

INTEROFFICE COMMUNICATION

Saddle Brook, N. J.

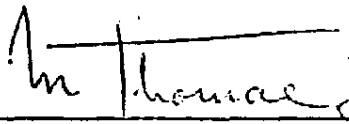
November 4, 1970

TO: FILE - Diamond Shamrock

SUBJECT: CLOUDY VCM CARS

On October 30 Diamond reported a very cloudy car - ACFX17483 (left Lake Charles on October 13) and on November 2, another one - CATX98222 (left Lake Charles on October 14). We were ready to have the cars shipped back to Lake Charles but Diamond agreed to unload for the \$1500.00 credit per car - which we accepted. By this memo I am requesting Adam Aurecchione to process the credits.

Since we apparently continue to run into these problems - by means of this memo - I would like to request that Don Butter come up with a recommendation on a rolling filtering system (truck). John Pinkman and Doyle Smith have checked with the Penn Central and seem to have located some available siding close to Diamond where filtering could be performed.


M. J. Thomaes

Distribution: AJA
WCB
HDB
RJD - Oakbrook
P. Fetzner - Lake Charles
KRG
R. Gerlach - Lake Charles
PAG - Teterboro
AJL
J. P. McFadden - Teterboro
JFP
DKP - Lake Charles
KLS - Oakbrook
D. Smith - Ponca City
L. Vernon - Lake Charles

MJT:mp

(CCR 000007440

INTEROFFICE COMMUNICATION

Saddle Brook, New Jersey
November 6, 1970

TO: Leon Vernon

SUBJECT: VCM QUALITY

~~DKP~~
RHG
SFP
JJW
RDG
JDA
PLF
F

You received a copy of Thomaes' letter of November 4, 1970 under the caption, "Cloudy VCM Cars". In this letter, Marc asked Butter to assist in setting up a filter operation near the Diamond plant. I have no quarrel with who does this, but it should be under your direction. The cloud problem is yours and the correction and cost associated with it is yours. Therefore, please take the responsibility working with John Pinkman on location to quickly resolve this matter. I am sure Don or anyone else will assist you in any way they can, but I want you to assume primary responsibility.

I understand that Bill Blevins concurs with discontinuing caustic injection into vinyl cars. I would like to make these additional comments in this regard. All cars must be checked for basicity. Some minimum acceptable level must be established as a specification or caustic injection in some amount must be added. We know the hazards of acidic material and this must be avoided. Please publish the system you propose to use to clarify the new loading procedure.


