

OxyChem®

September 2, 1992

Mr. Ken Hines
Director of Training & Education
FETN
1303 Marsh Lane
Carrollton, Texas 75006

Dear Ken:

I want to thank you for your courtesy to Butch Polasek and myself yesterday and felt the information exchange was very worthwhile and am pleased that you are willing to work with us to complete the three sections of that Lamar tape.

Dr. Shah has reminded me that use of the information needs to accompany the disclaimer and I've attached our typical language and if you should have any questions, you can reach Dr. Shah at 202-887-1192 or myself.

Again, I think you have a very professional and comprehensive installation at Westcott that will be of benefit in the future.

Regards,



John M. Coburn

JMC/rrl
4JC3WW

cc:


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OxyChem

The following is a brief summary of our findings so far this year on the condition and failure rate of not only OxyChem's fleet, included are those exchangers who have supplied their own rail cars.

Railcars Inspected (January 1, 1992 - May 31, 1992)

Owner	Total	Passed	%	Failed	%
	21	10	48%	11	52%
	7	2	29%	5	71%
	1,927	1,886	98%	41	2%
	6	0	0%	6	100%
	4	0	0%	4	100%

These tests were conducted utilizing the HNU as our primary tester, the ULTRAPROBE as a secondary. Passed rail cars are those that initially passed the 10ppm/20ppm test or were found to exceed the range and were repaired. Failed rail cars were unrepairable.

It is our intention that on June 15th, the ULTRAPROBE will become the primary tester and the HNU will become secondary. This test should go no longer than thirty days. I'm trying to see if the modifications everybody had a hand in has truly eliminated our problems. I believe they have. The HNU no longer picks up VCM emissions on OxyChem's fleet equipped with Midland A-720 valves. We have found that when we have a problem, it is a real problem. I'll forward the findings of this test to you upon completion.