01-VC/PVC-GOV

July 16, 1974

H. Stevens

FOREIGN CORRESPONDENCE AND OVERSEAS LIAISON

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ENCS	REFERRED TO
	ACTION
	INFORMATION CAG

By airmail
Dr. N.D. Slonka
Shell Chemical Company
One Shell Plaza
P.O. Box 2463
HOUSTON, Texas 77001
U.S.A.

Dear Bruce,

Following our telecon of 10th July, I am sending attached copy of the old German publication on workers affected by V.C. The careful reader will notice that as early as 1967 pre-neoplastic changes in the liver were encountered and it is known that the "index of suspicion" was already raised in those doctor's minds.

In addition and probably superfluous I attach copy of Gillett's review article from "Residue Reviews".
In addition to some favourable comments in the article, reference was also made to TMPO and the source was purported to be S.C.C.

Kind regards,

yours sincerely,

(Dr. H.C.S. van Raalte, M.D.)

Encl. G.E. Lange et al.
Die sogenannte Vinylchlorid-Krankheit eine berufsbedingte Systemsklerose?
Int. Arch. Arbeitsmed. 32, 1-32 (1974)
J.W. Gillett et al.
Comment on the distinction between hazard and safety in evaluation of human health hazards on use of dichlorvos, especially in resin strips.

01-VC/PVC-907 (94 Fed Vinyl Chloride)

H Moss

JULY 16, 1974

R. E. LOONEY

R. L. WAY

COMPRESSED GAS ASSOCIATION
VCM

Recently the Compressed Gas Association has taken the lead in three areas pertaining to VCM tank car movements; establishing a standard design for dome fittings, developing an emergency kit for stopping leaks in the dome area and organizing a mutual aid group to handle VCM tank car emergencies. While Shell is not a memeber of CGA, we are participating in these VCM activities as a guest, in the person of Clyde Meltzer.

Attached are two items; the minutes of a CGA Vinyl Chloride Committee meeting on June 19, 1974 and a request from Head Office Traffic asking for a review of a CGA handbook section dealing with Vinyl Chloride. Apart from the obvious change to reflect new OSHA and DOT exposure limits, please review the CGA handbook for technical content in concert with the Intermediates Business Center and prepare a reply to Head Office Traffic.

The attached correspondence concerning CGA raises two basic questions which we need to resolve. The first is Shell Chemical's participation in a mutual aid activity and the second is Shell Oil's membership in the CGA itself. As a major shipper of VCM, it is fairly obvious that Shell should participate in any VCM tank car emergency action, consistent with our ability to provide assistance requested. Just how this is to be done, to what extent, and by whom is not clear at this time. By copy of this memo to Hank Moss, it is requested that he include these questions as part of his STERP study. Some understanding of the emergency Chlorine response system would be helpful since it is indicated that the Compressed Gas Association VCM emergency kit and mutual aid group would be patterned after the Chlorine Institute Program.

As to the matter of Shell's membership in CGA, it would appear that long term participation in the emergency response group would be more effective if Shell were a full voting member of CGA. Since Shell Oil and Shell Chemical ship other products in pressure cars, it would seem possible that CGA would offer other advantages than just the VCM program. By copy of this memorandum to Head Office Traffic, it is requested that they review all advantages and/or disadvantages to membership in CGA to assist in the consideration of this matter.

ORIGINAL SIGNED BY
R. L. WAY

R. L. Way

cc - R. J. Sullivan w/o attachment
J. W. Bodenheimer "
C. B. Meltzer
E. L. Spalding
W. A. Scott
H. Moss - w/attachment

SCC
2-0767

cc: To RLW
To H. Moss
Org. To IWS

July 5, 1974

Memo to File: AS 600

Vinyl Chloride Committee Meeting
Seaview Country Club
Absecon, N. J.

June 19, 1974

Initial discussion centered around the proposed design of emergency kits for vinyl chloride tank cars. C. K. Dilley gave an update on the progress made by the Task Force in designing the emergency kit. He mentioned PPG will make a car available sometime this summer (at GATX's Sharon facility) in order that tests be conducted relative to the re-arrangement of the fittings in the dome area. Presently, due to the relative size of the valves and manway on most VCM cars, it is difficult to install a kit over a leaking valve. Hopefully by re-arranging the fittings (e.g., removing the safety valve from the center) sufficient room will be made to allow installation of a kit.

The next item on the agenda was a mutual aid program. This has not progressed since the last meeting. (Although it was not discussed, it should be noted that Shell is not a member of this program at this time.) It was mentioned that the mutual aid program for vinyl chloride will be very similar to that of the Chlorine Institute in that the companies involved will probably have to sign legal documents holding each other harmless should an employee of Company "X" be hurt while installing a safety kit on a car belonging to Company "Y".

The next item discussed was vinyl chloride gauging devices. Jerry Portis from Midland Manufacturing was present. His company manufactures the magnetic gauging device that several shippers are considering for installation on their tank cars. It was noted that Metal Goods Manufacturing out of Bartlesville, Oklahoma, also manufactures an enclosed gauging device. Mr. Portis recommended the magnetic device with the stick read-out rather than the tape read-out for installation on VCM cars. His reasons were that the stick device was a simpler device and would hold up better in the field. On this point, several of the participants mentioned problems they were having or have had with magnetic gauging devices over the past several years.

About five or six years ago, Shell had installed ten of these devices as an experiment. Several problems were encountered which caused us to take the devices out of service. A particular problem was the ball of the device striking the inside top of the tank car and jarring the magnets loose. Mr. Portis mentioned that there have been several design changes to the device - in particular, a cushioned spring has been installed at the inside top of the tank car and hopefully prevent the magnets from being jarred loose.

Mr. Evans from B. F. Goodrich mentioned that on his cars equipped with the tape read-out, moisture collected in the tape housing was causing the tape to hang up. Other representatives mentioned their experience with the stick device and mentioned problems which included (1) crimping of the stick above the tank car top which prevented it from sliding back into the car; and (2) some people (including Shell) had problems with the internal slip tube crimping, which prevented the ball from sliding up and down inside the car. This could be alleviated by putting a shroud around the internal tape. (ACF have made such installations.)

C. B. Meltzer

cc - Messrs. R. J. Sullivan
J. L. Mason
J. W. Bodenheimer ← THIS COPY FOR