

INTER-OFFICE MEMO

TENNECO CHEMICALS, INC.

LM
TO

See Below

AT

DATE December 7, 1967

FROM

G. I. Rozand

AT

Piscataway

COPY TO

SUBJECT

NATX Super-Jumbo Cars

It now develops that the fleet of NATX super-jumbo cars employed by Tenneco Manufacturing for the shipment of monomer to us is not lined. The only car that was lined was the first PRR test car. This relieves us of this concern.

However, Mr. David Keck did say that we would learn as much as we could by evaluating two cars of monomer shipped to us in the conventional 20,000-gallon cars because he felt there may be some surface differences, and we should make an attempt to determine any differences in the quality of product produced from these two cars versus the normal resin produced from the super-jumbo cars.

Additionally, today they are shipping two cars of monomer to Burlington which bypasses their storage tanks. Mr. Keck claims this monomer to be the best that they now know how to manufacture and would like us to give particular attention to these cars.

I have alerted Mr. Fisher and the plant. Moreover, they are planning a program to measure the variables in their process, making refinements where possible to upgrade the quality, if necessary. They would, of course, like to hear that the monomer just shipped produces resin of satisfactory competitive quality. Also, they are now considering an appropriation for the installation of a turbine meter to measure the loading of their tank cars in the hope that they can eliminate railroad weighings. If so, they will initiate a program of check of meter readings versus railroad readings. We, of course, will be vitally interested in this program, and they will advise us. They predict the meter to have an accuracy of 1/4 to 1/2 of 1%, which is within the area of variance that we are now getting in railroad weighings.

G. I. Rozand

GIR:mhy

TO:

M. W. Williams

R. H. Marks

A. C. Siegel

J. C. Fisher

M. G. Caine

P. R. Scarito

DEC 13 1967

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