Monsanto

FROM (NAME & LOCATION): J. K. Grant - Krummrich — CONFIDENTIAL

DATE: August 10, 1973 — CC:

SUBJECT: Field Report on Derailment Near Meadville, Pa.

REFERENCE:

TO: Messrs.
A. E. Leisy
J. R. Savage - B2SL

Railroad:	Erie-Lackawanna Railway Company
Date of Incident:	July 30, 1973
Nature of Incident:	On July 30, 1973, two 8,800 gallon tank cars of Aroclor 1016 destined for General Electric at Hudson Falls, N.Y., and Fort Edwards, N.Y., were involved in a derailment of the train which the railroad attributed to unknown causes.
Arrival At Scene:	8:30 a.m.; July 31, 1973
Present:	J. K. Grant, Monsanto Company, Sauget, Illinois R. Anderson, General Electric, Hudson Falls, New York M. L. Larkin, Erie-Lackawanna Railway, Meadville, Pa.
Location:	Approximately eight miles southwest of Meadville, Pa.
Material:	Aroclor 1016
Cars:	MONX 8617 and MONX 8622
Situation:	Main body of cars in satisfactory mechanical condition. In righting MONX 8622 which had rolled from track, minor leakage($\leq$1/2 gal.)occurred from under the unloading line bell cover.
Disposition:	MONX 8617 will be repaired and continue on to G.E. at Hudson Falls, N.Y. MONX 8622 will be repaired and returned to the W. G. Krummrich plant.

0142613

IN 10 REV 11-65

PCB-ARCH0750099

I arrived on the scene at 8:30 a.m. 7/31/73. The scene was about eight miles southwest of Meadville, Pa. The area was very isolated. The terrain was flat and marshy on one side of the right-of-way and wooded on the other side. The tracks were built up about ten feet above ground level. No rivers, creeks, lakes, or ponds were near the derailment. There was no evidence of any leakage.

Car MONX 8617 had been re-railed and was at a siding near Geneva, Pa. Car MONX 8622 was on its' side next to the railroad embankment. It had rolled down the embankment over the dome and had come to rest with the dome just touching the ground.

The main bodies of the cars were in good mechanical condition, although the running boards, handrails, etc. were damaged.

When MONX 8622 was righted a small quantity($\leq$1/2 gal.)of Aroclor came out of the unloading line bell cover. The unloading lines were found not to be damaged. Evidently, the Aroclor leaked out of the vacuum relief valve while the car was on its' side, and collected in the bell cover. Track ballast contaminated by the Aroclor is being returned to the Krummrich plant for disposal. MONX 8617 will continue to G.E. and MONX 8622 will be returned to Sauget, Illinois.

I felt that the railroad was most helpful and cooperative. Since Aroclor is neither toxic or highly flammable, they exhibited a passive attitude toward the material.

There were no newspaper reporters, police, or EPA inspectors at the scene to my knowledge. G.E. did inform the EPA of the incident and Mr. Larkin of the Erie-Lakawanna Railroad received a call from the EPA on 8/1/73.

On Bill Papageorge's return from Europe I believe it appropriate to review our procedures in light of the following comments to see if changes are in order:

1. The field man's job would be simplified if one man in St.Louis could be designated as the field man's contact.

2. A checklist of things to do and look for would be helpful for the field man. The plant could provide this.

3. The field man's actions were limited to advice. Barring emergency conditions, deviations from this should be first cleared with St.Louis.

4. Review design of the vacuum relief valve.

5. Review adequacy of bell cover design for various types of terrain in which derailment might occur.

PCB-ARCH0750100

6. The railroad wrecking crew did notice the warning labels on the car. Review to see if changes in legend or placement are in order.

7. On initial contact with a railroad, they ought to be explicitly advised to contain all leaks. Otherwise small leaks or spills might go unattended until a Monsanto representative arrives. (WGK did this in this instance).

J. K. Grant

J. K. Grant

mh

PCB-ARCH0750101

DATE: AUGUST 10, 1973 CONFIDENTIAL

SUBJECT: FIELD REPORT ON DERAILMENT NEAR MEADVILLE, PA.

TO: MESSRS.
A.E. LEISY
J.R. SAVAGE

RAILROAD: ERIE-LACKAWANNA RAILWAY COMPANY

DATE OF INCIDENT: JULY 30, 1973

NATURE OF INCIDENT: ON JULY 30, 1973, TWO 8,800 GAL. TANK CARS OF AROCLOR 1016 DESTINED FOR GENERAL ELECTRIC AT HUDSON FALLS, N.Y., AND FORT EDWARD N.Y., WERE INVOLVED IN A DERAILMENT OF THE TRAIN WHICH THE RAILROAD ATTRIBUTE TO UNKNOWN CAUSES.

ARRIVAL AT SCENE: 8:30 A.M., JULY 31, 1973.

PRESENT: J.K. GRANT, MONSANTO CO., SAUGET, ILLIN
R. ANDERSON, GENERAL ELECTRIC, HUDSON FALLS, NEW YORK.
M.L. LARKIN, ERIE-LACKAWANNA RAILWAY, MEADVILLE, PA.

LOCATION: APPROXIMATELY EIGHT MILES SOUTHWEST OF MEADVILLE, PA.

