

LEAD INDUSTRIES ASSOCIATION

222 MADISON AVENUE

NEW YORK 17, N. Y.

SUBJECT TO REVISION

LEAD PIGMENTS TECHNICAL COMMITTEE MEETING MINUTES

Washington, D. C.

November 1, 1961

A meeting of the Lead Pigments Technical Committee of the Lead Industries Association was held on November 1, 1961, at the Sheraton-Carlton Hotel, Washington, D. C.

PRESIDENT

L. L. Carrick, Chairman
Paul Whitford
E. H. Butsow
R. P. Bates
E. K. Zimmerman

REPRESENTING

Lead Industries Association
The Eagle-Picher Co.
Hammond Lead Products, Inc.
National Lead Co.
National Lead Co.

Robert L. Ziegfeld, Secretary-Treasurer
David M. Bortone, Secretary to the Committee

GUESTS

(Arriving at 6:00 P. M.)

Mathew A. Broderick, Solvay Process Division, Allied Chemical Corporation
Roy Shive, (ditto)

The meeting was called to order at 2:15 P.M.

The minutes of the previous meeting of March 30, 1961 were approved.

1962 ACTIVITIES

Test Projects: It was generally agreed that a test project on leaded aluminum paints be conducted in 1962. Paul Whitford agreed to send the details to the secretary for submission to the committee.

Advertising: The secretary reported that L.I.A.'s Industry Development Committee had approved an advertising campaign, as discussed at the last meeting, in AMERICAN PAINT JOURNAL, OFFICIAL DIGEST, and PAINT AND VARNISH PRODUCTION.

The secretary then reported that the committee, at its last meeting, had approved a "Lead Pigments Newsletter" format for the ads. He also stated as a result of action taken at the last meeting that a number of subject suggestions had been received and these were then presented to the committee.

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After some discussion, the committee approved subjects and order of appearance as follows:

<u>AD NO.</u>	<u>MATERIAL TO BE SUPPLIED BY</u>	<u>SUBJECT</u>
1	At hand	Lead Pigments Technical Letter No. 15. Also to include an announcement of the purpose of the advertising program.
2	Paul Whitford (At Hand)	Use of white lead pigments for latex house paint primers.
3	E. K. Zimmermann	Use of basic lead silico chromate as anticorrosive primer pigment for the painting of structural steel and ap- plication to colored finish coat paints.
4	R. P. Bates	Use of white and yellow lead pigments in guard rail formulations for highway safety.
5	D. M. Bortina	Use of yellow lead chromate in traffic marking paint.
6	-	Discussion of the use of some of the lesser used lead bearing pigments as well as some of the newer developments.
6 (Alternate)	-	Exterior lead primers and special paint systems for wood.

Pigments Manual: The chairman requested the committee to report on their progress in the preparation of the various sections to the Pigments Manual assigned to them at the last meeting.

E. E. Dutsov submitted his section "Trade Sales Paints - Solvent Type" and the secretary was requested to distribute copies to the committee for their comments.

The chairman thereupon requested the other members of the committee to prepare the sections assigned to them at their earliest opportunity and send them to the secretary for distribution to the committee.

BUREAU OF SHIPS QUALITY CONTROL REGULATIONS

The chairman requested the secretary to report on the results of his letter to the committee relative to the Bureau of Ships quality control regulations, as per Exhibit "A" attached. (Sent to members of the committee on August 17, 1961.)

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The secretary reported that replies received indicated a difference of opinion as to the stand, if any, the Association should take with respect to the present requirements of the Bureau of Ships quality control regulations.

After some discussion, the committee recommended that the subject be tabled for discussion at a future meeting.

LEAD PIGMENTS TECHNICAL LETTER NO. 15

The secretary reported that "Lead Pigments Technical Letter No. 15 - Red Lead Based Paint Systems" had been sent to the printer and that copies would be available by the third week in November. He further reported that approximately 11,000 copies would be needed for distribution to individuals on L.I.A.'s mailing list and that available funds would limit the total number of copies printed to 15,000.

After some discussion, the committee agreed that 15,000 copies would probably be the absolute minimum that would be needed in the first year and strongly recommended that the print order be increased by at least 5,000, to 20,000 copies.

REPORT ON YELLOW TRAFFIC MARKING PAINTS

At this point, Dr. Roy Shive and Mr. M.A. Broderick, Solvay Process Division, Allied Chemical Corporation, were invited to participate in the meeting.

The secretary stated that he had invited the representatives of the Solvay Process Division, Allied Chemical Corporation to this section of the meeting because of their interest as manufacturers of basic chromium chemicals in yellow traffic marking paints. The secretary stated that he had had several meetings with the representatives of Solvay to explore the field in an attempt to determine how best to expand the market for lead chromate paints.

In these discussions, the secretary reported, it was agreed by L.I.A. and Solvay that the largest market potential would be yellow dashed edge markings on highways and that each of us would investigate the possibilities of having this type of edge marking adopted by the State Highway Departments. The first step taken was a call by Mr. Broderick on Mr. John O. Morton, Department of Public Works and Highways, Concord, N.H., who is chairman of the American Association of State Highway Officials' Special Committee on Signing and Marking Interstate System, and the second was a call by the secretary on Mr. Sides, Engineering Department, Bureau of Public Roads, Washington, D. C.

