

cc: H. T. Hale, St. Louis
C. T. Massey/J. C. Wroblewski

W. S. Sevier, Springfield
Central Files

MONSANTO CHEMICAL COMPANY
TEXAS CITY, TEXAS

February 28, 1961

To: W. T. Anderson
A. D. Bloomberg, Springfield
R. W. Bueker, Springfield
John O. Clay, St. Louis
J. N. Flanagan

Subject: King-Size VCM Tank Cars

You will find attached a proposed scope survey for the project of king-size VCM tank cars. The following comments should help to explain some changes from previous thinking:

The objective of the project has been confined to VCM shipments from Texas City to Springfield. Our Marketing Department thought that K-S cars should first be justified on Springfield shipments and that justification for other customers could come later. This seems to be the best approach.

The yearly capacity of each king-size car is different from the figure Mr. Clay has in his economic study. My figure of 1100 tons/yr of VCM for each K-S car is based on the average time of 25 days for a round trip. Using Mr. Clay's figure of 76.5 tons per trip, the calculated value comes to 1114 tons per year. I rounded off this figure to 1100 tons per year for each car.

The 8% excess capacity for repairs and inspection is made up of the following: (a) 5% for leak testing and minor repairs between round trips and (b) 3% for major inspections and repairs to one-third of the cars each year. This 8% together with another 3% for delays in shipments makes a total of 11% excess capacity.

I believe you will find everything else self-explanatory.

Please return your comments by March 8.

Burnie
L. B. Bullock

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