



INTER-OFFICE CORRESPONDENCE

To: Mr. L. F. Sargent

Date: October 8, 1974

From: Zeb G. Bell, Jr.

Location: 19 East

Subject: Vinylidene Chloride

It appears from Les Allen's correspondence, dated February 18 and February 20, 1974, that these were recommendations to be considered for VDCM loading operations. Les informed me recently that the loading meter referred to in Item 2 of his February 18 letter has been received and is ready for installation.

With reference to your note on cleaning of tank trucks, I discussed notifying the trucking companies of the information we received on the potential carcinogenic properties of VDCM with Joe Knott last week. He was to verbally inform the trucking companies of this new information.

A handwritten signature in dark ink, appearing to read 'Zeb G. Bell, Jr.', written over a horizontal line.

Zeb G. Bell, Jr.

ZGB:mal

cc: R. E. Widing
L. S. Allen
J. A. Clapperton
L. B. Grant, M.D.
J. F. Knott
H. W. Rahn
F. J. Trunzo

February 20, 1974

Jessie S. Allen

20 for 11

VOCM

L. F. Sargent

Replying to your comments of my February 17 memo:

1. Black trapping of the VOCM loading area is advisable as line stabilization of a clay bed covered with shell has failed twice due to the high water table.
2. The loaders are probably exposed to less than 10 ppm VOC vapors under existing tank car loading conditions. This is a closed loading system except during disconnect. Since there is simultaneous exposure to VC and VOC vapors on the loading rack during actual conditions, in order to confirm exposure like Charles will have to perform monitoring during VOC loading only.

The loaders are probably exposed to higher than 10 ppm VOC vapors during portions of the truck loading procedure. The material temperature and wind conditions, of course, are factors. Modifications Numbers 2 and 3 in my February 17 memo would reduce exposure to that of tank car loading.

An airline crew may be required to replace the loading dome lid with the truck lid.

Another possible exposure with which we should be concerned is that resulting from cleaning of the empty tank by the trucking company on return from the customer. Like Charles may want to consider "decontaminating" the tank themselves or instruct the trucking company as to possible hazards. Since the levels of concern are so low, the decontamination by the plant would probably be preferable.

3. The entire original funds were not expended, as I understand, because the design was adequate at the time.

Jessie S. Allen

JES

cc: J. S. Flour w/attach.

RECEIVED

OCT 7 1974

MFG. DEPT.

Zeb!
This an area of concern in my opinion
Jessie A

SL 092825

February 18, 1974

Jessie S. Allen

W. F. Sarger

20 North

VDC

This is in answer to your question of what would be required to load VDC tank trucks during all weather conditions.

I have discussed this question with Jim LaFleur, and we have arrived at the following modifications to allow loading during precipitation.

1. Black top the VDC loading area. This would involve an area approximately 50' x 20'. Art Whalen furnished an estimate of \$6,700 including lime stabilization of the subgrade and 6" of black top compacted to 4".
2. A loading meter would allow closed dome loading. An order of magnitude estimate would be \$1,500.
3. Construction of a dome lid would allow equalization of vapors from the truck to the storage tank. The cost is approximately \$300.
4. Installation of a roof section over the truck dome would allow final gauging, sampling, and inspection of the material. A rough estimate for a roof which would serve its purpose during driving rain would be \$4,000.

Thus the total estimate of facilities to allow loading during wet conditions would be approximately \$12,500.

Because of the flammability of the material, loading during lightning would require a closed, positive pressure loading shed and a flare for venting. These additional facilities are probably outside the realm of justification.

It should be noted that approximately \$5,000 of the original funds for the construction of the loading rack were not used and was returned.

Jessie S. Allen

/ms