The findings from both these conversations indicate that our approach should be to get one or more State Highway Departments to put down some test areas. The results could then be submitted to the Bureau of Public Roads and to A.A.S.H.O. for consideration.

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The secretary also reported that in the column entitled "For Drivers Only," in the New York Sunday News of October 15, 1961, the following item appeared:

"You may wonder soon where all the yellow is coming from, and you can attribute it to the Vision Conservation Institute, which has recommended that bright yellow lines replace the white-line road dividers.

"Yellow lines increased visibility by 35 to 50%, an institute committee concluded after studying driver reaction on Pennsylvania highways where many white line dividers were converted to yellow. Even in fog, yellow proved visible to drivers when white dividing lines were hardly distinguishable from surrounding mist."

The secretary further reported that he had contacted the Vision Conservation Institute, Inc., Levis Tower Building, Philadelphia 2, Penna. and received a reply dated October 24, 1961, as follows:

"Your request to Dr. Sukoff re the Vision Conservation Institute, Inc. research on yellow dividing lines was turned over to me.

"Since we are supported by ethical optometrists, and since the study is a continuing one, we feel it is not wise to release the details of studies made by our members and by students of the Pennsylvania State College of Optometry and the Optometric Center of New York. However, VCI will be happy to work with your organization on any such research, and we will be releasing results from time to time."

After some discussion, the committee suggested that an attempt be made to get a copy of the Vision Conservation Institute report from the Pennsylvania Highway Department. Mr. Zimmermann volunteered to do so at his earliest opportunity. If this attempt is unsuccessful, the committee requested the secretary to contact the Vision Conservation Institute to determine under what conditions they would provide us with the report.

The committee further decided to table any discussion of highway tests of yellow traffic marking paint.

REPORT ON FIELD TESTS BY STATE HIGHWAY
DEPARTMENTS OF LIA-2600 STRIKE PAINTS

Florida Test: The secretary reported that he had received from the Florida State Road Department the results of their tests on the L.I.A.-2600 Series Paints which were negative.

The test site was the Vilano Beach Bridge near St. Augustine, Fla., a particularly rigorous exposure, and the L.I.A. paints tested were as follows:

	<u>COLOR</u>	<u>L.I.A. FORMULA</u>
Prime Coat	Red Lead	No. 261b
Intermediate Coat	Buff	No. 262b
Finish Coat	Light Gray	No. 263b

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The control painting system was the standard Florida State Road Department, four-coat system which consists of multi-pigmented paints. The primer and first field coat are pigmented with iron oxide 60 per cent max., mica 15-17 per cent, red lead 15 per cent min., zinc chromate 7-9 per cent, and zinc oxide 3-4 per cent in basically a linseed oil vehicle. The third and fourth coats are pigmented with 35 per cent leaded zinc oxide 27.5 per cent min., basic carbonate white lead 26-28 per cent, titanium dioxide 12-13.5 per cent, mica -325 mesh 12-13 per cent, magnesium silicate 17.7 per cent max., in basically a tung oil phenolic varnish vehicle.

The conclusions reached by Mr. T. L. Branford, Engineer of Research and In-Service Training, Florida State Road Department, Gainesville, Fla. were that after eleven months exposure the performance of their standard four-coat system was superior to the L.I.A. three-coat system. As a result, Mr. Branford reported to Mr. A. C. Church, State Highway Engineer, State Road Department, Tallahassee, Fla., that he does not recommend the use of L.I.A.'s three-coat system.

Michigan Test: The secretary also reported that Mr. A. J. Pernoda, Supervisor, Materials Research Section, Research Laboratory Division, Michigan State Highway Department, Lansing, Mich., notified him on August 25, 1961 that L.I.A. 2614 was one of eight primers being field-evaluated on steel deck beams of a bridge near Durand, about 30 miles northeast of Lansing. The paint systems were applied to dry thickness of 5 mils and consisted of 2 coats of primer plus 2 coats of aluminum topcoat. The field coats were applied in the late summer of 1960, and, according to Mr. Pernoda, it is still early to get significant data on any of the test paint systems.

S.S.P.C. TEST PROGRAM ON PAINTS FOR GALVANIZED STEEL

The chairman reported that the Steel Structures Painting Council in its "Progress Report" for the month ending May 31, 1961, announced a limited test program is being drawn up to show the best paint system for hot dip galvanized steel and that suggestions on paints and pretreatments will be welcomed.

The chairman further reported that he had contacted S.S.P.C. by letter requesting that L.I.A. 304 primer for rusted, weathered and treated new galvanized steel be included in their test program but had not yet received a reply.

After some discussion, the committee requested the chairman to stop off at Pittsburgh on his way home from this meeting and request that L.I.A. 304 primer be included and that the test panels should include fabricated shapes and various galvanized coatings.

National Lead Co. volunteered to supply the paint for the test.

There being no further business, the meeting adjourned at 8 P.M.



David M. Borvina
Secretary
Lead Pigments Technical Committee

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