

Springfield, Massachusetts

R. W. Bullock

G. A. Norton

March 27, 1961

KING SIZE VCM TANK CARS

Mr. L. B. Bullock

Texas City

In reply to your questions on car hold, the capacity breakpoints are as follows:

1. The new compressor is required at any capacity over 80 MM lbs. per year to maintain present unloading schedules. If the capacity stayed at its present level, we would need it to be able to unload two King-Size cars simultaneously in eight hours. We now unload three regular size cars in eight hours, seven days per week. The conversion to King-Size cars would reduce the number of operating days at present throughput.
2. In order to maintain the daytime operation, we would need the new spur to handle three King-Size cars simultaneously. This will occur above 110 MM lbs. per year which is the estimated throughput from two King-Size cars per day.
3. Based on the forecast in Dick Bueker's March 14 memo, we would need all the facilities before 1962.

The breakdown of the estimate, as requested, is:

New Capital	\$30,000 - Compressor and Trackage
Retired Capital	\$ 1,330 - Equipment No. 37-58
Dismantling	
Expense	\$ 1,000 - Compressor and Fence
Repair Expense	\$10,000 - Track bed and piping revision
Startup Expense	\$ 1,500 - This is an addition to the original estimate.

Please excuse the delay in answering as I was out of the country for most of the month.

ADP
A. D. BLOOMBERG

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