PLAINTIFF'S EXHIBIT

UC-4968

Carbide asbestos

c for T. P. Norris
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UNION CARBIDE CORPORATION
P.O. Box 579 Niagara Falls, N.Y. 14302

G. L. Dickson with
By E. J. Kleber

Date 3/22/74

Full Name	Georgia-Pacific Corporation Akron, NY	Interviewed	
Address		Bill Walbone	
Mfrs. of	TJC		

Bill telephoned in AM to say that the car ordered for delivery on 3/22/74 had arrived on 3/22/74. This was their first car containing 8 layered pallets and we had requested permission to inspect it before being unloaded. Looked very good as attached photos verify. Observed only one broken bag which had nothing to do with loading pattern. Their unloading doorway is high enough to accommodate unloading two pallets at once, which is the usual custom here, but with only about a foot to spare. No problems with unloading except they asked if it would be possible to load the pallets in the doorway in the opposite direction. The forks on their lift trucks are not long enough to go the full distance under the long way of the pallets which required that the first two sets had to be pretty much dragged out of the car. After this it was possible to turn the next two sets of pallets inside the car and then insert the forks the short way of the pallet. After the 4 sets in the door had been removed, it was a simple matter to unload the remaining pallets. This is not a big deal with them but if a car can be loaded with these pallets in the opposite direction and still travel without damage, they feel that it would simplify the initial unloading procedure.

Bob
Bd-Y

We offered to run a dust count during this time but our offer was politely turned down as Bill felt it was unnecessary. They were recently inspected by OSHA and so far everything looks good. However, they are still awaiting the results of the OSHA dust count.

The two dunnage bags arrived inflated as they normally do. They cited one example when a bag had been pierced by a splinter from a pallet but this apparently was an exception.

The self-sealing valves still contain asbestos which is the only adverse criticism that we can make.

MISC.

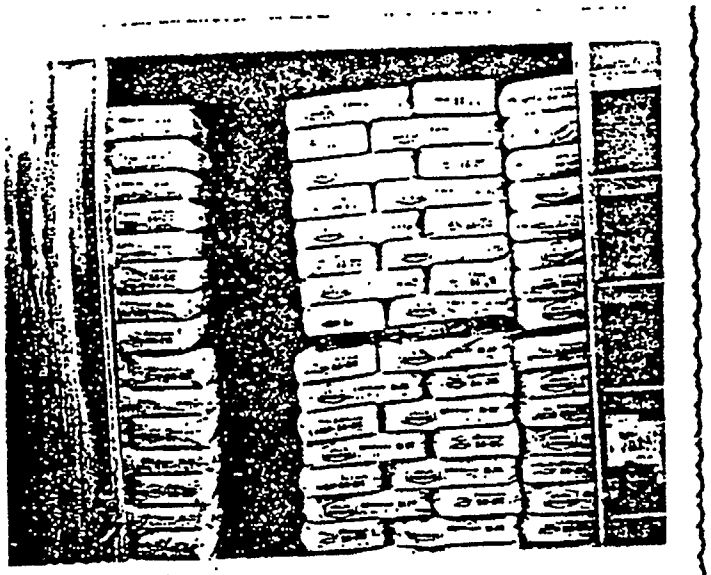
SG-210 is still only being used here in their ready mix with Carey Canadian 7TF9. We do not know the ratio of the two asbestos. However, ready mix will probably be 65% of their production this year and they expect this to increase

in the future. They are now on a 6-day - 2-shift operation and are just keeping up with demand. Therefore, 1974 requirements for SG-210 should be greater than in 1973, although Bill would not advance any estimate.

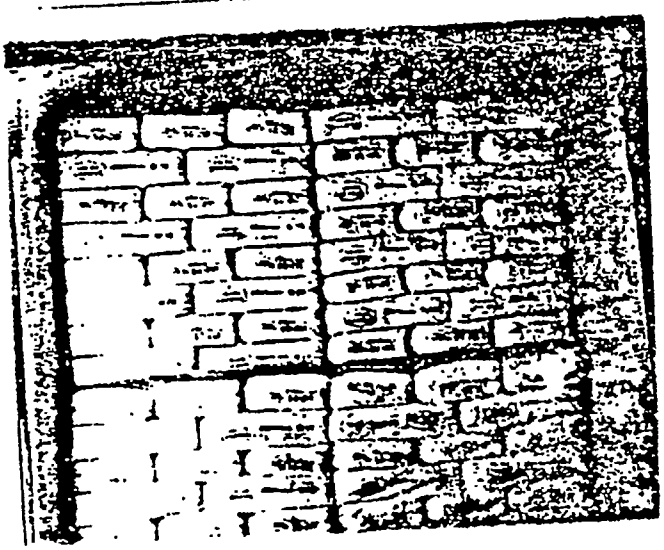
ACTION

Routine calls only are required at this time. Will follow up periodically on the status of pelletized SG-210 which was not discussed. Left copy of J-M booklet on asbestos which Bill will read and then let us know if he wants additional copies for his people.

Typed 3/25/74
cjb







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