

M. C. A.

TRANSPORTATION
EQUIPMENT
COMMITTEE
MINUTES

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MANUFACTURING CHEMISTS' ASSOCIATION, INC.

Minutes of Meeting

COMMITTEE ON TANK CARS, TANK TRUCKS, AND PORTABLE TANKS
Held at the Park (Motor) Hotel, Niagara Falls, Ontario, Canada
April 27, 28, and 29, 1960

Chairman Weaver called the meeting to order at 1:30 P.M. on Wednesday, April 27, and 9:30 A.M. on Thursday and Friday, April 28 and 29. The following members and guests were present:

MEMBERS:

J. E. Weaver, Chairman	R. W. Parker
D. M. Long, Vice Chairman	W. A. Powers
R. J. Carey	W. F. Rash
J. R. Egan (for D. D. White)	E. L. Santner
J. P. Gardner	E. W. Schwadron
B. F. George	P. W. Tucker
H. T. Hale	R. J. Van Nostrand
B. H. LaMotte	J. F. Wohlfahrt
D. G. Law	J. C. Zercher
L. H. Machelor	C. H. Mayhood, Secretary
T. B. Moore	

ASSOCIATE MEMBERS:

V. E. Beriault	R. L. Hiatt (for
G. E. Fitzgerald	C. H. Folmsbee)
C. T. Graves	J. D. Lester

GUESTS:

A. F. Binder, Becco Chemical Division, Food Machinery & Chemical Corporation
W. N. Cinnamond, Naugatuck Chemical Division, United States Rubber Company
J. W. Collyer, Olin Mathieson Chemical Corporation
W. S. Felmy, Shell Chemical Company, A Division of Shell Oil Company
M. Gray, Jr., U. S. Industrial Chemicals Company
C. L. Hedman, Shell Chemical Company, A Division of Shell Oil Company

GUESTS: (continued)

W. A. Hofmaier, Rohm & Haas Company
G. R. Johnson, Shell Oil Company of Canada, Ltd.
E. R. Killeen, Arizona Chemical Company
R. E. Lynch, Tennessee Copper Company
J. E. Macdonald, Jr., Standard Oil Company (Ohio)
L. G. Matthews, Union Carbide Corporation
W. G. McKenna, Bureau of Explosives
M. T. Miller, Canadian Industries Limited
R. M. Neary, Union Carbide Corporation
F. E. Ouellette, The Dow Chemical Company
D. S. Randolph, ACF Industries, Inc.
Louis Reznick, National Tank Truck Carriers, Inc.
R. T. Robinson, E. I. du Pont de Nemours & Co., Inc.
C. P. Woehrle, American Cyanamid Company

Mr. Weaver welcomed Messrs. L. G. Matthews and R. M. Neary, Union Carbide Corporation, who were kind enough to attend the meeting at the invitation of Mr. T. B. Moore to brief Committee members on the special techniques of transporting cryogenic materials. He also expressed his appreciation to Mr. Louis Reznick, National Tank Truck Carriers, Inc., for his attendance to discuss NTTC's proposal to allow bottom outlets on cargo tanks.

NOTE: To permit an orderly presentation in the minutes, the actions taken on various Committee studies handled during the two-day session are set forth in the following under the minute number to which they apply, without particular regard for the exact order in which the business was handled on each day.

1. DOCKET 169: DESIGN PRESSURE OF ANHYDROUS
AMMONIA CARGO AND PORTABLE TANKS

Mr. T. B. Moore stated that at its last meeting on March 31, 1960, Subcommittee No. 3 adopted a motion to recommend to the Parent Committee that it reconsider its previous decision on the design pressure reduction - 265 psi to 250 psi - for cargo and portable

...cks for anhydrous ammonia service. Therefore, as Chairman of Subcommittee No. 3, he was acting accordingly to place this recommendation before the parent group for any further action it deemed desirable.

The proponents and opponents were requested to express the official views of their respective firms. Following careful consideration of the merits of these various contentions, it was moved (Mr. B. H. LaMotte), seconded (Mr. P. W. Tucker), and voted that this subject should not be reconsidered by the Committee. The following "show of hands" vote was recorded:

In Favor of
Reconsideration

B. F. George
J. W. Collyer (for W. A. Powers)
J. R. Egan (for D. D. White)
J. C. Zercher

Total - 4

Opposed to
Reconsideration

D. M. Long
R. J. Carey
J. P. Gardner
H. T. Hale
B. H. LaMotte
L. H. Machelor
T. B. Moore
D. G. Law
R. W. Parker
W. F. Rash
E. L. Santner
E. W. Schwadron
P. W. Tucker
R. J. Van Nostrand
J. F. Wohlfahrt

Total - 15

Mr. Weaver did not vote. He requested the Secretary to progress the matter as previously decided by the Committee and remove the subject from the docket.

Removed from docket.

2 DOCKET 149: REPORT OF SUBCOMMITTEE No. 1
Dr. P. W. Tucker, Chairman

(Note: Copy of Dr. Tucker's report was forwarded to Committee members March 16, 1960.)

On separate motions, duly seconded, and voted, the following specific actions were taken at this meeting on the subjects enumerated in Dr. Tucker's report:

- (a) Docket 181: ICC Specification 51
Docket 183: ICC Specification 60

The manner of processing the Committee's proposals for amendment of ICC Specifications 51 and 60 was reviewed. Hereafter, as a matter of policy, such recommendations are to be forwarded directly to the Bureau of Explosives, with copy to any interested industry group.

The Committee agreed to support a suggestion originating with CGA toward eliminating the minimum water capacity of 1,000 pounds for ICC Specification 51 containers.

- (b) Docket 207: New Type Weather Bonnet on
Pressure Tank Car Relief Valve Vents

This matter has been resolved as described in Item No. 3 of Dr. Tucker's report of March 16.

Removed from docket.

- (c) Docket 104: Bottom Washout
Nozzles on Pressure Cars

The Committee decided that the application of bottom washout nozzles to pressure cars should be dealt with on an individual commodity basis as requests are received.

Messrs. Rash, Egan, Machelor, Powers, Wohlfahrt and Long were not in favor of permitting this practice.

Removed from docket.

- (d) Docket 111: Tank Car Marking Requirements

The Subcommittee recommended that a special Task Group be appointed to handle this study. The Committee agreed.

Mr. Weaver named Messrs. R. J. Carey (Chairman), R. W. Parker, and J. D. Lester to comprise the Task Group. Its initial report is to be submitted through Subcommittee No. 2 prior to the Fall Parent Committee meeting.

- (e) Docket 182: ICC Specification 52

Proposed ICC Specification 52 has been resubmitted to the ICC by the Bureau of Explosives.

Removed from docket.

(f) Docket 106: Openings in Heads of
Pressure Type Tank Cars

It was decided that in the interest of safety in transportation, it would be too risky to condone the issuance of any blanket approval by classes of pressure type tank cars to provide for openings in the heads for lining purposes, and that such applications should be approved only on an individual commodity basis.

The Committee voted in favor of openings in heads of pressure cars in the following services:

- (1) Ethylene Oxide
- (2) Vinyl Chloride (To be shipped in "Kanigen" nickel lined cars originally built for ethylene oxide service.)
- (3) Motor Fuel Anti-Knock Compounds

The Secretary was requested to advise the Bureau of Explosives.

In connection with this entire question, it was recommended that Subcommittee No. 2 take the following under advisement:

- (1) Should cars with head openings also have removable access openings in the jacket and insulation to permit periodic inspection of the head closures and their gaskets?
- (2) Should the cars be marked in some appropriate manner to give notification that they have head openings?

Mr. Weaver requested the Subcommittee to be guided accordingly.

(g) Docket 189: Transportation of
Butadiene in Portable Tanks

This proposal has been processed through CGA by the Secretary. (See Subject (a), Paragraph 1, for the Committee's recommendations on the handling of such requests in the future.)

(h) Docket 108: Side Running Boards on Tank Cars

The Secretary reported that it is the opinion of MCA Traffic Counsel and Traffic Committee officers that the Association should not take any active part in the ICC hearings on this matter as it involves the Rail Unions and the Railroads.

(i) Docket 191: Classification of
Di-Iso-Octyl Acid Phosphate

The Committee decided, with the agreement of the representatives of Monsanto Chemical Company and Stauffer Chemical Company, that the two materials shipped by their respective firms under the description "Di-Iso-Octyl Acid Phosphate" are both classified as corrosive liquids subject to ICC Regulations.

The Secretary was requested to advise the Bureau of Explosives

(j) Docket 170: Minimum Design Working Pressures of ICC
MC-330 Cargo Tanks and ICC-51 Portable Tanks

This proposal is detailed in Item 16 of Dr. Tucker's report of March 16.

It was recommended that since this subject may require a good deal of study over a long period of time, a special Task Group should be named to handle the matter.

Mr. Weaver agreed. He will notify the Secretary as to the Task Group personnel.

* * * *

Unless otherwise indicated above, all subjects now before Subcommittee No. 1 were continued on the docket.

3. DOCKET 150: REPORT OF SUBCOMMITTEE NO. 2
Mr. B. H. LaMotte, Chairman

(Note: Copy of Mr. LaMotte's report was forwarded to Committee members March 25, 1960.)

On separate motions, duly seconded, and voted, the following specific actions were taken at this meeting on the subjects enumerated in Mr. LaMotte's report.

(a) Docket 117: Prompt Reporting of
Damaged or Wrecked Cars

This subject covered two separate considerations, as follows:

- (1) Cars which are involved in wrecks while in transit and which are reported to the Bureau of Explosives.

- (2) Cars which are to be delivered to the consignee by a railroad but which may be in leaking condition.

disposition:

Item (1) was removed from the Docket in view of I.C.L. No. 6, issued by the Bureau of Explosives, February 1, 1960.

On Item (2), the Secretary reported that this matter was referred to the Traffic Committee with a proposal for an amendment of AAR Interchange Rules to correct the condition. The Secretary will report back after the Traffic Committee's subcommittee meets May 16.

- (b) Docket 123: Qualification, Maintenance and Use of Tank Cars - Section 73.31(j) of ICC Regulations - Examination of Tanks and Appurtenances Prior to Loading

The Committee agreed to accept the amended wording for Section 73.31(j) of ICC Regulations, which was approved at the last meeting of the AAR Committee on Tank Cars, held April 22, 1960. This reads:

"When tank cars are loaded and prior to shipping, the shipper must determine to the extent practicable that the tank, safety appurtenances, and fittings are in proper condition for the safe transportation of the lading. Tanks with bottom discharge outlets must have their outlet caps off or outlet plugs open during the entire time tanks are being loaded. After loading, tanks with bottom outlet valves which permit more than a dropping of the liquid with the outlet caps off or the outlet plugs open, must not be offered for transportation until repairs have been made. Tanks which show any dropping or leaking of liquid contents at seams or rivets, must not be offered for transportation until proper repairs have been made."

