AGENDA
MCA EXECUTIVE COMMITTEE MEETING
11:00 A. M., Tuesday, January 14, 1947
The Chemists' Club, 52 East 41st St., N. Y. C.

I. MINUTES OF DECEMBER 10, 1946 MEETING

II. TREASURER'S REPORT

III. RECIPROCAL TRADE AGREEMENT PUBLIC HEARINGS JANUARY 13, 1947
- A. MCA Brief Filed December 20, 1946
- B. Schedule of Hearings

IV. APPROVAL OF ALTERNATES FOR EXECUTIVE COMMITTEE MEMBERS
- A. Attendance of Alternates with Actual Members (See Minute VI - December 10, 1946 Meeting)

V. LABOR CONTRACT ANALYSIS REPORT NO. 4-A (Mailed Dec. 24, 1946)
- A. Labor Contract Summary Report No. 4 (Mailed Dec. 26, 1946)

VI. CHEMICAL FACTS & FIGURES, 2nd Edition 1946
- A. To press December 27, 1946
  Off press approximately Febraury 1, 1947

VII. GENERAL SAFETY COMMITTEE
- A. 1947 Schedule of Medical Advisory Committee
- B. Replacement of H. W. Lundin by J. J. Hoffman, both of Monsanto Chemical Co.
- C. Industrial Injury Experience for November

VIII. MISCELLANEOUS
- A. Referendum No. 90 of U. S. Chamber of Commerce on Fair Labor Standards Act.
- B. Inventory December 27, 1946 of Manuals and Chemical Safety Data Sheets
- C. Report of Chairman of MCA Tank Car Committee, H. J. Gronemeyer

Note: Mr. Gronemeyer will be a guest of the Committee at lunch.

The regular meeting of the Executive Committee of the Manufacturing Chemists' Association of the United States was held in Room A, The Chemists' Club, 52 East 41st Street, New York City, on Tuesday, January 14, 1947, at 11:00 A. M.

The following members were present

Lammot du Pont, Vice Chairman
Charles S. Munson
Leonard T. Beale
H. C. C. Ingraham
J. W. McLaughlin
C. F. Hosford, Jr.
W. S. Landes
C. D. Marlatt
August Kochs
John L. Smith
H. I. Young
W. N. Watson

Absent: Geo. W. Merck, Chr.
W. B. Bell
W. M. Rand
P. T. Sharples

I. MINUTES OF MEETING

The minutes of the December 10, 1946 meeting were duly approved as sent to the members.

II. TREASURER'S REPORT

The report of the Treasurer for the period December 1 to December 31, 1946 was reviewed, and

On motion, duly made and seconded, it was

VOTED: That the report be accepted and placed on file.

At the request of Chairman Merck, the Secretary reported that the inventory of manuals and chemical safety data sheets as of December 27, 1946, was valued at $3,801.28, at cost. The monthly sales since June 1946 was approximately $550.00 per month.

III. RECIPROCAL TRADE AGREEMENT PUBLIC HEARINGS JANUARY 13, 1947

For the information of the Committee, a copy of the brief filed on December 20, 1946 with the Committee for Reciprocity Information was sent to each member on December 23, 1946 and detailed schedule of the hearings on chemicals for January 13 - 15, 1947, was mailed to the membership on January 8, 1947.

IV. APPROVAL OF ALTERNATES FOR EXECUTIVE COMMITTEE

Approval of alternates for Executive Committee members. A list of eight alternates was submitted.

A. Attendance of Alternates with Actual Members. Following a review of Minute VII, E-349, on Alternates, of the meeting of December 10, 1946, the following amendments were presented:

Par. 1, Line 2: Insert after fiscal year -- "or at a subsequent meeting".
Par. 3, Line 3: Add -- "The latter, however, subject to prior approval by the Chairman of the Executive Committee, or the President".

Action on the above points was deferred until the February meeting.

V. LABOR CONTRACT ANALYSIS REPORT NO. 4-A

The Committee was advised that Labor Contract Analysis Report No. 4-A was mailed to members on December 24, 1946 and the summary report on December 26, 1946. A report issued by the U. S. Department of Labor, "Wage Structure of the Chemical Industry" was distributed to members on January 10, 1947.

VI. CHEMICAL FACTS & FIGURES, 2nd Edition 1946

The manuscript of "Chemical Facts & Figures, 2nd Edition 1946", 400 pages was sent to the planographer on December 27, 1946 and delivery is promised in early February.

