

LEAD INDUSTRIES ASSOCIATION

~~425 LEXINGTON AVENUE~~ — 60 East 42nd Street
NEW YORK 17, N. Y.

Pigments and Chemicals Division

SUBJECT TO REVISION

RED LEAD TECHNICAL COMMITTEE MEETING

New York, N.Y.

January 17, 1957

A meeting of the Red Lead Technical Committee was held in the offices of the Association on Thursday, January 17, 1957.

PRESIDENT

L. L. Carrick, Chairman
Paul Whitford
O. F. Shobe
J. O. Johnstone
R. P. Bates
E. K. Zimmerman

REPRESENTING

Lead Industries Association
The Eagle-Picher Co.
The Glidden Co.
Hammond Lead Products, Inc.
National Lead Co.
National Lead Co.

Robert L. Ziegfeld, Secretary-Treasurer
David M. Borcina, Secretary to Committee

The following guests representing the Association's advertising agency were also present:

Richard J. Orfice
W. L. Wykoff

O. S. Tyson and Company, Inc.
O. S. Tyson and Company, Inc.

The meeting was called to order at 9:30 A.M. with Dr. Carrick presiding.

The secretary stated that he had invited the representatives of the Association's advertising agency to meet with the committee to discuss the advertising program for 1957.

1957 ADVERTISING PROGRAM

The agency representatives then presented to the committee the comparative space cost and circulation data for the two magazines under consideration, "Engineering News-Record" and "Roads and Streets."

After some discussion, the committee recommended and the agency representatives concurred, that the red lead advertising program for 1957 be placed in "Engineering News-Record."



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The committee also felt that the emphasis, at least for 1957, be placed on the use of red lead paints in the highway construction program with minor reference to its use wherever painting of steel is advantageous. Also that these facts should be stressed:

1. Red lead is the recognized standard rust-inhibiting paint pigment throughout the country and
2. Red lead formulations for all types of services and conditions are available.

It was also decided that six full page ads should be inserted in "Engineering News-Records," beginning with the April issue and continuing through the September issue, the April ad to be based on the use of red lead primers by State Highway Departments and the same ad repeated in the May issue. Two additional ads should be prepared to appear alternately in the June, July, August and September issues.

Red Lead Technical Letter No. 12 on State Highway Specifications (to be prepared) should be offered in each of the last four ads.

At this point the representatives of the advertising agency retired.

The minutes of the previous meeting of November 19, 1956, were approved.

SUPPLEMENT TO RED LEAD TECHNICAL LETTER NO. 11

The committee reviewed the proposed Supplement to Red Lead Technical Letter No. 11. (Sent to committee on January 4, 1957, attached to Notice of Meeting.)

It was the committee's decision not to publish the "Supplement" but to take into account the criticisms voiced by the Steel Structures Painting Council in the publication of all subsequent Red Lead Technical Letters. The secretary was requested to write the Steel Structures Painting Council to this effect, with a copy to Mr. J. O. Jackson.

REVIEW OF STATE HIGHWAY SPECIFICATIONS

The secretary then presented to the committee a report on the various State Highway Specifications for shop coats on structural steel.

After some discussion, the secretary was requested to work with Mr. Bates and break down the data he had presented into three types of vehicles, namely, Oil, Oil-Alkyd and Varnish. The secretary was also requested to prepare similar data on State Specifications for the first field coat.

It was the committee's opinion that these data on State Highway Specifications for both shop coat and first field coat be the basis for the proposed Red Lead Technical Letter No. 12, together with recommendations for subsequent coats, and for painting guard rails and other highway structures.

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REPORT OF CHAIRMAN ON NOVEMBER 20, 1956
WASHINGTON VISIT

The chairman reported that he had visited with Mr. L. D. Gessow, Bureau of Ships, U.S. Navy, and had received permission to visit any of the Navy Yards contributing to the survey that the Bureau of Ships had made on the cost of applying red lead paints.

