LONGVIEW FIBRE COMPANY

MAIN OFFICE AND MILLS, LONGVIEW, WASHINGTON 98632

What is this about?

August 16, 1967

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PLAINTIFF'S EXHIBIT
UC-427

Mr. P. J. Wellnitz, Regional Traffic Manager
Union Carbide Corporation - Pacific Coast Division
22 Battery Street
San Francisco, California 94106

Dear Mr. Wellnitz:

We have been ordering 80,000 pound carloads of asbestos shorts from your Chemical and Plastics Division and shipping from Welby, California to our plant at Longview, Washington. In questioning our Purchasing Department, the reason they have been ordering approximately 84,000 pounds has been due to the capacity of the 50-foot cars when shipped on pallets. These cars are coming in loaded to the very top of the car, 2 pallet tiers high, 7 to 8 tiers per pallet. In using a standard double door 50-foot car, we have noted considerable damage, principally due to shifting caused by humping of the cars. On a recent shipment made on August 7, 1967 in car SP 217301, the entire carload has shifted approximately 4 feet, many of the pallet loads were leaning so severely that when the doorway pallets were removed, there was no way of holding the adjoining pallets thus causing them to tip and a considerable number of bags being broken.

We note in Pacific Southcoast Freight Bureau Tariff 1-S, there is a 100M pound rate and 50M pound rate, therefore we have been paying freight at 100M pound minimums at 65¢ per cwt. where there has been approximately 84M pounds. We believe the Southern Pacific Company have a supply of 60-foot high cubic, compartmentized cars that should be ideal for loading this material, and we also believe that closer to 100M pounds could be loaded per car. Since we are paying for approximately 16M pounds of air, any additional weight will cut our freight cost. On all future orders, our Purchasing Department will be noting on the order to load in Southern Pacific Company 60-foot compartmentized cars, if available, and we are not specifying the weight to be shipped, merely one carload, leaving it up to the plant to load as heavily as is practical for safe transportation.

We would appreciate your contacting the mill at Welby and the Southern Pacific Company in an attempt to use 60-foot compartmentized cars or if not, high cubic 50-foot compartmentized or DF cars to protect the lading from shifting and causing damage.

Mr. P. J. Wellnitz
Union Carbide Corporation
San Francisco, California

Longview, Washington
August 16, 1967

We ship approximately 10 cars a day from our mill to Southern Pacific destinations in California, therefore, they would have the car returned to their line under load, within two or three days after we receive the carload of asbestos shorts.

We'd appreciate any assistance you may lend in that approximately $100 damage claimed on this last car received.

Yours very truly,

LONGVIEW FIBRE COMPANY

Erwin S. Rosenzweig
Traffic Manager

FG
cc:Sid Eggleston