Monsanto

FROM (NAME & LOCATION): G. R. Sido - G4EC

DATE: March 30, 1972

SUBJECT: 1. PCB TANK CAR MARKING
2. BULK LOAD LABELING

REFERENCE:

TO: B2NK -
MR. W. B. PAPAGEORGE

cc MESSRS:
B2SL - H. S. BERGEN
B2SL - W. R. COREY
B2SL - T. L. GOSSAGE
B2NC - W. L. FRIEHS
1740 - A. E. LEISEY
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1740 - O. N. MUETH
1740 R. M. MCCUTCHAN
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B2SL - J. R. SAVAGE
B2NA - C. B. SIGLER
W. R. SCHAFFER
B2SA - J. F. STAPLETON

This memo confirms arrangements were made with Orville Mueth and Walter Parker at the Krummrich Plant on Thursday, March 23, to put PCB leak and spill labels on both sides and both ends of each of the 60 tank cars. The labels will be protected from defacing by covering with heavy duty, clear Mylar. The labels will be placed as shown on the attached tank car diagram. The label text is as shown on the attached 4" x 10 3/4" layout. Krummrich has 1,000 of these printed labels. All of these PCB tank cars leaving the plant after March 23 will be marked in this fashion.

In addition to the above permanent markings, we are simultaneously initiating a bulk load labeling program for PCB shipments. The attached labeling Bulletin No. 8 gives a complete description of this plan. I believe it is unique in that it utilizes existing product labels and packing information envelopes and requires inventory only of a roll of Valeron film to provide plants with essential ingredients for implementation.

The first thing we wish to assure ourselves of is the suitability and durability of the Valeron film. We expect it to withstand the weather and abuse of flapping in the wind at high speeds. To confirm our confidence, I am asking that on each shipment for the next three months that a self-addressed, stamped, return envelope be included in the packing information envelope along with a request that the recipient return the label tag in the envelope so that we can be sure that it arrived in good condition. At the outset, this bulk load tag program must be a

IM-10 REV 11 68

test and we must establish confidence in its ability to withstand the transport rigors. I suggest Marketing alert the purchasing agents of companies to which shipments are made and enlist their follow-up to be sure that the tags are returned for this examination.

Assuming this bulk load tag program is successful on PCB shipments, I envision its use throughout the company on all bulk loads.

G. R. Sido

/mw