

Minutes of January 13, 1970 Meeting

The scheduled meeting of Task Group B was called to order by D. L. Dowell, Chairman, at 9:00 a.m., January 13, 1970 in the MCA Conference Room, Washington, D. C.

The following members were present:

H. D. Butter	Continental Oil Co.
R. E. Phillips	Ethyl Corporation
D. L. Dowell	B. F. Goodrich Chemical
R. D. Kogler	
(for J. D. Little)	Monochem, Inc.
T. G. Taylor	PPG Industries
P. M. Reed	Tenneco Hydrocarbon
M. E. Sutherland	Union Carbide Corp.

After introductions, Mr. Dowell stated that the purpose of the meeting is to review all aspects of the Task Group's activities and to formulate final recommendations to be presented to the general meeting on January 14.

The minutes of the November 7, 1969 meeting were approved with the following corrections:

1. "Subgroup" to read "Task Group" throughout.
2. Page 7, Item D (c) revised to read "Keep unofficial personnel away."

A. Emergency Kits as Baggage

Mr. Paul Reed's report on carrying an emergency kit on commercial airlines as baggage was received. There is no restriction other than the size and weight limits of 62" length plus width, and 70 lb., respectively.

B. Safety Valve Emergency Closures

The emergency closure devices prepared for use on ACF and Midland safety relief valves were reviewed in detail. See Monochem sketches B-789 and B-793.

Mr. Kogler noted that the top O-rings of both types of valves could be replaced in the field, and in many cases valve seepage can thus be controlled. The proposed kit is intended to control more serious leakage.

Monochem will revise the sketches to take into account the suggestions of the Task Group and will build a sample of each for field check. Ethyl will assist as needed. As-built drawings of a successfully tested unit will be sent to the members.

The safety valve kits remain under development at this time. Problems exist in pluggage of safety valve housing drain holes, and the question of

PLAINTIFF'S
EXHIBIT

Kogler 1

auxiliary pop valve or rupture disc on the kit, must be resolved.

C. Report on Task Group "C" Studies on VCl Combustion

*bring only
info general
use.*

No formal data on combustion products was available at this meeting. Dr. Crider is reported to have run computer simulations of 200,000 lb. of VCl under severe wind velocities. The results indicate desirability of evacuating up to 12,000 ft., downwind. Charts will be made available.

The only significant area for phosgene concentration (~~40-200 ppm~~) is at the fire. Work is underway on a Draeger tube detector. ~~Phosgene has a sweet odor and can be detected.~~ Final conclusion: DON'T WORRY ABOUT PHOSGENE.

D. Recommendations to General Meeting

(These do not relate to the maritime environment.)

1. CONSENSUS #1

Spilled vinyl chloride should not be deliberately ignited.

2. CONSENSUS #2

A vinyl chloride fire should not be extinguished. Large volumes of water or fog can dissipate fumes.

3. Handling of Leaks

See Bureau of Explosives Pamphlet 22. It constitutes recommended practice for derailments involving tank cars.

A. No leaks

This situation is usually competently handled by railroad personnel.

It is noted here that the railroad's prime object is to reopen traffic and that railroad people are in charge. Shipper representatives are only advisers. Proper procedures in handling vinyl chloride must be emphasized as the only means of expediting the clearing of the scene. See Hulcher's letter attached to these minutes.

B. Controllable leaks

- not included completely*
- a. Small holes: Drive wooden plugs.
 - b. Larger holes: Neoprene patch, bonded or chained to tank.
(Special rigs should be left to the judgement of the man at the scene.)
 - c. Jagged holes are difficult to close.
- ←

d. Ansul Purple K will extinguish a vinyl chloride fire but re-ignition often occurs. Use around valves if it appears that a leak can be subsequently controlled.

e. Safety relief valve kits are being developed by the Task Group.

C. Uncontrollable leaks - no fire

- evacuate*
- a. *6* Isolate area (see Task Group "C" report)
 - b. Remove sources of ignition.
 - c. Control spread of vapors by water spray.

D. Uncontrollable leaks - fire

- a. Evacuate and isolate area.
- b. Keep adjacent cars cool, if possible, with monitor nozzle.
- c. Keep unofficial personnel away.
- d. Treat a non-burning tank car in vicinity of fire as if it is about to rupture.
- e. If vinyl chloride gets to a sewer, evacuate area and flush sewers with fire hoses.

4. Personnel at the Scene

Personnel sent to an accident should be capable, knowledgeable with VCM, and not restricted by title.

The individual should be at each company's option, but technical qualification is recommended.

It is suggested that MCA consider providing data for, or conducting a training course for police, railroad employees, etc.

5. Suggested Emergency Kit Contents

Each Co. responsible to make kit.
The following are considered essential:

- a. Explosion meter
- b. Self-contained air supply
- c. Wood plugs and wood mallet (see B of E 22) *Bureau of Explosives*
- d. Data sheet and pencil
- e. Camera and film
- f. Flashlight (Bureau of Mines approved) *Exp. proof*
- g. Rubber gloves - *at least for ground*
- h. Slicker suit
- i. Rubber overshoes (ground) *static -*
- j. Safety line (braided stainless, plastic covered) and *harness* (Bureau of Explosives)
- k. Goggles
- l. Safety hat
- m. O-rings (cerated pipe - *to be checked*)
- n. Strap wrench
- o. 10" adjustable wrench
- p. Screwdriver
- q. Ground continuity meter (*Anderson PS Continuity Meter*)
- r. Take a backup man. *safety relief valve kit*

Avoid wearing woolen or nylon clothing. (*static*)
Obtain pipe plugs at local sources.

Bureau of E 22
Data sheet MCA
Chem Card

drop leg miter

9. Press Releases

The ^Grepresentative at the scene must be guided by his company's policy. The following are suggestions:

- a. At the scene - refer the press to Bureau of Explosives inspector. Be honest.
- b. Away from the scene - put off comment until ^Urepresentative reports back. Be honest.
- c. If asked "where" or "when" - give answer, if known.
- d. If asked "how did it happen": do not give an answer, even speculative. *don't take responsibility of accident*
- e. If asked "what are the burning products": mostly HCl (muriatic acid) and carbon dioxide.
- f. If asked "what about phosgene": No danger. Traces, if present, will dissipate.
- g. If asked "what is vinyl chloride": colorless like water, unless frost forms; sweet odor; used to make ordinary vinyl plastics.

h.b. 25 symposium
on trucking

10. Cooperative Efforts

Task Group "B" recommends the establishment of a mutual aid system for vinyl chloride accidents under the ^{coordination} auspices of MCA. This system should see that the nearest qualified man gets to the scene as an adviser until the shipper's representative arrives.

Corporate approval of this recommendation from the companies represented on Task Group "B" is being sought by the members.

The members are urged to submit their emergency phone numbers and statement of willingness to provide advice, to F. G. Stephenson. Current listing is attached to these minutes.

11. MCA Publications

The Task Group suggests that the above recommendations be incorporated in revised editions of SD-56 and Chem Card 46 on vinyl chloride.

Objectives for Future Activities of Task Group

1. Complete the evaluation and test of safety valve closure kits.
2. Complete the submittal of emergency numbers to MCA.
3. Subject to approval of the General Meeting and MCA Staff Representative, consider maritime problems.
4. Consider industry standardization of VCl tank car domes and fittings, subject to MCA staff approval.

The meeting adjourned sine die at 2:00 p.m.

Respectfully

R. E. Phillips

R. E. Phillips
Ethyl Corporation

Approved

D. L. Dowell

D. L. Dowell, Chairman
B. F. Goodrich