The chairman stated that he had subsequently visited the Boston Navy Yard and found that the questionnaire provided by the Bureau of Ships for their survey had been signed and returned by an individual not connected with this particular Yard. Instead it is believed that he is a representative of the Bureau of Medicine, U.S. Navy.

A further study of the complete report indicated that the same situation prevailed with respect to the signatures on the questionnaires returned by some of the other Yards.

After some discussion, the committee recommended that the chairman visit the Philadelphia Navy Yard in an attempt to clarify the situation.

PAPER FOR THE HIGHWAY RESEARCH BOARD MEETING

The chairman also called on the Highway Research Board during his November 20, 1956, visit to Washington, and reported as follows:

"I also called upon Mr. Elmer Ward, Assistant Director of the Highway Research Board of the Highway Research Council and was well received. It was suggested that if possible for the next year's program, they would like to have a paper from the Association. I am sure that anyone calling there will be given a very courteous and cooperative reception. Mr. Ward stated that their engineering facilities and laboratory work had now been moved from the 2101 Constitution Avenue address to DuPont Circle Building, Connecticut Avenue, and he suggested that the next time I am in town, I call on Mr. R. E. Bollen, Room 505, who is the head of their research and laboratory activities."

WHITING CHARACTERISTICS OF RED LEAD PAINTS

The chairman reported that he has not yet prepared the paints, Federal Specification TT-P-86a, Type II, with the addition of hydroxyl-containing compounds, for use in these tests.

Mr. Whitford has placed on test at Joplin, Mo., and sent samples for exposure at Perth Amboy, N. J., the following paints: and New Orleans, La.

TT-P-86a, Types I and II, with the addition of 5 percent lead naphthenate to the vehicle solids.

TT-P-86a, Type I, with fractionated linseed oil.

TT-P-86a, Type I, with 85 percent linseed oil and 15 percent thermalized tung oil as replacement for the vehicle solids.

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TT-P-86a, Types I and II, control paints.

The committee also recommended that the same paints be placed on test at the Sub-Tropical Testing Station, Miami, Fla. and Mr. Zimmermann agreed to make up the test panels and forward them on to the Miami, Fla. test site. that the same paints be placed on test at the Sub-Tropical Testing Station, Miami, Fla. and Mr. Zimmermann agreed to supply paint samples to the test panels and forward them on to the Miami, Fla. test site.

SECRET

The secretary reported that he was unable to compare, from the data available to him, the Red Lead Technical Letter recommendations with the latest inspection report of this project, which was requested of him by the Committee at its last meeting.

The committee recommended that the secretary confer with Messrs. Bates and Zimmerman on this point and report to the committee at its next meeting.

L.I.A. PROJECT 22

The inspection report of the test panels in Project 22, prepared by C. A. Lominska, Exhibit "A" attached (sent to committee December 21, 1956) was then discussed.

It was the opinion of the committee that the test be continued.

CALCIUM PLUMBATE AND "BLAKLED" PAINTS
IN L.I.A. PROJECT 23

The chairman raised the question as to the advisability of including calcium plumbate formulations and "Blakled" paints in L.I.A. Project 23.

It was the opinion of the committee that calcium plumbate formulations not be included in L.I.A. Project 23. However, the committee did feel that some tests should be made on this pigment and that a definite program be worked out at the next meeting.

It was suggested that if a test program is conducted, a red lead paint, competitive in cost, be included.

The secretary reported that a 50 lb. drum of calcium plumbate was being sent the committee by England's Lead Industries Development Council.

As for the "Blakled" paints, the committee reported that it had been unsuccessful in securing samples of this paint and any action was deferred until such time as samples are available.

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IMPROVED STORAGE OF RED LEAD PAINTS

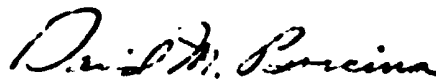
The chairman regretfully reported that he had to delay the start of the test program on "Improved Storage of Red Lead Paints."

NEXT MEETING

It was tentatively agreed that the next meeting of the committee be held on February 19, 1957.

There being no further business, the meeting adjourned at 4:45 P.M.

Respectfully submitted,



David M. Borcina
Secretary to the Committee