VII. GENERAL SAFETY COMMITTEE

The schedule of the Medical Advisory Committee, adopted at the meeting of December 18, includes one chemical safety data sheet for each month up to August, 1948.

The recommendation to replace H. W. Lundin by J. J. Hoffman, both of Monsanto Chemical Company, was approved.

The Industrial Injury Experience for November was reviewed.

VIII. MISCELLANEOUS

The Secretary was authorized and directed to cast a ballot in the affirmative on U. S. Chamber of Commerce Referendum No. 90 on Fair Labor Standards Act on behalf of the M. C. A.

Report of Chairman of MCA Tank Car Committee, H. J. Gronemeyer. Mr. Gronemeyer presented the attached report and answered questions on the work of the Tank Car Committee.

There being no further business before the meeting, it was

On motion duly made and seconded,

VOTED: To adjourn,

Adjourned accordingly.

A True Record

A T T E S T

WARREN N. WATSON
Secretary

APPROVED:

Lammot du Pont

Vice Chairman

R E P O R T
of
H. J. GRONEMEYER, CHAIRMAN, M. C. A.
TANK CAR COMMITTEE
at
M. C. A. EXECUTIVE COMMITTEE MEETING JANUARY, 1947

Industry is never static. Raw materials must be moved to mills and factories and finished products to their markets. The tank car has become the most useful of all vehicles of transportation. Originating, and still commonly regarded as an oil carrier, the tank car has adapted itself to every phase of industrial activity. This is particularly true in the distribution of chemical industry products. We have already approached a new era of bulk transportation, namely, free flowing dry commodities in covered hopper and multiple unit container cars requiring special designs and alloys for commodities like Calcium Carbide, Crushed Rock, Feldspar, Lime, Phosphate Rock, Soda Ash and Zinc Ore.

Commodities now shipped in tank cars of special designs are:

Heavy, insulated and coiled tank cars, loaded as liquid, with heat supplied through multiple coils, then solidified by same coil arrangement for transportation and then again liquefied for unloading; this method used for Sodium and Sulphur.

Shipments of 70% Caustic Soda Liquor, instead of 50% as in the past, using tank cars with 6" to 8" insulation and interior heater coils, with tank interiors protected with special coatings to prevent iron pickup.

Shipments of 55 tons of Chlorine in one tank car, instead of 30 tons maximum previously permitted by Bureau Regulations, through providing heavier fusion welded tanks with double safety valves.

Protective coatings, like Amercoat, Lithcote and Heresite have been applied to tank interiors of a number of cars, thus permitting the finished product reaching destination free of contamination.

The Chairman of the M.C.A. Tank Car Committee is also M.C.A.'s representative on the Tank Car Committee, Association of American Railroads. During 1946 in accordance with the procedure prescribed by Interstate Commerce Commission's Regulations the Railway Association submitted for comments and suggestions 247 applications involving 3850 cars from car builders and industries for approval of designs, materials and construction of new tank cars and changes in existing cars to increase their utility and bring them into line with current requirements. From these applications is gleaned many suggestions for our Committee's consideration and study in connection with chemical industry tank car problems.

The M.C.A. Tank Car Committee works with the many technical committees, Association of American Railroads, leading to improvements in car construction. The Association of American Railroads' Arbitration Committee has jurisdiction over the important issues of providing an equitable basis for railroad charges covering repairs, as well as means of settlement for damage to tank cars occurring through unfair usage or improper protection by the handling company. To provide more equitable handling of tank car mechanical problems it is important that we maintain close relation with these railroad technical committees and which can best be accomplished through M.C.A. representation.

Reports from Bureau of Explosives' inspectors at points where tank cars are loaded and unloaded and in railroad yards where tank cars are available for observation in large numbers, furnished information which aids our Committee and leads to recommended corrections for better maintenance of tank cars and their appurtenances. Typical examples are the replacing of leaky spring closure type bottom outlet valves with the positive screw type valve improvements in dome fittings, safety and service valves and tank car safety appliances, as railings, grab irons and foot steps.

