PLAINTIFF'S EXHIBIT

UC-5080

REPORT OF CALL

cc for
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UNION CARBIDE CORPORATION
P.O. Box 579 Niagara Falls, N.Y. 14302

By J. E. Walsh

Date 8/21 & 8/22/73

Full Name	Georgia Pacific	Interviewed
Address	Marietta, Georgia	Doug Jones - Quality Control
Mfrs. of	Tape Joint Muds	

Call made to collect another set of mixing samples and to observe the unloading condition of the six shrink-wrapped pallets of SG-210 in the car. The following samples were collected during the manufacturing of joint cement:

No. 110 - Background - Sample was hung five feet off the floor and two feet to the left of the dry blending trough and covered the period between the finish of the last batch and the mixing of dry blend ingredients for the next batch. Time on, 1:05 p.m., off 1:15 p.

No. 221 - Personal - Attached to Sam Dayton, the operator of the dry blender. Sample covers the addition of two 100-lb. bags of 7RF9 and three 80-lb. bags of SG-210. Time on 1:15 p.m., off 1:20 p.m.

No. 218 - Background - Sample was located in the same position as 110 sample and covered the period during the dumping of 200 lbs. of 7RF9 and 90 lbs. of SG-210. Time on 1:15 p.m., off 1:30 p.m.

No. 212 - Personal - Attached to Sam Dayton, the dry blend operator, during the addition of the following dry ingredients to complete the batch: Mica, 350 lbs.; Gelvatol, 40 lbs.; Natrosol, 37-1/2 lbs.; Dowicil 100, 7-1/2 lbs.. Calgon, 12-1/2 lbs. Time on 1:16 p.m., off 1:28 p.m.

No. 269 - Background - Sample was located in same position as 110 and run during the period starting from the end of one batch to the start of the next one. Time on 1:30 p.m., off 1:46 p.m.

No. 290 - Personal - Attached to wet mix operator Robert Hale during the mixing of the blended dry ingredients with latex and water. Time on 1:48 p.m., off 1:59 p.m.

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The above samples were taken on 8/21 prior to delivery of the carload by the railroad. At about 4:30 p.m., the railroad spotted car Southern 19206 by G-P's unloading door. Doug and I tried to open the car door but it was stuck so we went to the use of a crowbar and tension chain. The best we could do was open the door about two inches, and when we did, a virtual asbestos snowstorm came blowing out the door, covering us from head to toe in white. After it stopped blowing, we looked in the door opening and saw that the problem was that the front four pallets by the door had shifted during transit and about 40 SG-210 bags were wedged against the door, preventing us from moving it. Due to the hour, we decided to forget it for the day and start in on it at 7 a.m. the next day. In the morning, with the help of an experienced fork lift driver and boxcar unloader, we finally were able to free the door after 40 minutes of time had elapsed. After removing the damaged bags in the door area, I climbed up inside the car to locate the shrink wrapped pallets. Four of them were visible in the far end of the car. Loose asbestos lay on top of every pallet in the car and five to ten pound piles were all over the door area, between pallets, on the floor and between bags. The following samples were taken:

No. 207 - Background - On 7:55 a.m., off 9:10 a.m. Located 12 feet from the floor in the middle of the car door opening. Sample was run from the time the door was opened until the work on the car was stopped.

No. 145 - Personal - On 7:45 a.m., off 9:12 a.m. Attached to John Tinker, operator unloading the car, from the time the door was opened until work on the car stopped.

After an hour's work, the doorway area was still only half cleared and our chances of getting to the shrink wrapped pallets were about a day away, according to Tinker. As the writer had to catch an 11:00 plane, it was agreed that G-P would set aside the shrink wrapped pallets when the car was finally unloaded and I would come back after Labor Day to observe what they looked like.

JEW/cs
Typed: 8/31/73