- (c) Docket 119: Railroad Car Inspection Act of 1959

This subject is listed on the docket for the purpose of information only.

There are no significant developments to report at this time.

- (d) Docket 118: Qualification, Maintenance and Use of Tank Cars - Section 73.31(a) of ICC Regulations

Mr. Weaver directed attention to his letter of August 19, addressed to Mr. F. H. Stremmel, AAR, concerning Application No. 12737 and the interchangeability of tank cars as enumerated in Section 73.31(a) of ICC Regulations.

Dr. McKenna stated that he had explored this matter as requested and so far as he could determine, the "Table" of cars limits their interchangeability exactly as the cars are listed.

Subcommittee No. 2 was instructed to drop the subject from its docket. A special Task Group will be appointed to study the packaging sections of ICC Regulations and submit recommendations to give more practical latitude on interchangeability where it is deemed appropriate.

- (e) Docket 118: Qualification, Maintenance and
Use of Tank Cars - Section 73.31(g)(9), Table 1

This matter will be studied by the AAR Subcommittee on Safety Devices toward clarification and correction where necessary to eliminate confusion on retest periods and pressures for tanks and safety devices.

Removed from docket.

- (f) Docket 203: Depreciation Rate for Cars
Equipped with Sparger Systems

This problem relates to the matter of a satisfactory allowance for Sparger Systems of stainless steel in covered hopper cars. It has been resolved by a new entry in the AAR Interchange Rules, 1960 Edition, which provides an allowance considered equitable.

Removed from Docket.

* * *

Unless otherwise indicated above, all subjects now before Subcommittee No. 2 were continued on the docket.

4. DOCKET 151: REPORT OF SUBCOMMITTEE NO. 3
Mr. T. B. Moore, Chairman

(Note: Copy of Mr. Moore's report was forwarded to Committee members March 31, 1960.)

On separate motions, duly seconded and voted, the following specific actions were taken at this meeting on the subjects enumerated in Mr. Moore's report.

(a) Docket 175: Tank Trucks for Transporting
All Concentrations of Hydrogen Peroxide

The Secretary reported that the ICC still has not taken the recommended action to delete "with subsequent heat treating or peening permissible" from Section 78.330-11 of ICC Specification MC-310. He added that he has advised the Commission several times that serious consequences could result from this authority and they promised to remove it after obtaining the views of the Aluminum Association. So far, they have taken no action, and he will again contact the ICC emphasizing the importance of prompt amendment of this Section.

(b) Docket 137: Data Requirements for New Commodities

The Committee again reviewed the handicap under which it is obliged to work when insufficient data is furnished by the Bureau of Explosives or member companies on proposals for ICC Regulations amendment relating to commodities or specifications for transportation equipment.

The Secretary was requested to discuss this problem with MCA Washington office executives to determine a means of impressing member firm executives with the importance of furnishing such data or authorizing the Bureau to do so, if they wish their individual company requests to be handled properly and expeditiously.

(c) Docket 193: Proposed Revision of
ICC Cargo Tank Specifications

The Committee approved the redraft of the ICC Cargo Tank Specifications which has been submitted to Mr. C. W. Taylor, Director, Bureau of Safety and Service, Interstate Commerce Commission, and complimented the representatives of the interested associations who worked on it jointly for their respective organizations, for this outstanding accomplishment.

The Secretary will address Mr. Taylor voicing MCA concurrence to the proposed amendments.

(d) Docket: 178: Proposed Revision of Chemical
Safety Data Sheet SD-5 - Nitric Acid

The Secretary clarified the General Safety Committee's intent in requesting comments on the Section on Motor Vehicles in the proposed revision of Chemical Safety Data Sheet SD-5.

The Committee agreed that in accordance with the General Safety Committee's request, it should cooperate to draft similar standard sections for flammables if it is possible to do so in some general way.

The Secretary will forward copies of the standard sections used for preparing data sheets on flammables to Task Group members for their guidance.

- (e) Docket 155: ICC Regulations - Section 77.834(e) -
Dangerous Articles in Truck Bodies or Trailers
Equipped with Heating or Refrigeration Apparatus

Mr. Moore referred to the Secretary's letter of January 15, addressed to Committee members, which reads:

"Please be advised that I have received the following communication, dated January 12, from Mr. H. A. Campbell, Chief Inspector, Bureau of Explosives, which is self-explanatory:

"Referring to my letter of November 27, in connection with revision of Section 77.834(1) of the ICC Regulations, the proposal to amend this section was submitted to the Interstate Commerce Commission on December 7.

"I am now advised by the Commission that in view of the following opinion expressed by the Bureau of Motor Carriers, the proposed amendment will be set aside pending a subsequent recommendation of the Bureau of Motor Carriers:

"***We agree in principle with the proposed amendment. The language, however, appears to warrant further study. The prohibition of 'other equipment..... which might provide a source of ignition' seems to leave room for doubt. A flame could be completely enclosed, with combustion gases carried outside and combustion air brought in from the exterior of the vehicle in pipes, and still provide a source of ignition in the event of leakage. After further study we will submit further recommendations.'

"You may care to acquaint your interested members and committees with the Commission's action in regard to this matter.

"Until such time as a proper amendment can be effected, it will be necessary for carriers handling shipments of flammable liquids or flammable compressed gases in heated equipment to obtain special permits authorizing such handling."

It was the consensus that the Interstate Commerce Commission is becoming too involved in the semantics of the MCA proposal and that a slight change in the wording of our previous recommendation for amendment of the Regulations is neither desirable nor necessary to afford safety in transportation and bring about the relief required by shippers.

It was agreed that the Secretary should reaffirm the MCA position with the Bureau of Explosives and request that they resubmit our proposal to the Interstate Commerce Commission suggesting favorable action.

- (f) Docket 169: Design Pressure of Anhydrous Ammonia Cargo and Portable Tanks

The disposition of this matter is reported separately, in detail, in Minute No. 1.

- (g) Docket 195: Inclusion of ASME Codes in ICC Regulations

The Committee concurred in the Subcommittee's reaffirmation of its position (also that of NTTC) that case interpretations do not change the codes but that the addendas constitute a code revision.

The Secretary was requested to so inform Mr. Harold D. McCoy, Secretary, Interstate Commerce Commission.

- (h) Docket 170: Design Pressure of ICC Specification MC-330 Cargo Tanks for the Transportation of Propylene

This subject will be handled under the general study of minimum design working pressures of ICC MC-330 cargo tanks and ICC-51 portable tanks, reported in Minute No. 2(i).

- (i) Docket 117: Motor Vehicle Accident Reporting

Mr. Moore reviewed the ICC's "Notice of Proposed Rule Making", dated May 5, 1959, issued under Docket Order Ex Parte MC-40, "Qualifications and Maximum Hours of Service of Employees of Motor Carriers and Safety of Operation and Equipment."

The Subcommittee is opposed to the requirements for more extensive accident reporting and more elaborate record keeping. It is the Subcommittee's understanding that API and LPGA are also objecting to these requirements.

It was recommended that the Secretary refer this matter to the MCA Traffic Committee for handling, pointing out that this Committee favors supporting API and LPGA exceptions.

(j) Docket 144: Transportation of Pyroforic Fuels

The Committee previously directed to the attention of the Bureau of Explosives difficulties encountered in properly interpreting and applying the provisions of Section 73.134 of ICC Regulations relating to transportation of pyroforic fuels.

Dr. McKenna stated that the Bureau is endeavoring to formulate a definition based on some simple test that can be applied by interested parties to determine when a commodity would come within the classification of a pyroforic fuel. They have developed a tentative test method, but the equipment may be too expensive for it to prove practical. They are continuing their work and will report any progress of significance.

(k) Docket 191: Transportation of Monoethylamine

The Committee approved the Subcommittee's recommendation that the transportation of monoethylamine be permitted in ICC Specification MC-304 cargo tanks under Section 73.119(f)(3) of ICC Regulations.

The Secretary will pass this recommendation to the Interstate Commerce Commission.

Removed from docket.

(l) Docket 147: Transportation of Monochloroacetic Acid Solution

The Committee approved the Subcommittee's recommendation that the transportation of monochloroacetic acid solution be permitted in ICC Specification MC-310 and MC-311 cargo tanks fabricated of pure nickel under Section 73.294 of ICC Regulations.

The Secretary will pass this recommendation to the Bureau of Explosives.

Removed from docket.

* * *

Unless otherwise indicated above, all subjects now before Subcommittee No. 3 were continued on the docket.

5. DOCKET 142: TRANSPORTATION OF CRYOGENIC MATERIALS

Messrs. Matthews and Neary described the various techniques and some of the problems in transporting cryogenic (very low temperature) materials.

Presently, there is no clear-cut definition as to the dividing line for classing such materials. Some groups have suggested -150° C. and below, whereas others believe the breakpoint should be -100° C.

In the matter of cryogenics vs. compressed gases, this appears to be a matter of historical approach and association rather than actual relationship. The association comes about because the commodities first shipped were gases such as oxygen transported as liquids at extremely low temperatures. Further, the consumer uses them as compressed gases and the transporters who move them are normally those who handle shipments of compressed gases.

Mr. Matthews and Mr. Neary also discussed container design problems with metals of construction at depressed temperatures, load limits, safety relief considerations, and other factors.

Mr. Weaver thanked both of the above gentlemen for the time they had taken from their busy schedules to meet with Committee members, and also expressed his appreciation to Mr. Moore for making these arrangements.

Following careful consideration of all aspects of this matter, it was moved, seconded, and voted that the Secretary discuss today's findings with Washington office executives. The purpose of this discussion will be to obtain an opinion as to whether the Committee should pursue its plans to engage in developing recommendations for the transportation of such materials as an additional Committee function or whether such an investigation falls within the scope of activities of some other organization.

Continued on docket.

* * *

On April 28, Mr. Louis Reznick, NTTC, kindly arranged for the Committee to inspect (at the Park Hotel) a special cargo tank used for transporting liquid ethylene between Sarnia, Ontario, Canada, and Tonawanda, New York. The members greatly appreciated this opportunity.

* * *

6. DOCKET 202: TRANSPORTATION OF ETHYLENE OXIDE
IN 20,000 GALLON TANK CARS - AAR APPLICATION NO. 13013

Mr. Zercher reported that the special Task Group recommended that Mr. Weaver vote favorably on AAR Application No. 13013 to authorize transportation of ethylene oxide in tank cars in excess of 11,000 gallons capacity (in this instance 20,000 gallons capacity) under the following conditions:

- (1) When cars are in excess of 12,000 gallons capacity, a minimum construction, equivalent to ICC-105A-300W construction, should be required and cars should be restenciled for Class ICC-105A-100W operation.
- (2) In any case, minimum wall thickness must be adequate to prevent any deformation of the tank.
- (3) Safety relief valve sizing must be adequate for efficient relief if the tank car is exposed to fire or external flame.