K. R. Gerhart

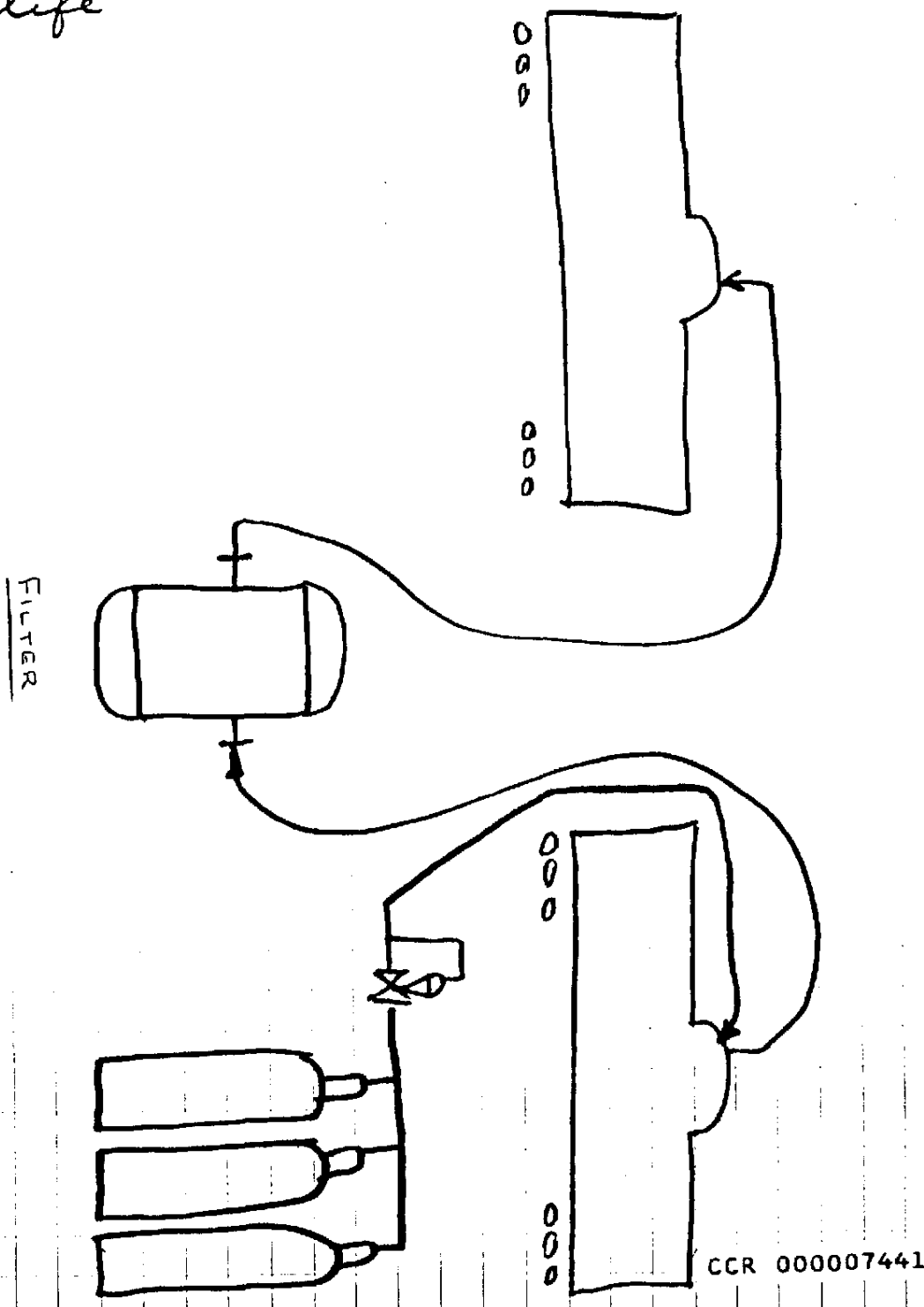
KRG/kaw

cc: J. F. Pinkman
W. C. Blevins
M. J. Thomaes
H. D. Butter

CCR 000007439

#1500 per job.
2 yr life

TANK CAR UNLOADING



APPROX 80'

CHECKED BY: *RWC*

DATE: 11-10-70

TITLE: FLOW DIAGRAM

CONTINENTAL OIL COMPANY
CALCULATION SHEET

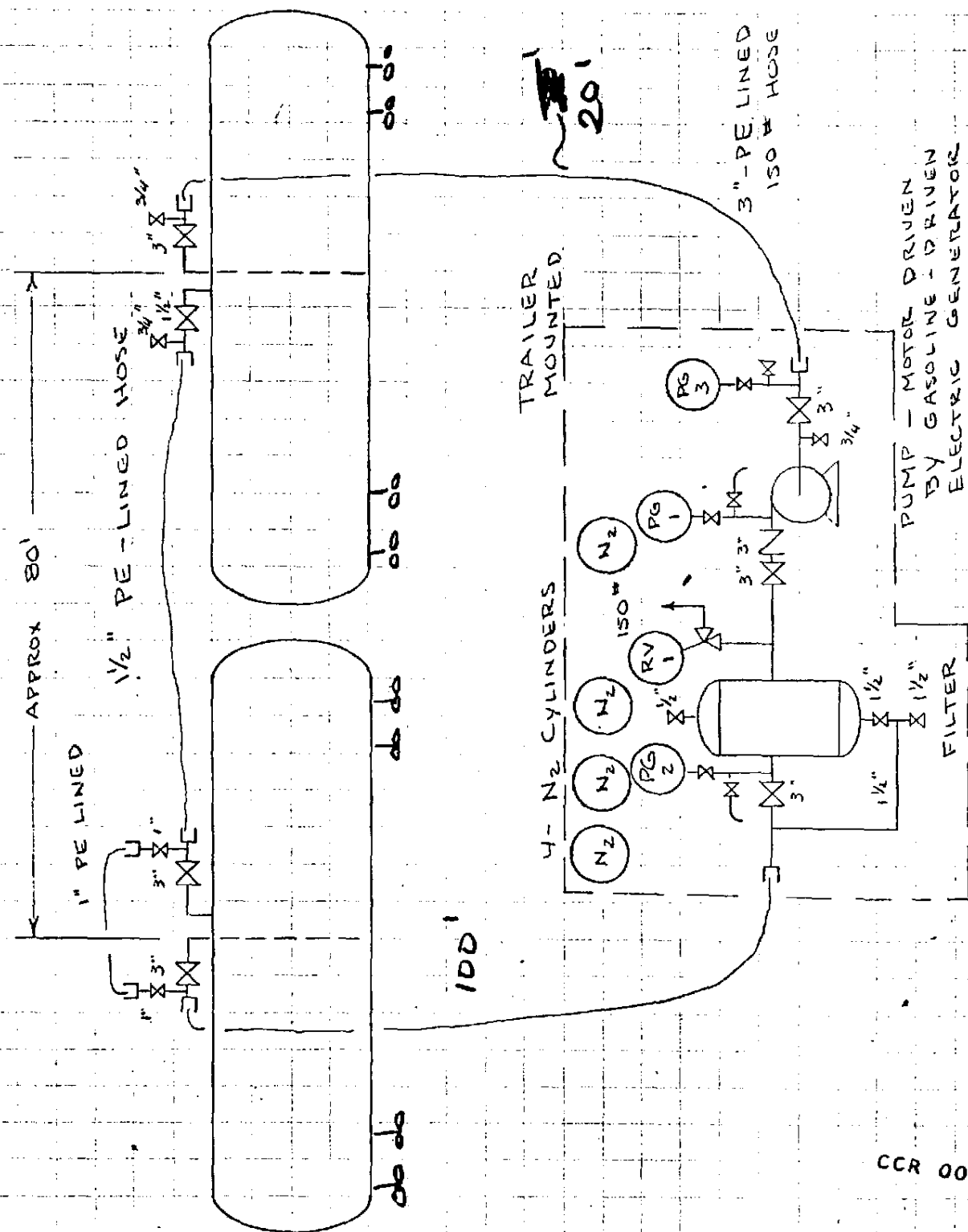
JOB NO.

FIELD

STATE

PORTABLE
CLONDY VCM FILTER

CCR 000007442



NP-1
AP: 2 PSI
100 GPM
30 FT VCM HEAD

How much does it cost to get the
car to the siding?

Where is siding?

Bulls eye?

Want trailer there?

Ground both cars, and trailer
unit and generator?

O₂ analyzer for empty car?

Who will operate system?

Fire extinguisher

CCR 000007443

RWC

VCM FILTER

11-10-70

MEETING COMMENTS