We are constantly striving to reduce hazards which attend the transportation and handling of corrosive and poisonous liquids, inflammable solids as well as inflammable and noninflammable compressed gases. Increased transportation speeds, longer freight trains and decrease in railroad manpower has increased railroad wrecks. Considering chemical industry tank cars, commodity loss has been infrequent. Photographs which I will pass around will give you an idea what a tank car has to withstand.

As of June 30, 1946 railroad and private car line equipment totaled 2,144,725 freight cars as follows:

Railroad Owned Equipment.....	1,872,715
Private Car Line Equipment.....	272,010

The private car line total includes refrigerator, poultry, tank and some covered hopper cars. About 167,000 represents tank cars. The majority of this total covers Calss ICC-103, or the oil type tank car. Approximately 9000 of 167,000 handle chemical industry commodities and although chemical industries' total is only 5% it does represent a fleet transporting a most diversified line of chemicals requiring every type of construction, different alloys, tank linings, insulations, interior coatings, high pressure tanks, and many different types of safety and service valves.

The outstanding improvement in tank car construction was the approval in January 1941 of specifications by Interstate Commerce Commission for fusion welded tanks in place of riveted or hammer forged tanks. It took many years of investigation to obtain this final approval, they first requiring operation of a certain number of cars with fusion welded tanks assigned as experimental before final approval was granted for I.C.C. fusion welded tank car specifications. The chemical industries' portion in these experiments was 10 rubber lined welded tank cars for Hydrochloric Acid, the welded tank eliminating the necessity of rubber lining over the rivet heads, also two Nitric Acid welded chrome steel tank cars, to overcome leaks and difficulty keeping riveted chrome steel tanks tight. Since the approval of welded tank car specifications the majority of tank cars now built are fabricated by this method and which is followed entirely for shipments of compressed gases, as Anhydrous Ammonia, Chlorine, Sulphur Dioxide, Propane and Liquefied Petroleum Gases. In fact, shops formerly fabricating hammer forged tanks are no longer in business.

Other tank car improvements include the practically universal policy now followed by chemical industries of providing safety platforms around tank domes instead of merely a dome board on one or both sides of tank. This is not mandatory according to Railway Regulations but a recommended improvement to provide tank car loaders and unloaders with safe working facilities.

Report of H. J. Gronemeyer

An extensive program has been in effect for all railroad cars including all privately owned tank cars to replace "K" type with new improved "AB" type power brakes. On orders from Interstate Commerce Commission to Association of American Railroads all freight cars must be equipped with improved type "AB" power brakes by January 1, 1949. I doubt any further extension will be allowed by the Commission as a couple of railroad wrecks have been attributed to the inefficiency of the "K" power brake in long freight trains. As of July 1, 1946 railroad owned cars had "AB" improved power brakes on 65% of their cars. Chemical industry cars had approved brakes on about 55% of their cars. During the war years this program had to be delayed due to the urgent need of tank cars. All industries have been advised through the Railway Association as well as the M.C.A. Washington Office, of completion necessity by January 1, 1949.

Tank car problems now under consideration are:

Safety disc arrangement for cylinders, and also ton containers mounted on multiple unit cars.

A combination safety disc and valve for single-unit tank cars transporting high pressure chemicals, the disc protecting the working parts of the intricate safety valve.

Writing a new specification for greater tensil aluminum car tanks to transport Hydrogen Peroxide above 52% strength.

Continuing the program of further standardizing tank car dome fittings, consistent with commodities shipped, for benefit of customers unloaders.

Commodity marking and labeling of tank cars, working with M.C.A. LAPI Committee.

Because of hazard involved, on request made by Brotherhood of Railroad Trainmen to Association of American Railroads, it will be mandatory after April 1, 1947 for new and rebuilt cars, to apply grated metal in place of wood, for tank car running boards, dome boards and dome platforms. Although Brotherhood's complaint was based on hazard to trainmen walking over the top of moving box cars 22' from the ground with no railing protection, the rule will also apply to tank cars with running boards 4' from the ground and a railing all around the tank for trainmen's benefit.

There are 11 Industry members and 3 Associate members on the M.C.A. Tank Car Committee. The Associate members are representatives from Bureau of Explosives and one from each of large tank car builders. We have at least two meetings each year and arrange these, if at all possible, at a location permitting inspection of a large tank car shop manufacturing some important car part, or fabricating tank cars.

I appreciate this opportunity of meeting the M.C.A. Executive Committee and will be glad to further enlighten or answer any questions pertaining to our activities.

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