It was moved, seconded, and voted that the special Task Group recommendations be adopted and that Mr. Weaver approve AAR Application No. 13013 as the MCA representative on the AAR Committee on Tank Cars.

Removed from docket.

7. DOCKET 154: BOTTOM OUTLETS ON TANK MOTOR VEHICLES

Mr. Carey reviewed discussions of his Task Group relative to the proposal of NTTC that authorization be provided in ICC Regulations for the attachment of bottom outlets to cargo tanks used for transportation of corrosives. It is the Task Group's opinion that to permit bottom outlets on cargo tanks would not be desirable from the safety standpoint, and further, the outlet valves and fittings under consideration have not yet proved their efficiency for this service under over-the-road conditions.

Mr. Reznick expressed the opinion that bottom unloading was preferable to top unloading safety-wise, and submitted a record of twelve accidents that occurred in unloading chemicals by pressure. The practice is quite common in handling petroleum products, and his group believes it offers a number of advantages in the handling of other products and in the more flexible use of available equipment.

It was directed to Mr. Reznick's attention that this Committee is primarily concerned with the safe movement of chemicals from point of origin to destination and that the loading and unloading practices at the respective points are special factors which should be covered in good loading and unloading procedures designed to prevent accidents; also, that most of the accidents he had enumerated did not appear to be caused by the unloading practices but carelessness of the driver, since they covered such things as falling off the trucks or ladders, failure to close domes, etc.

After careful consideration of all points of view and data submitted, the following resolution was adopted:

"In view of the investigation of the Task Group and the expressions of representatives of member company producers, the Committee does not favor bottom outlets on ICC Specification MC-310 and MC-311 cargo tanks. Bottom outlets are subject to corrosion, leakage through the packing gland, outlet cap or flange gasket; freezing, and in general the consensus is that they do not provide the desired safety in transportation."

Removed from docket.

8. DOCKET 114: TANK MOTOR VEHICLES VIA PIGGYBACK AND FISHYBACK

Mr. J. F. Wohlfahrt furnished the following brief review of recent activities on the above operations in the East:

"Other than some isolated movements of tank trailers containing tar pitch on the DL&W, there has not been any known efforts to piggyback tank trailers or portable tanks since the Bangor & Aroostook episode. The latter was a one-move operation which bogged down as the result of service and economic factors.

"A tank trailer loading test was conducted at Hoboken on the DL&W on March 18. The loading and unloading test involved an aluminum milk tank trailer owned by the Marcus Trucking Company, Monroe, New York, which operates for the Borden's Farm Products Company. This test was to have been observed by an inspector from the Bureau of Explosives, Mr. Clyde Garland. Although he was on hand, he was obliged to leave before the test took place. However, he rendered an oral report to Mr. Thurber George, Chief Inspector, Bureau of Explosives, indicating that the GATX hitch and car appeared functional for transporting both tank trailers and portable tanks.

"The DL&W test will ultimately result in the selection of a piggyback car which will be placed in a week's trial service on the DL&W to transport two tank trailers loaded with water. The experience of handling on and off cars at origin and destination, together with normal and abnormal impacts, will be observed by Mr. Garland during the testing period.

"Mr. George indicated that there has not been any application within recent months to piggyback hazardous materials in tank trailers or portable tanks; although such materials have been trucked to shipside in portable tanks to be water-borne.

"As is known, a series of tests will be conducted at the Savannah Ordinance in Illinois, from May 2 through 5, but this will pertain to conventional trailers. Whether or not the Government will approve piggyback tests with tank trailers, such as carriers of rocket fuel, etc., is not known."

Mr. J. D. Lester, AAR, submitted the following report:

"During the October 1959 meeting of the MCA Committee on Tank Cars, Tank Trucks, and Portable Tanks, it was announced that the AAR Committee on Tank Cars had previously recommended to the Executive Vice Chairman of the Mechanical Division that a special subcommittee, composed of two members of the Committee on Car Construction and two members of the Committee on Tank Cars, be appointed to make a study of the various aspects of TOFC service in regards to tank truck trailers.

"This recommendation was placed before the Executive Vice Chairman, Mr. Fred Peronto, in the form of a memorandum with complete attachments, to fully inform him of all available information. However, in the interim, the Board of Directors of the Mechanical Division, AAR, through the General Committee, instructed the Arbitration Committee to assemble a Special Task Force to prepare an appendix to the Code of Interchange Rules, which will be applicable to railroad owned and/or leased trailers and containers used in TOFC service.

"The personnel of this Special Task Force is as follows: Messrs. J. P. Svetlecic (Chairman), Missouri Pacific Railroad; C. E. Fitts, Santa Fe Trail Transportation Company; D. A. Swanson, New York Central Railroad, L. E. Hilsabeck, AAR Inspection Force.

"The primary objectives of this Task Force are to investigate the following items:

- (1) Responsibility for damage.
- (2) Schedules covering repair transactions.
- (3) Rates of depreciation for each style and type of trailer.
- (4) Reproduction costs.
- (5) Any other pertinent items that may be encountered in this survey.

"All types and designs of trailers now in service are being checked and studied.

"To return to the first-mentioned special subcommittee whose recommended appointment was to be made by the AAR Committee on Tank Cars, and referred to the Executive Vice Chairman in the form of a memorandum.

"To date, this subcommittee has not been appointed due to the fact that, it is supposed, very little interest has been shown in TOFC service for tank truck trailers. We say this because no one in the AAR Mechanical Division or the Special Task Force has been approached on the subject of tank truck piggyback service, and for this reason, the Executive Vice Chairman of the Mechanical Division has not appointed the subcommittee to burden its members with a task, the results of which will never be used.

"It is suggested that anyone who has a keen interest in this connection, communicate with Mr. Fred Peronto and state the estimated volume and loaded mileage involved.

"The Special Task Force now in session has suggested to the Member Roads a "Proposed Time Schedule Covering Repairs and Work on Interchange Trailers" for comments, etc., before submitting same to the Arbitration Committee for final inclusion as an appendix to the Code of Interchange Rules." (See Exhibit "A".)

Continued on docket.

9. DOCKET 193: ICC TANK CAR SPECIFICATIONS

Mr. Weaver stated that there was nothing of particular importance to report in this connection at this time.

Continued on Docket.

10. DOCKET 209: TANK CAR COMPENSATION

Mr. Weaver reviewed the Traffic Committee's investigation toward obtaining a more equitable tank car compensation basis to offset rising operating costs. One concrete result is the increase in the tank car mileage rate to 5½ cents per mile, which will be effective May 1, 1960.

MCA and API representatives are now conferring on the development of a questionnaire to reflect 1960 tank car costs based on 1959 operational figures. The new questionnaire forms will probably be distributed within 60 days.

Another area of exploration will be to determine if it is feasible to establish some special settlement basis for so-called "high priced" cars.

Continued on docket.

11. DOCKET 210: TANK CAR AND TANK TRUCK SUPPLY

It appears that with the possible exception of 30-ton chlorinator cars, the situation on new tank car delivery is tight.

On new car orders placed now in Canada, 6 to 8 months will be the best that can be expected. The outlook in the United States is for Third and Fourth Quarter, 1960, delivery, depending on the class of car.

The Secretary was requested to record the Committee's congratulations to Mr. T. M. Thompson on his advancement to the Presidency of GATX.

Continued on docket.

12. DOCKET 146: SPRING RELIEF VALVE SETTING AND FILLING DENSITY FOR HYDROCYANIC ACID TANK CARS

The Secretary reported as follows:

"An investigation by our Hydrocyanic Acid Task Group indicates that temperature is the most critical variable which must be considered in such movements, as HCN polymerization from temperature effects alone become increasingly rapid as the commodity approaches its critical temperature. This sharp effect of temperature can be counteracted by setting the relief valve to operate at 225 psi. In the past, it has been the philosophy that it is desirable in the instance of poisonous materials to insure that the contents of the car

cannot escape by requiring a high relief valve setting. However, in the instance of HCN, if such a car was involved in a fire, it is possible that a reaction would take place that would cause the tank to rupture before the safety device could function. Therefore, in the interest of safety, it is preferable to have the lower setting. Dr. McKenna, Bureau of Explosives, has reviewed the data on which this premise is based, and is in accord with this proposal.

"In conjunction with the change in setting, the Task Group and Dr. McKenna also have agreed that a maximum filling density equal to 63% of the water capacity of the tank would be acceptable vs. the present 60%, which is in use."

In view of the foregoing, the Secretary requested Committee approval of the following proposals for amendment of Section 73.332 (d) of ICC Regulations. Dr. McKenna concurred.

- (1) Tank Cars for the transportation of hydrocyanic acid, liquid, must be of minimum construction conforming to ICC Specification 105A500-W.
- (2) The cars are to be marked and operated as Class ICC-105A300-W cars.
- (3) The safety valve on the remarked cars is to be set for a start-to-discharge pressure of 225 psi.
- (4) The maximum permissible filling density may be 63% of the water capacity of the tank.

Committee members expressed unanimous agreement and authorized the Secretary to process these proposals toward amendment of ICC Regulations.

Removed from docket.

13. DOCKET 211: PACKAGING AND TRANSPORTATION
LIAISON GROUP

There is nothing of special current interest to report on the activities of this group.

Continued on docket.

14. DOCKET 213: RULES OF ORGANIZATION AND PROCEDURE

Upon the recommendations of Mr. LaMotte (reporting for the Special Task Group), the Committee adopted the following amendments to its Rules of Organization and Procedure, approved May 8, 1957:

(1) Page 2 - Second Paragraph

Add new sentence reading "Such files to be retained for the same period of time as required by the Association of American Railroads."

(2) Page 3 - Section 4, "Meetings"

Amend first paragraph to read: "Meetings normally shall be held at least twice a year - during the third weeks of April and October. If changes should become necessary, it is preferred that the dates be advanced rather than retarded. The dates and locations for the meetings shall be selected one year in advance. If possible-----cities. Suggestions for the meeting place shall be received from the floor, and a task force consisting of the Chairman, Vice Chairman, and Secretary will make the actual selection."

Amend seventh paragraph to read: ".....forfeiture of his membership. The same reason for forfeiture of membership shall apply in the case of absenteeism from subcommittee or task group meetings."

Amend eight paragraph to read: "Subcommittee and task group meetings may be arranged by and at the discretion of the respective chairmen. These meetings shall be held sufficiently in advance of the Parent Committee meetings so that the minutes will be distributed to the entire membership of the Parent Committee not less than 3 weeks prior to the next meeting of the Parent Committee. Members may be represented by a qualified alternate who may also exercise their right to vote."

(3) Page 3 - Section 5, "Administration"

Amend second paragraph to read: "The Secretary will compile the agenda and arrange for its distribution as far in advance of the Parent Committee meeting as practicable. The minutes of the meetings shall also be compiled by the Secretary and distributed as promptly as possible following the meetings."

