UNION CARBIDE CORPORATION
METALS DIVISION
P. O. BOX K, KING CITY, CALIFORNIA 93930

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July 13, 1981

Mr. H. B. Eastman
H. B. Eastman, Inc.
3329 W. Dudley Avenue
Fresno, CA 93711

Dear Bill:

As you know, there have been a few complaints in recent years about ore spillage or wind-blown dust along the public roads. I think you, your drivers, as well as Union Carbide, have done everything feasible and reasonable to prevent such spillage and/or dusting. And the occasional accidental spills have been promptly cleaned up, to everyone's satisfaction, I think.

May I reiterate here the various precautions you must observe while hauling Union Carbide's asbestos ore. The choice of haulage equipment is yours, of course, and the "doubles" bottom dump trailers, used for many years, seem best adapted for this haul.

1. Each trailer shall have sturdy metal sideboards (not wooden) which will be repaired or replaced immediately, if damaged.

2. The little "ledge" at the top of each trailer shall be covered with a steeply-sloping metal deflector, so that no material can accumulate there during loading operations, and jiggle or blow off later while in transit.

3. Excessively-heaped loads are not permitted. Experience over the years indicates that a total net weight of 26 to 27 tons of ore, depending on the particular set of doubles, does not result in spillage or truck overweight.

4. After loading, each trailer must be completely covered with a tarpaulin, fastened securely. Experience has shown that a mesh-type tarp will stay in place, and not allow dusting at highway speeds.

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5. Each trailer must be equipped with strong, manually-operated hook-type latches on the hopper doors. These latches will be engaged at all times except during actual dumping on the ore stockpile at King City.

6. Excessive speed on the roads is not allowed. Obviously higher speed contributes to possible dusting as well as being more hazardous to all on the roads.

7. At the King City Plant, all trucks must drive over the "truck bumps", and through the tire wash pit before leaving the plant area. When the new north access road into the plant is completed, all trucks must leave the plant via this paved and washed-down road.

8. Should a noticeable spill occur, it must be immediately reported to the boss trucker who will at once take the required steps to remove the spill, hauling such spilled material to either the mill or to the mine. Depending on the size of the spill, shovels, brooms, or front end loader may be required.

9. While it is the trucker's responsibility to clean up all spills, specialized equipment is immediately available at the King City Mill (shovels, brooms, flares, tarps, self-propelled vacuum sweeper, etc.); and Union Carbide employees will take this equipment to the scene and participate in clean-up whenever necessary.

10. Please report any noticeable spill to either Roger Hopper, Mine Foreman, or myself. It may be necessary to report a spill to the shift foreman at the King City Mill, who will contact the proper Union Carbide people and initiate any required actions.

11. Roger, myself, and others make daily trips to the mine, and thus keep a constant "patrol" of the road, particularly checking for visible spillage.

Bill, all the above is on-going and nothing new. You have been very cooperative in the past in accomplishing the above mentioned precautions. And your drivers, for the most part, the same ones year after year, are known to be capable, careful, and courteous to all who must use the steep, narrow, winding road between the mine and the mill.

If you have any questions or suggestions regarding any part of this letter, please call me.

Sincerely,

UNION CARBIDE CORPORATION

R. O. Marsten

R. O. Marsten
Mine Superintendent

/ljg

cc: J. L. Myers
J. B. Rouse
W. C. Thurber