PROJECT BOARD MEETING #2

KING-SIZED VCM TANK CARS

July 18, 1961

Those present: Messrs. R. W. Bueker
F. T. Molyneux
A. P. Brackney
F. B. Sherman
E. J. Ambrose

Copies to those present and the following:

R. I. Dunlap
G. Osterman
R. K. Dimmitt
T. H. Tooke
A. G. Payne
S. J. Starker
C. E. Knight
E. W. Graham

Introduction:

Meeting was a direct follow-up on the previous session on July 11. At that time, original proposals for track and unloading dock revisions in the south plot VCM area were reviewed and re-evaluated. The Manufacturing department now stipulates that capital expenditure must be restricted to only current production demands.

Conclusions:

Considerable curtailment of capital expenditure has been achieved by the following:

1. It will not be necessary to install a parallel track adjacent to warehouse Building 99. The contractor has indicated it would be possible to progressively up-grade the underlying ballast, a-section-at-a-time, while we maintain normal south-plot rail handling operations.

2. Extension of the north spur adjacent to Building 84 will involve regrading of the bank and applying black-top on the sloped surface. The existing guy wire support for the burning stack will be relocated.

3. Extension of siding does not incur any material aggravation of the burning stack-to-unloading-point proximity hazard.

4. Plant Engineering has ascertained that the surplus VCM recovery compressor from Building 88 is reusable for replacing the smaller VCM pump house unit. This will be necessary only when vinyl production exceeds the present 80 million pounds per year capacity. This Board will establish requirements which will become necessary at that time and prepare a capital requirement forecast.

Summary

1. This project will proceed on the basis that the current dock design is acceptable for interim king-size and regular car operation. A PAFE in the $13,000 range will be prepared.

2. As previously indicated, it probably will be necessary to make compressor changes to meet the forecasted demand sometime before the end of the second quarter of 1962. Justification for this additional money is being developed by the manufacturing department. Until detailed estimation can be carried out, best approximation of reconditioning and installation costs is $10,000.

Program

1. On July 28 these proposals will be reviewed with the Railroad to resolve any installation details requiring further attention.

2. Manufacturing will expedite decision on PAFE which is scheduled to be August 1.

3. Plant Engineering and Division Engineering will jointly proceed to determine the design details and capital cost estimation for reuse of the surplus VCM compressor as part of future program.

E. J. Ambrose

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