Amend third paragraph to read: "The Vice Chairman shall act as coordinator to see that the various subjects are routed to the proper subcommittee and further that the items are kept active and brought to a satisfactory conclusion."

(4) Page 4 - Section 5, "Administration

Amend functions of Standing Subcommittees to read:

"Subcommittee No. 1 - Matters pertaining to specifications for tank car tanks, portable tanks, their closures and fittings, as well as the specific commodities to be transported therein. All matters pertaining to bulk containers (other than tanks) and not outlined herein shall be handled by a special subcommittee or task group as the occasion may arise.

"Subcommittee No. 2 - Association of American Railroads Interchange Rules. Also, Car construction, including underframes, running gear, and U. S. Safety Appliances.

"Subcommittee No. 3 - Matters pertaining to specifications for truck (cargo) tanks and their closures and fittings, as well as the specific commodities to be transported therein."

In addition to all of the foregoing changes wherever it is appropriate in the "Rules", the words "and task groups" should be inserted after references to subcommittees.

Copy of the revised organizational procedure will be distributed to each Committee member in the near future.

Removed from docket.

15. DOCKET 196: PERSONNEL(a) Resignation of Dr. P. W. Tucker

Dr. Tucker announced that due to a new assignment within his firm, he was obliged to submit his resignation as a member of the Committee.

On behalf of Committee members, Mr. Weaver expressed his regret that Dr. Tucker must sever this long-standing relationship, thanked him for his many contributions to the Committee and member firms during the time he served, and wished him every success in his new duties.

(b) Associate Representation - Tank Truck Industry

The Secretary was requested to determine if a representative of the tank truck industry would serve on the Committee as an Associate Member.

(c) New Members

Mr. T. C. George, Bureau of Explosives (succeeding Mr. H. A. Campbell, as an Associate Member), Mr. D. G. Law, Shawinigan Chemicals Limited (succeeding Mr. W. Odinotski), and Mr. D. D. White, Allied Chemicals Corporation (succeeding Mr. J. R. Egan), were welcomed to membership on the Committee.

Removed from docket.

16. NOMINATING COMMITTEE

Messrs. R. W. Parker (Chairman), J. C. Zercher, and B. F. George, were named to serve as a Nominating Committee to present nominations for the offices of Committee Chairman and Vice Chairman at the next meeting.

Continued on docket.

17. NEW AGENDA SUBJECTS

The Secretary was requested to docket the following subjects for subsequent discussion:

- (1) Docket 118: Internal Inspection of Tank Cars (including detection instruments).
- (2) Docket 111: Markings and Stencilling on Phosphorus Cars.
- (3) Docket 206: Size of Wheels on "Jumbo" Tank Cars (for periodic information reports).

Continued on docket.

18. NEW ITEMS OF BUSINESS

It was agreed that hereafter, new items of business will be handled as soon as practical after the meeting is convened, so that members who are obliged to leave before the meeting is adjourned will have an opportunity to participate in discussions in which they may have an interest.

Removed from docket.

19. FUTURE MEETINGS

The Secretary reported that arrangements had been made to hold the next Committee meeting at The Greenbrier, White Sulphur Springs, West Virginia, on October 20 and 21.

Mr. Weaver requested that the Secretary determine if the meeting could begin at 1:30 P.M., October 19.

Mr. Weaver also requested Mr. Gardner to determine if Dow would be kind enough to again extend their invitation of last year (which could not be accepted) for the Committee to meet at Freeport, Texas, in 1961, preferably April 19, 20, and 21.

* * *

There being no further business to come before the Committee, the meeting was adjourned by order of the Chairman.

C. H. MAYHOOD
Secretary

Minutes subject to approval.

June 6, 1960

cc: Mr. Marx Leva

CMA 045081

PROPOSED TIME SCHEDULE COVERING REPAIRS
AND WORK ON INTERCHANGE TRAILERS.

The schedule which follows is suggested to establish average allowances for necessary repairs and maintenance to trailers. It should be understood that the hours as suggested represent an average for each item and will not necessarily be appropriate for extraordinary circumstances that might arise.

Under column headed "Proposed Hours" if time allowance as listed under "Hours" is satisfactory, leave blank. If not what you consider as representative, please insert under "Proposed Hours" adjacent to item listed the time allowance you believe should be used. In column headed "Remarks" insert any comments pertinent to the item.

TIME SCHEDULE	Hours	Proposed Hours	Remarks
FLAP - REPLACE ONE	1/2		
WHEELS AND BEARINGS			
WHEEL ONLY - REMOVE ONE, Including Reinstall for inspection	3/4		
WHEEL BEARINGS - REPACK ONE SET, Including remove one wheel, clean and inspect bearings, repack bearings, clean and repack wheel, reinstall wheel	1-1/2		
WHEEL BEARING CUP AND BEARING - REPLACE ONE (Wheel removed), including remove and reinstall cup bearing	1/2		
WHEEL STUD - REPLACE ONE (Spoke Wheel), Including remove and replace	3/4		
UP SINGLE AXLE - All models with adjustable radius rods			
ALIGN AXLE (Wheels on axle).....	1		
ALIGN AXLE, Including remove and reinstall wheels.....	2		
UP TANDEM AXLE - All models with adjustable radius rods except Gravity Torsion:			
ALIGN AXLE (Wheels on Axles)	2		
ALIGN AXLE, Including remove and reinstall wheels.....	4		
UP TANDEM AXLE - Gravity Torsion			
ALIGN AXLE (Wheels on axles)	2-1/4		
ALIGN AXLE, Including remove and reinstall wheels	4-1/2		
WHEELS - AIR AND VACUUM			
WHEEL CHAMBERS AND RELAY VALVE:			
WHEEL CHAMBER - REPLACE ONE, Including remove and replace	1		

TIME SCHEDULE	Hours	Pro- posed Hours	Remarks
12 RELAY VALVE (AIR) - REPLACE ONE, Including remove and replace	1		
13 RELAY VALVE (VACUUM) - REPLACE ONE, Including remove and replace.....	1		
14 VACUUM CHECK VALVE - REPLACE ONE, Including remove and replace	1		
15 RESERVOIR (AIR OR VACUUM) - REPLACE ONE, Including remove and replace	1-1/2		
16 VACUUM MOISTURE TRAP - REPLACE ONE, Including remove and replace	1		
17 HOSE COUPLING GASKET (AIR OR VACUUM) - REPLACE ONE, Including remove and replace.....	1/4		
18 HOSE COUPLING (AIR OR VACUUM) - REPLACE ONE, Including remove and replace	1/2		
INTERNAL BRAKE ASSEMBLY			
19 RELINE BRAKES - EXCHANGE SHOES (Two wheels), Including remove two wheels, brake shoes and anchor pins, install exchange brake shoes, free up anchor pins; reinstall wheels	5		
20 GRIND BRAKE LINING (Two wheels) (Wheels removed), Including fitting lining with Brake Doktor	22		
21 CAMSHAFT - REPLACE ONE (Wheel removed), Including remove and replace camshaft, slack adjusters, bearings and seals	1		
22 BRAKE SHOE W/LINING - REPLACE ONE (Wheel removed), Including remove one brake shoe, spring, and anchor pin and replace same	1		
23 SPIDER OR BACKING PLATE W/BEARING - REPLACE ONE (Wheel removed), Including remove brake shoes and anchor pins, camshaft, spider bolts, spider or backing plate, and replacing same	2-1/4		
24 CAMSHAFT BEARING - REPLACE ONE (Wheel and Camshaft removed), Including remove and replace	3/4		
25 CAMSHAFT SUPPORT BRACKET - REPLACE ONE, Including remove slack adjuster, support bracket and replace same	1		
26 BRAKE SHOE SPRING - REPLACE ONE (Wheel removed), Including remove and replace	1		

TIME SCHEDULE	Hours	Pro- posed Hours	Remarks
ADJUST BRAKES - TWO WHEELS			
1. BRAKE ADJUSTMENT - MINOR, Including adjust slack adjusters only	1		
2. BRAKE ADJUSTMENT - MAJOR, Including adjust anchors or reset slack adjuster or camshaft, remove and reinstall wheel	2-1/2		
3. CLEAN BRAKE LINING (Wheels removed), Including cleaning lining, brake shoes and drums	1-1/4		
4. DRUM REPLACEMENT - On 10 Stud Budd Wheel, Including wheel removal and reinstallation	1-1/2		
5. DRUM REPLACEMENT - On Standard Spoke Wheel, Including wheel removal and reinstallation	1-1/2		
6. DRUM REPLACEMENT - On 10 Stud Budd Wheel and wheel already removed from vehicle	3/4		
7. DRUM REPLACEMENT - On Standard Spoke Wheel with wheel already removed from vehicle	3/4		
RECONSTRUCTION:			
8. SINGLE AXLE (One Side):			
PROGRESSIVE TYPE SPRING - REPLACE ONE (Wheels removed), Including remove U-Bolts, Axle plate, hanger bolts, spring, reinstall or replace same	3		
PROGRESSIVE TYPE SPRING - REPLACE ONE (Wheels on axle), Including remove U-bolts, axle plate, hanger bolts, spring, reinstall or replace same	3-3/4		
RECONSTRUCTION: (Concluded)			
9. SHACKLE TYPE SPRING - REPLACE ONE (Wheels removed), Including remove shackles front and rear, U-bolts, axle plate, helper spring (if used), main spring, reinstall or replace same	3-3/4		
10. SHACKLE TYPE SPRING - REPLACE ONE (Wheels on Axle), Including remove shackles front and rear, U-bolts, axle plate, helper spring (if used), main springs, reinstall or replace same.....	4-1/2		
11. HELPER SPRING - REPLACE ONE (Wheels on axle), Including remove U-bolts, axle plate, spacer, helper spring, reinstall or replace same	2-3/4		
12. SPRING HANGER (Progressive - radius rod end) - REPLACE ONE (Wheels removed), Including remove hanger bolts, radius rod from hanger, hanger, reinstall or replace same, including rebushing radius rod and hanger if necessary.....	4		

