Monsanto

CC HL Williams
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EES

FROM (NAME & LOCATION) R. W. Peterson - General Offices

DATE December 4, 1967

SUBJECT CEA 1430 - Aroclors - Anniston
Plant Comments on Loading
Dock Layout, Railroads

REFERENCE Memos RWP to WFT 11/7/67 & 11/16/67

CC
H. Fielding
H. D. Gabelman
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R. P. Stevens
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TO :

J. R. Fullgraf (2)
F3-W512

1. The plant accepts the basic layout of the track next to the warehouse. However, at times one of the box cars at the north door must be a cushion underframe car, which is 60 ft. wall to wall plus oversize couplings. They will accept some overhang beyond the north face of the warehouse toward 6th Street during these times. Try to move the car spots and warehouse doors about 5 ft. south of the 11/7/67 sketch.

2. They need access from 5th Street for a Trackmobile to move tank cars at the south dock.

3. The product loading scheme in my memo of 11/16/67 is acceptable, with the exception of TCB unloading. Since they now get some TCB in trucks, this unloading should be done at the north dock and piped up for cars or trucks.

4. They prefer a truck dock parallel to the road rather than a "back-under" dock across the road. WGK has a standard truck-side swing down dock. This is a Greenline dock, not a Hemco, which depends on a tank car for support.

5. Layout should anticipate a second track in the future. Our manual (A8, 4 STD 2 PG 1) shows 14 ft. minimum center track distance. Thus, the warehouse office east wall should be moved 14 ft. west. The first stage of a second track would be north of the buried cooling tower lines for switching. A distant future extension would require relocation of the water lines and reworking the docks we put in on 1430. They agree that docks we propose will handle their needs thru 1971.

6. The plant would prefer precast concrete slabs to wood for the retaining wall by the track (for looks). However, unless this can be done for the cost of wood, I am against it and it would require a Division Variance. Please check the relative costs and let's discuss.

7. The plant is concerned about the ease of backing trucks into the planned truck spot. Anything we can do to keep this area open for truck handling will be appreciated.

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R. W. Peterson
Acting Project Manager

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