

Interoffice Communication

To Distribution
From J. W. Ware
Date August 22, 1980
Subject Railcar Loading/BL-410 Meetings

The subject meetings have been completed with the appropriate personnel from all shifts. The attachments reflect information collected during the meetings which will hopefully clear up some misunderstanding with respect to breathing air use on the rack and lead to the improved operation of BL-410.

Please let me know of any further problems or questions which come up.

JW Ware
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is
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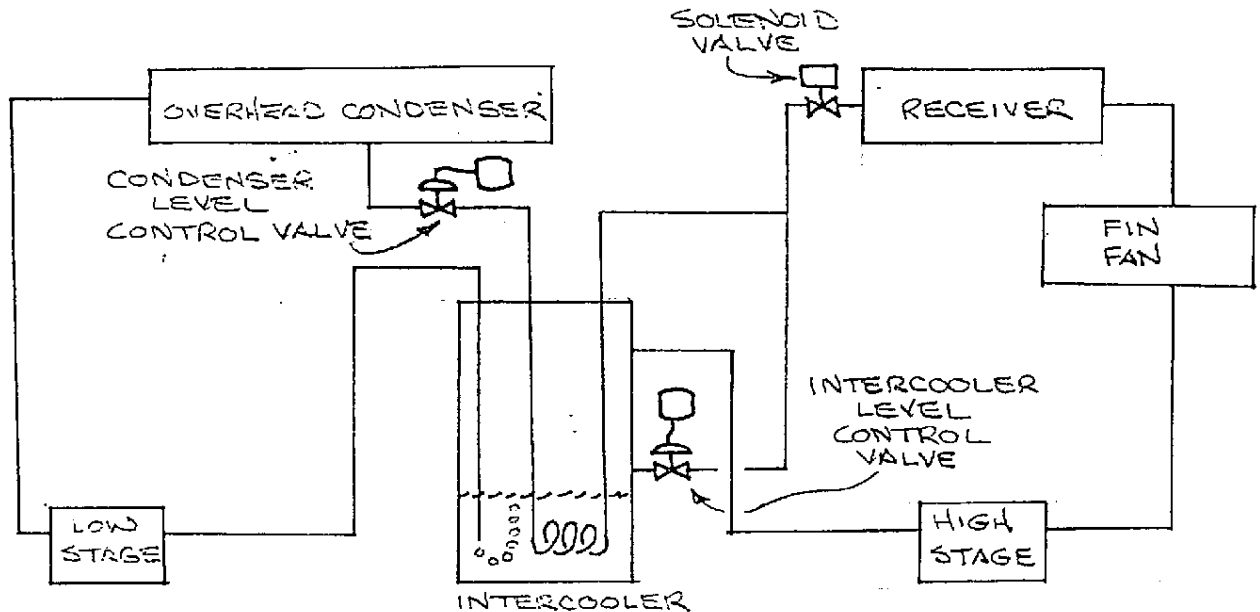
VINYL LOADING BREATHING AIR REQUIREMENTS		
Task	Breathing Air not Req'd	Breathing Air Req'd
Remove plugs		X
Break thermowell cover		X
Remove sample tap plug		X
Remove dipstick cover		X
Put nipples in (install new teflon tape if needed)		X
Hook up loading hoses (good O-rings)		X
Pressure up w/ N ₂ for leak check		X
Check O ₂ at sample tap		X
Start loading	X	
Car nears correct outage-sample it		X
Car reaches correct outage	X	
S/D loading	X	
Take final O ₂ on vent arm		X
Push liquid into car w/ N ₂	X	
Purge liquid line into car	X	
Vacuum/pressure purge lines	X	
Block off loading hoses	X	
Depressure loading lines		X
Disconnect hoses		X
Remove nipples		X
Install plugs w/ new teflon tape		X
Shut off breathing air	X	

CONOCO STANDARD
BREATHING AIR REQUIREMENTS
VINYL CHLORIDE

Whenever equipment is opened which does contain vinyl chloride, has ever contained vinyl chloride or could possibly contain vinyl chloride, breathing air use is required.

CWH 000009363

Process Flow Diagram

Operating Notes

- (1) Turn the start switch off before pressing reset buttons.
- (2) An appropriate level in the intercooler is important because:
 - (A) It cools the gas feed to the second stage
 - (B) It cools the liquid going to the overhead condenser
 - (C) It prevents liquid from entering the suction of the second stage
 - (D) It provides a feed to the oil recovery pot

A level controller attached to the side of the intercooler controls the intercooler level. Monitor this level on a routine basis. The appropriate level should be stable in the intercooler even when the unit is shut down.

- (3) The oil level in the crankcases of the low and the high stage compressors is important. You should be able to see a level in the sightglasses at all times, even when the unit is shut down.
- (4) The oil recovery pot located on the skid immediately southwest of the intercooler has a level indicator on it. It normally runs $\frac{1}{4}$ to $\frac{1}{2}$ full. If an oil problem develops it may be traced to a low or high level in this pot.

Operating Notes (continued)

- (5) The fin-fan cooler is critical. Be sure it comes on when you start the unit. If it doesn't you will blow a relief valve on the receiver. It only takes a few minutes to loose a lot of Freon through a relief valve.
- (6) The relief valves (2) on the receiver, once blown, sometimes will not re-seat on their own. Stroke the valve under the relief valves all the way in or all the way out to switch relief valves to stop one from blowing.
- (7) The level of Freon in the overhead condenser is critical to stable unit operation (rule-of-thumb setpoint on the controller is 1.5). Too high a level with a heavy vent rate will overload the low stage compressor and increase the high stage discharge pressure. Too low a level will give you no cooling in the condenser.