TIME SCHEDULE	Hours	Pro-posed Hours	Remarks
40 SPRING HANGER (Progressive) - REPLACE ONE (Wheels removed), Including remove hanger bolts, hanger, reinstall or replace same	3		
41 SPRING HANGER (Shackle - radius rod end) - REPLACE ONE (Wheel removed), Including removed shackles, radius rod from hanger, reinstall or replace same including rebushing radius rod and hanger if necessary	4		
42 SPRING HANGER (Shackle) - REPLACE ONE (Wheel removed), Including remove shackles and hanger, reinstall or replace same	3-1/2		
43 RADIUS ROD (Progressive) - REBUSH OR REPLACE ONE, Including remove and replace bushings and spindles, both ends	2-1/2		
44 RADIUS ROD (Shackle) - REBUSH OR REPLACE ONE, Including remove and replace bushings and bolts, both ends	2-3/4		
45 U-BOLTS, - REPLACE ONE SET, Including remove and replace set of 4 straight bolts or pair of 2 U-bolts	2		
46 U-BOLTS - TIGHTEN, Including tighten one set of U-bolts	1		
TANDEM AXLE - LEAF SPRING (One side, wheels removed)			
47 SPRING - REPLACE ONE, Including remove U-Bolts, U-Bolt plate, spindle bolts, spring, reinstall or replace same	5		
TANDEM AXLE GRAVITY TORSION: ASSEMBLIES:			
48 EXCHANGE (1) HANGER & AXLE BRACKET ASSEMBLE	4		
49 REBUILD (1) HANGER & AXLE BRACKET ASSEMBLY COMPLETE	6		
50 REBUILD (1) ASSEMBLY LESS FRAME BRACKET	5		
COMPONENT PARTS			
REPLACE BUSHING & SEALS ON:			
51 ONE (1) "T" LEVER	2		
REPLACE "T" LEVER ASSEMBLY ON GRAVITY TORSION:			
52 ONE (1) HANGER & AXLE BRACKET ASSEMBLY	1		
REBUSH SHACKLES & REPLACE SHACKLE SHAFTS ON GRAVITY TORSION:			
53 ONE (1) HANGER & AXLE BRACKET ASSEMBLY	1		
REPLACE FRAME BRACKETS ON GRAVITY TORSION:			
54 ONE (1) HANGER & AXLE BRACKET ASSEMBLY	1		

TIME SCHEDULE	Hours	Pro-posed Hours	Remarks
PLACE AXLE BRACKETS ON GRAVITY TORSION: ONE (1) HANGER & AXLE BRACKET ASSEMBLY	1		
REMOVE AND REINSTALL ONE (1) GEAR BOX ASSEMBLY	2		
REBUSH (1) GEAR BOX ASSEMBLY ON THE BENCH	1		
REPLACE (1) TORSION BAR - SHORT OR LONG	1-1/2		
ADJUST (2) TORSION BARS - SHORT OR LONG	1		
REPLACE KING PIN: KING PIN - REPLACE (accessible), Including remove and replace king pin in van with removable floor	3		
KING PIN - REPLACE (not accessible), New plate and king pin assembly installed over old plate	5-3/4		
REPLACE GEAR AND SUPPORTS: UPPER LEG AND WHEEL ASSEMBLY (Vertical supports).			
UPPER LEG, COMPLETE - REPLACE, Including remove and replace	4		
LOWER LEG ASSEMBLY - REPLACE, Including remove and replace	3-1/2		
WHEELS - REPLACE ONE PAIR, Including remove and replace	2		
AXLE - REPLACE, Including remove and replace	3		
RIGHT HAND HOUSING - REPLACE, Including remove and replace	3-3/4		
LEFT HAND HOUSING - REPLACE, Including remove and replace	3-3/4		
REPLACE (All Back Supports) SUPPORT ADJUSTING BARS - REPLACE ONE, Including remove and replace	1-3/4		
WHEEL STRUT - REPLACE ONE, Including remove and replace	2-1/2		
WHEEL - REPLACE ONE, Including remove and replace	1-1/2		

TIME SCHEDULE	Hours	Pro- posed Hours	Remarks
71 AXLE - REPLACE ONE, Including remove and replace	2-1/2		
72 BRACE ROD - REPLACE ONE, Including remove and replace	3/4		
73 FRAME BRACKET - REPLACE ONE, Including remove and replace	1-3/4		
OPERATING MECHANISM:			
74 TRANSMISSION, VERTICAL SUPPORTS - SERVICE, Including remove housing covers, shafts and gears and reinstall same	3		
75 SCREW, ROLL BACK SUPPORTS - REPLACE, Including remove and replace screw and shield	2-3/4		
76 TRANSMISSION, ROLL BACK SUPPORTS - SERVICE, Including remove housing, shafts, gears and bearings and reinstall same	3-1/2		
ELECTRICAL:			
LIGHTS AND WIRING:			
77 MARKER LIGHT - REPLACE OR SERVICE ONE.....	1/2		
78 TAIL LIGHT OR TURN SIGNAL - REPLACE OR SERVICE ONE	1/2		
79 ICC LIGHTS (Dry Freight Van) - REWIRE COMPLETE	7		
80 ICC LIGHTS (Platform or Stake and Rack) REWIRE COMPLETE	4-1/2		
81 ICC LIGHTS (Refrigerator Body) - REWIRE COMPLETE	9		
82 LIGHT PLUG BASE - REPLACE ONE, Including remove and replace	3/4		
REFLECTORS:			
83 REFLECTOR - REPLACE ONE, Including remove and replace	1/2		
TIRES AND RIMS:			
TIRE CHANGE:			
84 MOUNTED TIRES - EXCHANGE ONE PAIR, Including remove tires and rims from wheel and replace tires and rims on wheel.....	1		
85 REMOUNT TIRES ON RIMS - ONE PAIR, Including remove tires from rims, remount two tires on rims. (Tires and rims off wheel).....	1-1/2		

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TIME SCHEDULE	Hours	Pro- posed Hours	Remarks
ACCESSORIES AND SPECIAL EQUIPMENT:			
MECHANICAL REFRIGERATION UNIT.			
CLUTCH ASSEMBLY - EXCHANGE, Including remove and replace drive belts	4-1/2		
STARTING MOTOR - EXCHANGE, Including remove and replace	3		
AUTOMATIC CONTROL BOX - EXCHANGE, Including remove and replace	2		
AUTOMATIC CHOKE - EXCHANGE, Including remove and replace	1-1/4		
FUEL PUMP - EXCHANGE, Including remove and replace	1		
GENERATOR - EXCHANGE, Including remove and replace	1-1/2		
DISTRIBUTOR - EXCHANGE, Including remove and replace	1-1/4		
VOLTAGE REGULATOR - REPLACE, Including remove and replace	1		
CARBURETOR - EXCHANGE, Including remove and replace	1-3/4		
BATTERY - REPLACE, Including remove and replace	1/2		
COMPRESSOR (SERVEL 3HP) - EXCHANGE, Including remove and replace	6		
COMPRESSOR (UNIVERSAL 5HP) - EXCHANGE, Including remove and replace bulkhead	8-1/2		
DEHYDRATOR - EXCHANGE, Including remove and replace	2-1/2		
LIQUID LINE STRAINER - EXCHANGE, Including remove and replace	2-1/2		
THERMOSTATIC CONTROL - REPLACE, Including remove and replace	2		
HIGH PRESSURE CUT OUT - REPLACE, Including remove and replace bulkhead	3-1/2		
VALVE PLATE ASSEMBLY (SERVEL COMPRESSOR) - EXCHANGE, Including remove and replace	4		

TIME SCHEDULE	Hours	Pro- posed Hours	Remarks
103 ENGINE BELTS, SET OF THREE - REPLACE, Including remove and replace	1-1/2		
104 CIRCULATING FAN BELT - REPLACE, Including remove and replace	1-1/4		
105 LOWER FAN BELT - REPLACE, Including remove and replace	1		
106 REFRIGERATING SYSTEM - RECHARGE, Including evacuating system	3-3/4		
107 ENGINE, W/STARTER AND GENERATOR - EXCHANGE, Including remove and replace	5-1/2		
108 ENGINE, LESS STARTER AND GENERATOR, Including remove and replace	6-1/4		

Road _____ Date _____

Signed by _____ Title _____

MANUFACTURING CHEMISTS' ASSOCIATION, INC.

Minutes of Meeting

TRANSPORTATION EQUIPMENT COMMITTEE

Washington Hilton Hotel
Washington, D.C.
April 28-29, 1965

Mr. Zercher presided and convened the meeting at 8:30 a.m. on April 28 and 9:00 a.m. on April 29, 1965. The following members and guests were present:

MEMBERS PRESENT:

J. C. Zercher, Chairman	Celanese Corporation of America
M. M. Anderson, Vice-Chairman	Union Carbide Corporation
R. J. Carey	Stauffer Chemical Company
C. S. Edmonds, Jr.	Diamond Alkali Company
L. J. Fallon	Olin Mathieson Chemical Corp.
J. P. Gardner	The Dow Chemical Company
H. T. Hale	Monsanto Company
F. J. Heller	Phillips Petroleum Company
P. L. Klinvex	Koppers Company, Inc.
B. H. LaMotte	E. I. du Pont de Nemours & Co.
D. M. Long	Pennsalt Chemicals Corporation
R. E. Lynch	Tennessee Copper Company
L. H. Machelor	Hooker Chemical Company
J. E. Penick	Shell Chemical Company
W. F. Rash	Hercules Powder Company, Inc.
J. E. Weaver	Pittsburgh Plate Glass Company
Bruce Weeder	American Cyanamid Company
A. C. Clark, Secretary	MCA

ASSOCIATE MEMBERS PRESENT:

G. E. Fitzgerald	ACF Industries, Inc.
C. T. Graves	General American Trans. Corp.
F. W. Schwartz	Union Tank Car Company

GUESTS PRESENT:

W. R. Atwood	Texas Gulf Sulphur Company
Frank Baird-Smith (4/29 only)	National Tank Truck Carriers, Inc.
E. Downey	Rohm & Haas

Guests Present (Cont'd)

L. R. Dray
 Commander E. Grundy
 M. R. Gillenwater
 C. P. Hoffman
 Lt. Commander J. Howard
 M. T. Miller
 R. L. Mitchell
 E. A. Olsen
 R. E. Parker
 P. J. Raven
 R. T. Robinson
 Lt. Commander Stirling
 J. G. Summa
 E. Townsend
 W. van Bacon

Shell Chemical Company
 U. S. Coast Guard
 Pittsburgh Plate Glass Co.
 Truck Trailer Manufacturers Assn. Inc.
 U. S. Coast Guard
 Canadian Industries, Ltd.
 The Chlorine Institute
 Compressed Gas Association
 U. S. Industrial Chemical Co.
 Chemcell (1963) Ltd.
 E. I. du Pont de Nemours & Co.
 U. S. Coast Guard
 Standard Oil Company
 Enjay Chemical Company
 FMC Corporation

MEMBERS ABSENT:

T. C. George
 Paul Hartmann
 K. M. Markoe
 Arnold F. Meyer

Bureau of Explosives
 Shawinigan Chemicals, Ltd.
 Allied Chemical Corporation
 The Heil Company

NOTE: The following subjects are listed without particular regard to the exact order in which each day's business was handled.

On April 13, 1965, the MCA Board of Directors approved changing the name from the "Committee on Tank Cars, Tank Trucks, and Portable Tanks" to "Transportation Equipment Committee" as recommended by the Committee.

* * * * *

1. MINUTES - October 5-7, 1964 Meeting

The Minutes of the October 5-7, 1964 Meeting of the Committee were approved as distributed.

2. DOCKET 149: REPORT OF SUBCOMMITTEE NO. 1
Mr. R. J. Carey, Chairman

Mr. J. E. Penick reported for Mr. R. J. Carey, Chairman. Copy of Mr. Penick's report was forwarded to Committee members on March 30, 1965.

