidly with the load. Perhaps we can use narrower bags or go to a brick pattern which will fit the cars tighter. We will start in this direction immediately, recognizing that it will probably take 6-8 months to make the change.

The "Plastics pallets" which have been recommended several times cost $3.00 each in Torrance and freight would be too high for us to get them from their supplier. We are checking to see if our supplier can furnish them.

The 36" x 42" pallets we are using for pallets have 36"-2 x 4s with 9" cove cuts and 3 - 1 x 6s on the bottom. Kentile-Brooklyn has had trouble with the 2 x 4 stringers splitting, with the 1 x 6 boards sinking down into the bags underneath, and with excessive overhang in the 36" direction. We propose to change to a 30" x 42" pallet with 2 - 1 x 6s and a 1 x 6 on the bottom. The four-way feature is almost a necessity for our own use in loading the doorways, as well as for customers in removing doorway loads.

J. A. Riddle

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