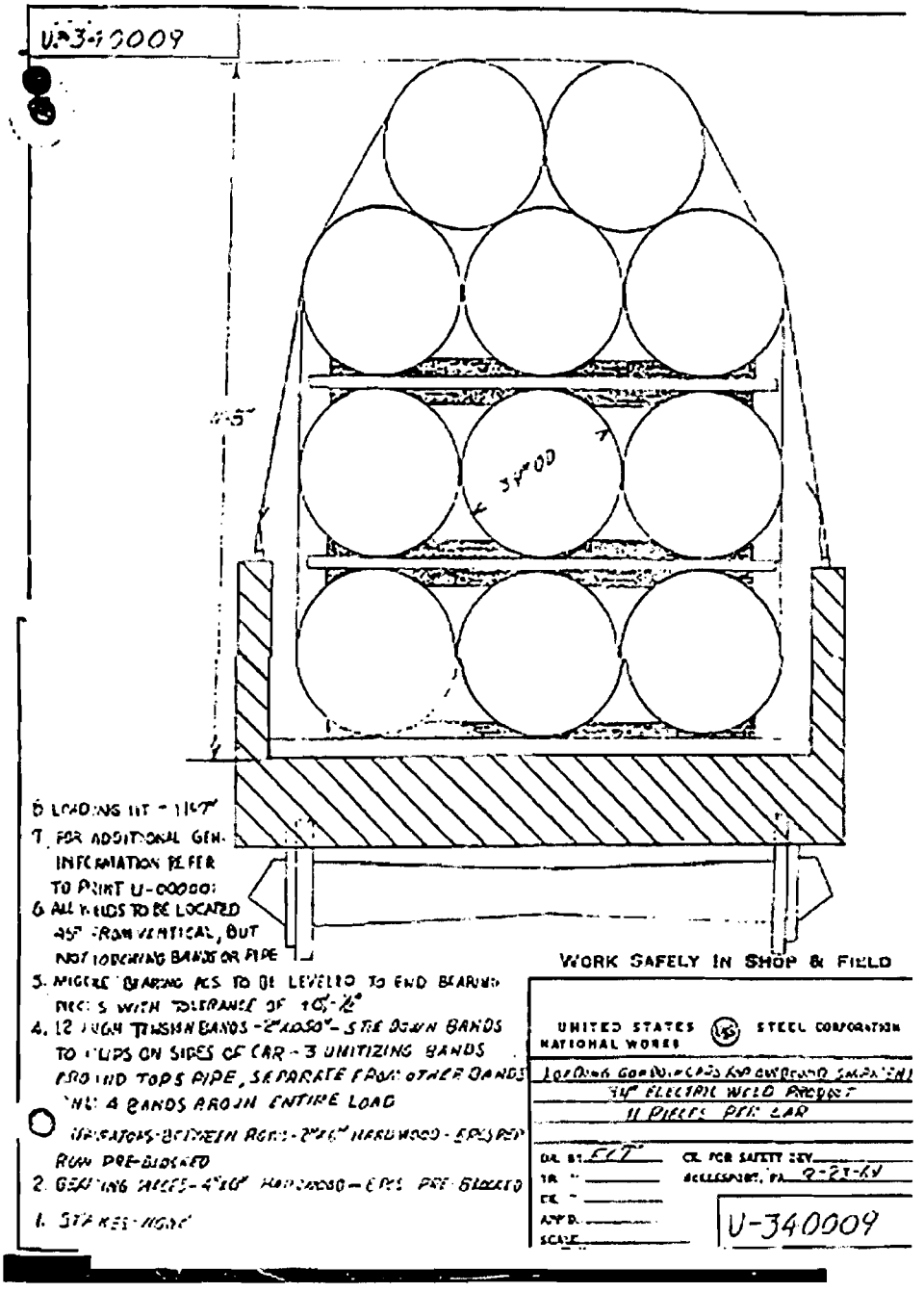

Figure 9. U.S. Steel loading diagram for railcars.

The U.S. Steel employees who had loaded the 1966 DSAW pipe order could no longer be found. According to a former shipping department employee (who was not present at the time of the Enbridge pipe loading), a typical pipe loading practice before and after this pipe order was to position the longitudinal weld at the 2, 4, 8, or 10 o'clock position so the pipe weld would not touch lumber, bands, or other pipe. If a 40-foot joint

WEB Exhibit # 29