(a) Docket 104.1: Inclusion of Valve in Bottom Washout Arrangement of Tank Cars

The test shipping program to evaluate valve and bottom washout arrangements, as previously recommended by the

Committee was approved by the AAR Tank Car Committee, but as there seems to be little interest at this time further action on the matter has been deferred.

Removed from the Docket (April 1965).

(b) Docket 117.2: Emergency Kits for Tank Cars

After considerable review it was decided that there is no need for separate emergency kits for many specific dangerous commodities. Emergency kits for a few of the most critical hazardous materials are already available.

It was the consensus of the Committee that individual shippers should handle their own needs in this regard, and the Task Group was discharged.

Removed from the Docket (April 1965).

(c) Docket 129.1: Proposed Specification ICC 206

Copies of proposed ICC Specification 206, covering a double shell car with expanded foam insulation serving as support for the inner shell were distributed to Committee members on March 2, 1965. The specification intended to eventually replace AAR Specification 206 W was approved, with minor modifications, and will be submitted to the AAR Tank Car Committee by Mr. Zercher.

Removed from the Docket (April 1965).

(d) Docket 130.0-1: ICC Regulations - Tank Car Unloading

There was no consensus regarding the proper application or interpretation of sections 74.561(i) and 74.561(j) of T. C. George's Tariff No. 15. Mr. Mitchell, Chlorine Institute, informed the Committee that the requirements for these two sections do not appear to offer the best safety practice in the unloading of chlorine tank cars. He further indicated that connecting and disconnecting chlorine cars in accordance with 74.561(i) and (j) probably presented increased handling hazards.

At least one railroad is endeavouring to include a clause in its side-track agreements making reference to paragraph 74.561(i) and 74.561(j) of Tariff 15. The Task Group with Mr. R. T. Robinson (du Pont) Chairman, and Mr. R. E. Lynch (Tennessee Copper Co.) and Mr. B. Weeder (Cyanamid) was appointed to study the matter further and report their findings and recommendations to the Parent Committee.

Continued on the Docket (April 1965).

CMA 045092

(e) Docket 133.1: Bottom Loading and Unloading of Tank Cars

Mr. F. J. Heller presented a comprehensive review leading to the Task Group recommendation that the Committee recognize bottom unloading as a safe and efficient manner of emptying cars. The Committee voted to approve the recommendation with the following statement of policy:

"MCA Transportation Equipment Committee recognizes and endorses the practice of bottom loading and unloading of tank cars for commodities approved by interested Associations and with approval of the AAR Tank Car Committee for equipment and design."

It is intended that the recommendations included in Mr. Heller's report for bottom loading and unloading would be adapted in MCA Manual Sheet TC-4. The Secretary was further requested to inform the MCA Safety and Fire Protection Committee of this action.

Continued on the Docket (April 1965).

(f) Docket 135: Revision of Manual Sheet TC-7

The final proposed revision of Manual Sheet TC-7 in accordance with the latest draft, January 18, 1965, was approved. The Committee also approved changing the title of the Manual Sheet to "Tank Car Approach Platforms", believing this to be more consistent with the manual contents and to correspond with terminology throughout the manual.

Removed from the Docket (April 1965).

(g) Docket 139: Anhydrous Hydrazine

In October 1964, the Committee deferred action on a proposal to amend the ICC regulations providing for the permanent use of ICC-103C-W tank car tanks fabricated from type 430 Stainless Steel for transporting anhydrous hydrazine. To properly evaluate the proposal the Committee had requested additional information. This has not been forthcoming, and no further action is contemplated this time.

Removed from the Docket (April 1965).

(h) Docket 139.2: Hydrazine Solution

The Secretary distributed information relative to a request that consideration be given to amending section 73.276(a)(4) and 73.276(a)(5) of the ICC regulations concerning hydrazine and hydrazine solution. Hydrazine solution is now being shipped under ICC special permit in specification ICC-103A-AL-W and ICC-103C-W tank car tanks equipped with safety valves set-to-discharge at pressure of 45 lbs. per sq.in. in lieu of 35 lbs. per sq.in. as prescribed in the specifications. The Committee unanimously approved recommendations that section 73.276(a)(4) and 73.276(a)(5) be amended to provide for 45 lb. safety valves.

In discussing the request on the 45 lbs. safety valve set-to-discharge for hydrazine solution, the Committee considered in detail a suggested recommendation that the 45 lb. safety valves start to discharge settings be permitted for all ICC-111A60W and A-103W type tank cars. Subsequently the Associate members, representing the tank car builders, raised several problems that may result from such a broad recommendation.

Subcommittee No. 1 was then asked to further study recommendations for including the 45 lb. safety valve setting in 111-A-60W and 103W type tank cars for all commodities. This will be taken up as a new project and assigned a new docket number.

Removed from the Docket (April 1965).

(i) Docket 141: Anhydrous HCL in Tank Cars

During the October 1964 meeting of the Committee, a Task Group with Mr. Weaver as Chairman was formed to consider applications for tank cars relying on insulation alone to maintain low temperatures and consequent low pressures for shipment of anhydrous HCL. Subsequent to that meeting, the Task Group developed a proposal guiding Mr. Zercher, MCA Representative to the AAR Tank Car Committee, in deliberations on applications for tank cars for anhydrous HCL. Mr. Zercher reported that the AAR Tank Car Committee believed the proposal was a sound basis for proceeding with applications for tank cars for HCL and that the Bureau of Explosives is incorporating the operating instructions in all permits being issued or renewed.

The Committee unanimously agreed with the guidelines as distributed by Mr. Zercher in his letter of January 18, 1965, and suggested that these be formally transmitted to the AAR Tank Car Committee suggesting that the Compressed Gas Association become

sponsor to an Inter-Industry Group charged with reviewing and developing a concept for similarly handling materials like Anhydrous HCL, which subsequently should be adopted in the ICC regulations.

Continued on the Docket (April 1965).

(j) Docket 158.1: Plastic Tank Car Tanks

Although it was reported that the North American Car Corporation is working on a third experimental tank shell, there are no further details to report at this time.

Since development of a plastic tank car tank appeared to be well in the future, it was agreed that the subject should be removed from the docket until specific evaluation and consideration is necessary.

Removed from the Docket (April 1965).

(k) Docket 186.1: Flammable Liquids in Portable Tanks

The proposed ICC specifications describing portable tanks intended for flammable liquids and Class B poisons was submitted to the Bureau of Explosives on March 24, 1965, following ballot vote approval by the Committee.

Minor editorial revisions to paragraph 78-XXX-3(c) and paragraph 78-XXX-9(b) were approved by the Committee at this meeting for transmittal to the Bureau of Explosives.

Removed from the Docket (April 1965).

(l) Docket 196: Transportation of Phosphorus

On April 22, 1965, the Secretary transmitted to members of the Committee a request from Mr. T. C. George for consideration of an appropriate amendment to the ICC regulations authorizing the use of Specification ICC-105A-100W tank car tanks in the transportation of white or yellow phosphorus. The tanks would be equipped and converted in accordance with the requirements of paragraph 73.190(a)(3) and Note 1 of that section of the ICC regulations. Members of the Committee believed modifications were substantial and that the regulations provide adequate relief for the shipper. The Committee further believed that it would not be desirable to return insulated pressure type tanks to liquefied compressed gas services after they had been in phosphorus service.

Subsequent to the meeting, Mr. T. C. George informed the proponents of the Committee's action and withdrew his request for consideration of an amendment to the regulations.

Removed from the Docket (April 1965).

(m) Docket 218.1: Carbolic Acid (Phenol)

At the October 1964 meeting, the Committee recommended changing 73.363 of the ICC regulations with respect to the packaging and outage of Class B poisons, to more properly provide for such commodities as carbolic acid. Subsequent to this meeting, substantial additional changes were recommended and considered in detail by the Task Group. It was proposed and voted by the Committee that the following recommended changes to the ICC regulations would more properly provide for outage of solid phenol.

"Add the following notes to Section 73.369(a)(13):

(i) Tank cars must not be entirely filled. Sufficient interior space must be left vacant to prevent leakage for distortion due to the expansion of the contents from increase of temperature during transit.

(ii) Solid phenol must not be loaded into domes of tank cars.

(iii) In tank cars, outage must be calculated to percentage of the total capacity of the tank, i.e., shell and dome capacity combined. If the dome of the tank car does not provide sufficient outage, then vacant space must be left in the shell to make up the required outage.

(iiii) The outage for tank cars must not be less than one percent.

Add to Section 73.369(a)(14):

(i) No cargo tank or compartment thereof used for the transportation of any solid poison shall be completely filled; sufficient space shall be left vacant in every case to prevent leakage from or distortion of any such cargo tank by expansion of the contents due to rise in temperature in transit, and such free space (outage) shall be sufficient in every case so that such cargo tank shall not become entirely filled with the commodity at 130° F."

Removed from the Docket (April 1965).

(n) Docket 237.2: Heater Coil Tests

It had been brought to the attention of the committee that the ICC regulations do not require hydrostatic tests of external welded channel coils. This was believed to be an individual company matter and there was no apparent need to further consider amending the regulations.

Removed from the Docket (April 1965).

(o) Docket 263: Revision of Manuals TC-1, TC-2, TC-3 and TC-4

Mr. Hale has been appointed chairman to review and prepare revisions of Tank Car Manuals TC-1 through TC-4. In his preliminary review, Mr. Hale believed the format and sequence of the manuals should be revised in order to gain uniformity. Comments of Committee members in this regard were requested.

Continued on the Docket (April 1965).

(p) Docket 271: Sulphuric Acid 61%

One member company is shipping 61% sulphuric acid under special permit because the ICC regulations currently have no provisions for acids of this concentration. It was suggested that the ICC regulations be amended to provide for 61% sulphuric acid. The special permit has been in effect for only a short time and the committee voted not to recommend changes in the regulations until further experience has been gained under the special permit.

Removed from the Docket (April 1965).

(q) Docket 280: ICC Specification 53 - Aluminum Portable Tanks

In October 1964, the Committee approved a proposed ICC Specification for Aluminum Portable Tanks with the stipulation that filler metal 5556 should be specifically excluded from the specification. The Secretary reported that the specific exclusion of filler material 5556 was included in ICC Order No. 66, under Docket 3666, dated April 9, 1965.

Removed from the Docket (April 1965).

(r) Docket 281: Formic Acid in Tank Cars

At the October meeting of the Committee proposals for amending the ICC regulations to provide for the use of Type 304L Stainless Steel in ICC 103C-W tanks was approved for transporting formic acid. Subsequently the Committee was requested to prepare specific wording for these amendments. In that it appears that additional steels are now permitted for 103C-W tank car tanks for transporting formic acid, the Committee approved deleting the sentence in paragraph 73.289(a)(2) requiring specification 103C-W tanks to be of type 316 Stainless Steel, stenciled "For Formic Acid Only".

Removed from the Docket (April 1965).

(s) Docket 284: Tank Car Manways

The Committee had been asked to consider standardization of manways at some dimension greater than 18 inches. Chemical suits and other safety clothing or equipment can be used with greater safety and operating conveniences in larger sized manways. There were divergent opinions regarding the suggested standardizations of manway sizes. Many companies apparently are satisfied with 16 or 18 inch manways and do not believe that they should be required to adopt manways of 20 inches or greater at a substantial increase in cost. The Committee voted against further deletions on suggested standardization of manway sizes at this time.

Removed from the Docket (April 1965).

(t) Docket 285: Vinyl Chloride in Tank Cars

Under letter dated December 21, 1964, from the Secretary, the Committee was requested to consider a request that the ICC regulations be amended to provide for the use of Specification ICC-112A340-W tank car tanks for the transportation of vinyl chloride. The Committee approved the proposed amendment with the stipulation that under tank car 112A340-W, the safety valve setting should be 225 psig.

Removed from the Docket (April 1965).

(u) Docket 287: Proposed ICC Specification - Rectangular Aluminum Tank

Under letter of February 8, 1965, the Secretary circulated a proposed ICC specification describing a rectangular type portable tank (generally meeting recently proposed specifications for a cylindrical portable tank) now being used under

special permits of shipments of ammonium perchlorate and other similarly classed materials. Mr. Hale was requested to incorporate all the suggested revisions into a final draft for Committee review and approval.

Continued on the Docket (April 1965).

(v) Docket 291: Deletion of Heat Treatment Requirements on Stainless Steel Tank Cars

A member company proposed changes in the regulations that would provide relief in the heat treatment requirements on type 304-L Stainless Steel tank cars. A Task Group with Messrs. R. T. Robinson, Chairman, G. E. Fitzgerald and R. T. Hale was appointed to study the matter.

Continued on the Docket (April 1965).

(w) Docket 292: Hexamethylene Diamine

Special permits have been issued authorizing the transportation of hexamethylene diamine in Specification ICC-111A100-W-6 tank car tanks fabricated of type 316 Stainless Steel. Under the permits, the lading would be blanketed with nitrogen. The Committee has no objection to revising the ICC regulations authorizing the use of ICC-111A-100-W-6 tank car tanks under the conditions proposed for hexamethylene diamine solutions. There is, however, some question whether the proponent plans to ship 100 percent material or solutions in view of conflicting information presented in the commodity data sheet and the accompanying cover letter. Several members of the Committee do not believe that the 100 percent hexamethylene diamine is corrosive or that it should be regulated. The Secretary was requested to clarify the proposal.

Continued on the Docket (April 1965).

(x) Docket 294: Clearance Under Tank Cars

It was proposed that the minimum clearance restriction (12 inches) be removed from the AAR specifications for tank cars to permit the use of reducers and stop-cocks on tank car outlets. There is no present minimum clearance restriction affecting cover hopper cars. The Committee did not approve (9 - 8) changing the 12 inch minimum clearance at this time and suggested that further consideration be deferred pending action on this proposal by the AAR Tank Car Committee on specifications in June 1965.

Continued on the Docket (April 1965).

3. DOCKET 150: REPORT OF SUBCOMMITTEE NO. 2
Mr. L. J. Fallon, Chairman

Copy of Mr. Fallon's report was forwarded to the Committee on March 22, 1965.

(a) Docket 111: Tank Car Marking Requirements

In April 1964, the Committee recommended that the "Capacity" stencil on tank cars be replaced by "Rail Limit" (abbreviated "RL Limit") so that with the tare weight the maximum commodity weight to be loaded could readily be determined. This was not acceptable to the concerned AAR Committee instead recommending that tank cars show the same marking requirements as established for box type cars.

During the discussion Mr. Weaver reviewed a proposal by the South Western Freight Bureau in which the marked capacities of cars would be increased so that the minimum car load rate is increased to the rated capacity of the car trucks, assuming that the cubical and gallonage capacities were not reached. Present tank car capacity stencils do not necessarily indicate truck capacities and if the proposal is approved, car capacity stencils would be meaningless for rate purposes. However, it was the consensus of the Committee that for the purposes of determining loading capacities the original proposal calling for Rail Limit would suffice. The Committee voted to reaffirm its original position as stated.

Continued on the Docket (April 1965).

(b) Docket 117.1: Tank Car Derailment and Wreck Study

In October 1964, the Committee recommended that AAR Interchange Rule 2(b) be amended to require the railroads to notify tank car shippers before transferring contents from leaking tank cars. The proposal was transmitted to mechanical division AAR on November 2, 1964 and will be deliberated by the AAR Arbitration Committee. (Subsequent to the meeting, the Secretary learned that proposal was approved by the AAR Arbitration Committee.)

Removed from the Docket (April 1965).

(c) Docket 124.1: AAR Rule 112 - Part (b) - Reproduction Costs

It was reported that the proposed method of settling for destroyed cars to utilize reproduction cost basis for cars built

subsequent to December 31, 1939 and on a per pound basis for cars built prior to January 1, 1940 should be published in the supplement to the 1965 AAR Rules. The exact status of this proposal is unknown.

AAR Rule 112 provides for settlements on rubber linings on a straight line 5 percent per year depreciation to a depreciation limit of 100 percent based on the reproduction cost. General experience indicates that rubber linings fail before the 20 year AAR specified life expires. There was some question as to whether the depreciation rate should be changed. It was the consensus of the Committee that settlement costs under AAR Rule 112 probably would not be resolved until the tank car mileage compensation proceeding now under way is completed.

Removed from the Docket (April 1965).

(d) Docket 273: Definition of a Tank Car

The definition of a tank car as approved by the AAR Tank Car Committee does not meet the premise of the Transportation Equipment Committee calling for a definition based on the mechanical or physical characteristics of the car rather than by the type of commodity. It was believed however, that the new AAR definition satisfies the classifying of cars for the purposes of compensation reproduction and operations and further changes would be difficult to exact this time.

On motion by Mr. Weaver, duly seconded, the Committee voted to discontinue further consideration of the definition.

Removed from the Docket (April 1965).

(e) Docket 274: AAR Interchange Rule 30 - Reweighing and Restenciling of Tank Cars

The Transportation Equipment Committee had previously recommended editorial changes to Rule 30 which would bring this rule into agreement with Appendix C of the tank car specifications, thus eliminating the requirement for stenciling the station symbol and date of reweighing. In the interim the AAR Arbitration Committee has voted to reinstate the station symbol and date of light weighing in Appendix C instead of eliminating it in Rule 30. Since this function is generally performed by railroad personnel, the committee agreed that no further action was necessary at this time.

Removed from the Docket (April 1965).

(f) Docket 125.1: AAR Interchange Rule 101

Some companies have experienced difficulty in auditing bills for AAR repairs in accordance with Rule 101, Section B, because the item code number is not always included, and the repair description cannot readily be deciphered or related to the appropriate item code. The matter was assigned to Subcommittee No. 2 for review and comment.

Continued on the Docket (April 1965).

4. DOCKET 151: REPORT OF SUBCOMMITTEE NO. 3
Mr. B. H. LaMotte, Chairman

Copy of Mr. LaMotte's report was forwarded to the Committee members on March 23, 1965.

(a) Docket 133.1: Bottom Unloading of Tank Cars and Tank Trucks

Subcommittee No. 3 approved the principles of bottom unloading of tank trucks as included in Mr. Heller's comprehensive report on bottom unloading. Details of the discussion by the Transportation Equipment Committee are shown in the report of Subcommittee No. 1 (Docket 149).

Removed from the Docket (April 1965).

(b) Docket 153: Unloading Hoses - Retesting

The committee was unable to reach a consensus on whether or not there should be a requirement in the ICC regulations for retesting hoses. It was also suggested that some general guidelines for retesting hoses could be formulated in an MCA safety manual. Because of the complex nature of the problem, the Committee deferred recommendations regarding the retesting of hoses at this time.

Continued on the Docket (April 1965).

(c) Docket 159: Specifications for Cargo Tanks

The Secretary reported that the specific exclusion of filler metal 5556 from use in fabricating portable tanks to comply with ICC Specification 53 was published in ICC Order No. 66, Docket 3666.

Removed from the Docket (April 1965).

(d) Docket 165.1: Location and Size of Name Plates on Cargo Tanks

The requirement for location and size of name plates on cargo tanks has been taken care of in new ICC Specification MC331.

Removed from the Docket (April 1965).

(e) Docket 165.2: External Markings on Motor Vehicles Used for Transporting Hazardous Commodities

The Secretary reported that the recommendations of the MCA Intercommittee Task Group on External Markings, established October 1963, had been discussed informally with representatives of the Interstate Commerce Commission and other interested trade groups. The only other concerted effort at this time to develop a uniform marking system is being progressed by the Armed Services Explosive Safety Board of the Department of Defense. It is the objective of the ASESB to develop a nationwide placarding system which will enable Police, Fire and other public officials to identify at a distance those hazards associated with the specific dangerous articles being transported.

All indications from a recent meeting with trade and federal agency representatives at a meeting called by the ASESB pointed to two general approaches to a marking system: One along the line proposed by the MCA Intercommittee, the other patterned after NFPA 704M. The Ad Hoc group under the ASESB will next meet in July to discuss various systems which have been developed by the individual trade groups or federal agencies. The steering group will then be named to recommend a study approach for the Ad Hoc group.

The MCA Intercommittee Task Group on External Markings will meet on May 24, to further discuss the MCA's position regarding the ASESB objectives and apparent future program.

Mr. Frank Baird-Smith informed the Committee that the NTTC believes the present lettering on tank trucks is satisfactory but the thickness of letters has prime importance in legibility. It is also believed desirable to indicate in some manner whether or not water should be used in reducing fire or other hazards of the commodity.

Continued on the Docket (April 1965).

(f) Docket 165.3: Transportation Emergency Cards
(Chem-Cards)

Mr. LaMotte reviewed the status of the MCA Chem-Card program and presented the subcommittee's recommendations for implementing Chem-Cards as follows:

1. MCA will make available to all fire and police departments compendiums which will include all Chem-Cards.
2. MCA will advise appropriate carrier associations that the Chem-Card compendiums are available with request they inform their members urging Chem-Card usage for general instructions.
3. In accordance with procedures established between shippers and carriers, it is suggested that individual cards be issued to drivers at time of shipment.
- 3a. The driver will be instructed to retain the Chem-Card (or pass it on to successive drivers when necessary) until the tank vehicle has been unloaded and the empty unit delivered for reloading or to a cleaning rack.

On motion duly made and seconded the Committee approved the recommendations for implementing the Chem-Card program. Mr. F. J. Heller requested to be recorded as opposed to the recommendation.

The Coast Guard will require the use of a transportation emergency card for bulk cargos having dangerous characteristics in addition to flammability or combustibility. Commander Grundy, US Coast Guard, indicated that with some modifications to more properly provide for the problems related to water transport, the use of Chem-Cards would meet the Coast Guard requirements.

Reports in the March 20, 1965 issue of Chemical Week magazine stated that the Interstate Commerce Commission was also considering the use of a transportation emergency card in connection with truck shipments. This report has been confirmed.

Continued on the Docket (April 1965).

(g) Docket 208: Standard Safety Data Sheet - Unloading
Flammable Liquids from Tank Cars

A proposed standard section covering the unloading of flammable liquids from tank trucks to be included in MCA Chemical

Safety Data Sheets where applicable was previously approved. Subsequently, other MCA technical committees submitted comments; these being essentially of an editorial nature. A revised draft incorporating suggested modifications was prepared by a special Task Group (Messrs. LaMotte, Long, and Rash) and circulated to Committee members for review. The revised proposed standard section was approved by the Committee and the Secretary was instructed to forward these to the Safety and Fire Protection Committee for use in preparing MCA Safety Data manuals.

Mr. Anderson reported that the National Safety Council is developing a manual on unloading chemicals and suggested that there may be some benefit in coordinating recommendations as presented by NSC and MCA. Mr. Anderson will endeavour to learn the status of the NSC manual.

Removed from the Docket (April 1965).

(h) Docket 213: Tank Truck Technical Council

The Secretary reported that a meeting of the Tank Truck Technical Council is tentatively scheduled for mid-June to discuss the third phase of ICC Notice 59 and proposed external marking system under the Armed Services Explosive Safety Board. The Secretary also distributed copies of an API proposal to amend Part 77 of the ICC regulations on the grounding of containers. Comments of Committee members to guide representatives at the next meeting of the council were requested.

Continued on the Docket (April 1965).

(i) Docket 248: Canadian (Ontario) Regulations - Truck Shipments of Hazardous Chemicals

Mr. Miller reported for Mr. Hartmann. On March 30, 1965, the Ontario Department of Transport of Dangerous Materials Committee sponsored a meeting of shippers, carriers and government officials regarding proposed Canadian (Ontario) regulations. There was a prevailing opinion that the proposed regulations will closely follow the ICC regulations in their present form, making changes necessary to meet Canadian conditions. Mr. Miller was uncertain when drafts would be available but he was certain that industry would have an opportunity to review and comment.

Continued on the Docket (April 1965).

(j) Docket 259: Cover Clamps on Cargo Tanks

Although changes in cover clamps and dome covers are being reviewed and provided for in the proposed revision and rewrite of ICC specifications covering tank trucks (now under review by the Truck Trailer Manufacturers' Association), apparently very little has been done towards correcting the problem on existing tanks. Mr. Baird-Smith informed the Committee that the matter will be added to the agenda of the NTTC Engineering and Safety Committee at their meeting in Montreal on May 17, 1965.

Continued on the Docket (April 1965).

(k) Docket 261: ExParte MC-63

The first two phases in connection with ICC Order 59-A on the requalification of MC-330 tanks and on the development and adoption of new ICC Specification MC-331 cargo tanks are complete. The last phase (#3) covering maintenance retesting, modifications and registration of modification has not yet been undertaken and no further action in this regard has been forthcoming from the ICC. It is expected that suggested developments will be discussed at the next meeting of the Tank Truck Technical Council.

Continued on the Docket (April 1965).

(l) Docket 276: Insulated Cargo Tank Specification for Low Temperature Liquefied Gases

Mr. LaMotte reported that the proposed cargo tank MC-340 had been referred to CGA so that it could be revised in accordance with sections of the new Specification MC-331. When the proposed revisions are completed it is expected that Specification MC-340 will be made available for review and comment by members of the Transportation Equipment Committee.

Continued on the Docket (April 1965).

(m) Docket 283: Trichlorosilane on Tank Trucks

The Committee reviewed a proposal to approve shipment of trichlorosilane in ICC Specification MC-304 Cargo Tanks. Because of instability and other characteristics of the product, the Committee believed that MC-304 tanks were not suitable and approved only the use of ICC Specification MC-330 and 331 cargo tanks for transporting trichlorosilane.

Removed from the Docket (April 1965).

(n) Docket 288: Proposed Revision of ICC Specifications
MC-304, 306 and 311

The Engineering Committees of the Truck Trailer Manufacturers' Association and the National Tank Truck Carriers' Association have undertaken revision of the ICC specifications relating to cargo tanks. The status of this work was reviewed by Mr. C. P. Hoffmann, Executive Secretary, TTMA. The work is in the early development stage but it appears that a new specification will be introduced to supersede the non-pressure petroleum tanks MC-300, 303 and 305. A new specification MC-312 will provide for those tanks formerly constructed to MC-310 and 311 which will be built in the future.

In the development of the new specifications the committees intend to correct definitions on cover clamps, man hole covers and will replace the existing chart on ring stiffeners with a formula. Comments from members of the MCA Transportation Equipment Committee were requested on the following:

1. Could the requirements for tank retesting be more properly covered in some other section of the regulations or should it be a part of the specific tank specification?
2. Could detailed information relating to specific commodities be eliminated from the truck design and specification sections and provided only in the commodity section?

Copies of the revised cargo tank specifications will be available for review and comment probably in the late fall.

A Task Group with Messrs. Edmonds (Chairman), Penick, Long and Anderson was named to review and comment on the proposed cargo tank specifications.

Continued on the Docket (April 1965).

(o) Docket 289: Use of Air in Unloading Tank Trucks

The Committee had been invited to comment on the development of guidelines as to when air pressure could be used for handling (unloading) flammable liquid chemicals. It is not common practice in the industry to use air pressure for unloading flammable chemicals. It was the consensus of the Committee that such practices should be discouraged and no further effort towards developing guidelines should be undertaken at this time.

Removed from the Docket (April 1965).

(p) Docket 290: Transportation of Flourosulfonic Acid

On March 2, 1965, the Secretary related a request from Mr. T. C. George that the Committee consider amendments to the ICC regulations authorizing Specification MC-310 and MC-311 cargo tanks fabricated from Type 316 Stainless Steel for the transportation of flourosulfonic acid. After due deliberation, the Committee did not believe it had sufficient information regarding the proposal and suggested that the proponent submit more complete details such as called for on the MCA commodity data form. There was also some question as to why stainless steel tanks were proposed in as much as tank car tanks of carbon steel apparently are sufficient for the product. The Secretary was requested to learn more complete information from Mr. T. C. George and until such is available no further action will be taken.

Removed from the Docket (April 1965).

5. DOCKET 128: AAR TANK CAR COMMITTEE ACTIVITIES

Mr. Zercher reviewed his written report attached as Exhibit A covering the activities of the AAR Tank Car Committee.

Continued on the Docket (April 1965).

6. DOCKET 209: TANK CAR AND HOPPER CAR MILEAGE COMPENSATION

Mr. Weaver reported on the tank car mileage compensation proceeding now being heard by examiner Jair Kaplan under ICC Docket 34480 et al. The ICC proceeding is providing a thorough investigation in order to underline the principles of mileage allowance compensation proposals.

Continued on the Docket (April 1965).

7. DOCKET 211: PACKAGING AND TRANSPORTATION LIAISON GROUP

There have been no meetings of this group in the last reporting period and there are no significant developments to report at this time.

8. RULES OF ORGANIZATION AND PROCEDURE

Revision of the rules of organization and procedure were approved by the Committee in October 1964. Publication has been deferred pending action of the proposed change in the Committee name, recently approved by the MCA Board of Directors.

9. DOCKET 223: PERSONNEL

There were no changes in membership or nomination of new members to consider at this time.

10. COMMITTEE MEETINGS

Future meetings of the Committee were announced as follows:

October 11, 12, and 13, 1965 - Chicago, Illinois
(Including visitation to the shop facilities of
Union Tank Car Company.)

April 27, 28, and 29, 1966 - Skytop, Pennsylvania



A. C. Clark, Secretary

ACC:aw

Minutes Subject to Approval

May 28, 1965

cc: Mr. C. H. Mayhood
Mr. Lloyd Symington

REPORT ON ACTION OF
AAR TANK CAR COMMITTEE

April 23, 1965

1. ICC 111 A 100 AL-W car approved. To be sent to ICC.
2. Liquid ethylene insulation left at 40 days for design criterion pending outcome of MCA - CGA studies.
3. ICC 206 series car specs were approved. These are cars with inner shell supported within an outer shell.
4. Rewrite of AAR Tank Car Specs completed. All appendices rewritten, "M" added for specs for tank materials. Some changes made in ICC Tank Car Specs. To be forwarded to ICC. It is planned to have AAR Tank Car printed in same loose leaf form as Tariff 15 (8" x 11").
5. ICC 207 Car approved. This is dry product car over 15 psi design. "TF" mechanical designation was suggested.
6. The AAR application form and certificate of construction form were revised and will be issued with new printing.
7. Approval was given to building two experimental cars (112 A 340 W or 114 A 340 W) of T-1 steel. These will be under permit, and will handle ammonia. Apparently no definite decision to build has been reached.
8. A definition for a tank car was approved as follows:

"Tank car means any car which is used for the transportation of liquids, liquefied gases, compresses gases, or solids that are liquefied or fluidized prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to the underframe when offered for transportation but may have demountable features. Before any car can be considered a tank car hereunder, the design of all such containers thereon must have been approved, 1) by the AAR Committee on Tank Cars as having met all applicable AAR specifications and requirements, and 2) by said Committee, or in appropriate cases, the Interstate Commerce Commission, as having met all applicable specifications and requirements of Subpart I of the Regulations for the Transportation of Explosives and Other Dangerous Articles."
9. A task group was appointed to further look into mechanical designations, and to advise and make recommendations for further action.
10. The use of foreign steel was approved if it meets all of the requirements of ASTM or other applicable specifications.

(Continued)

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11. A discussion was held on failure of shell and heads on old cars. The increasing incidence rate is of concern to the Bureau, ICC, and others. Copies of two recent letters concerning car failures to be circulated for further information. A third car failure has also occurred recently. Consideration is being given to a program to have all failures inspected by qualified personnel, and to have proper reports issued. This is to attempt to build history to possibly lead to a program of inspection, or possibly retirement of equipment.
12. ICC safety appliances were reviewed for Appendix S. As a matter of interest, the ICC is having preliminary hearings relative to running boards. AAR is recommending elimination. The Railway Labor Executives Assn. reportedly will agree to elimination if they get statement from Railroads that employees will not be required to traverse cars.
13. Matter of clearance of bottom outlet on tank cars was referred to Subcommittee on Specs for consideration. We should send our recommendations to them.
14. A study was requested of the Subcommittee on Specs to evaluate low temperature limits on steels, and the cars made from the. Under the proposal, car could not be shipped at temperatures lower than those for which cars were marked.