MATERIAL: AROCLOR 1016. 0142616

CARS: MONX 8617 AND MONX 8622

SITUATION: MAIN BODY OF CARS IN SATISFACTORY MECHANICAL CONDITION. IN RIGHTING MONX8[illegible] WHICH HAD ROLLED FROM TRACK MINOR LEAKAGE (< 1½ GAL.)

PCB-ARCH0750102

OCCURRED FROM UNDER
UNDER THE UNLOADING LINE
BELL COVER.

DISPOSITION: MONX 9617 WILL BE REPAIRED
AND CONTINUE ON TO G.E. AT
HUDSON FALLS, N.Y.

MONX 8622 WILL BE REPAIRED
AND RETURNED TO THE W.G.
KRAMMRICH. PLANT.

0142617

PCB-ARCH0750103

LOCATION J. K. Grant - Krummrich

August 3, 1973

cc

SUBJECT Field Report on Derailment
Near Meadville, Pa.

REFERENCE

TO : Messrs.
A. E. Leisy
D. T. Mayer
E. M. Potter - B2NK
J. R. Savage - B2SL
B. R. Williams
C. B. Williams - B1NC

[redacted]

Date Of Incident: July 31, 1973

[redacted] Railroad: Lackawanna Railway Company

Present: J. K. Grant, Monsanto, Sauget, Illinoi
R. Anderson, General Electric, Hudson Falls, New York
M. L. Larkin, Erie-Lackawanna Railway, Meadville, Pa.

Location: Approximately eight miles southwest of Meadville, Pa.

Material: Aroclor 1016

Cars: MONX 8617 and MONX 8622

Situation: ~~Minor leakage (1/2 qrt.)~~
Main body of cars in satisfactory mechanical condition.

Disposition: MONX 8617 will be repaired and continue on to G.E. at Hudson Falls, N.Y.

MONX 8622 will be repaired and returned to the W. G. Krummrich plant.

[redacted]

0142620

[redacted]

PCB-ARCH0750104

I arrived on the scene at 8:30 a.m. 7/31/73. The scene was about eight miles southwest of Meadville, Pa. The area was very isolated. The terrain was flat and marshy on one side of the right-of-way and wooded on the other side. The tracks were built up about ten feet above ground level. No rivers, creeks, lakes, or ponds were near the derailment. There was no evidence of any leakage.

Car MONX 8617 had been re-railed and was at a siding near Geneva, Pa. Car MONX 8622 was on its' side next to the railroad embankment. It had rolled down the embankment over the dome and had come to rest with the dome just touching the ground.

The main bodies of the cars were in good mechanical condition, although the running boards, handrails, etc. were damaged.

When MONX 8622 was righted a small quantity(~1/2 gal.)of Aroclor came out of the unloading line bell cover. The unloading lines were found not to be damaged. Evidently, the Aroclor leaked out of the vacuum relief valve while the car was on its' side, and collected in the bell cover. Track ballast contaminated by the Aroclor is being returned to the Krummrich plant for disposal. MONX 8617 will continue to G.E. and MONX 8622 will be returned to Sauget, Illinois.

I felt that the railroad was most helpful and cooperative. Since Aroclor is neither toxic or highly flammable, they exhibited a passive attitude toward the material.

There were no newspaper reporters, police, or EPA inspectors at the scene to my knowledge. G.E. did inform the EPA of the incident and Mr. Larkin of the Erie-Lakawanna Railroad received a call from the EPA on 8/1/73.

[redacted]

~~The following is a list of comments concerning the incident:~~

1. One man in St. Louis ~~should~~ be designated ~~the Monsanto~~ field man's contact.
2. A check list of things to do and look for would be helpful for the field man. The plant ~~will~~ provide this.
3. The field man's actions were limited to advisory. ~~Major deviations from this would have been~~ reported to St.Louis.
4. ~~The~~ design of the vacuum relief valve ~~should be checked out.~~
5. ~~The~~ bell cover ~~may not be adequate if the car rolls over on a hard surface rather than a soft marshy ground.~~
6. The railroad wrecking crew did notice the warning labels on the car.
7. On initial contact with a railroad, they ~~must be~~ explicitly [redacted] to contain all leaks. Otherwise small leaks or spills might go unattended until a Monsanto representative arrives.(WGK did this).

D.K. Grant

0142621

PCB-ARCH0750105

Monsanto

FROM (NAME & LOCATION) J. K. Grant - Krummrich

DATE August 3, 1973

cc

SUBJECT Field Report on Derailment Near Meadville, Pa.

REFERENCE

TO : Messrs.
A. E. Leisy
D. T. Mayer
E. M. Potter - B2NK
J. R. Savage - B2SL
B. R. Williams
C. B. Williams - B1NC

Date Of Incident:	July 31, 1973
Railroad:	Lackawanna Railway Company
Present:	J. K. Grant, Monsanto, Sauget, Illinois R. Anderson, General Electric, Hudson Falls, New York M. L. Larkin, Erie-Lackawanna Railway, Meadville, Pa.
Location:	Approximately eight miles southwest of Meadville, Pa.
Material:	Aroclor 1016
Cars:	MONX 8617 and MONX 8622
Situation:	Minor leakage ($\leq$ 1/2 gal.) Main body of cars in satisfactory mechanical condition
Disposition:	MONX 8617 will be repaired and continue on to G.E. at Hudson Falls, N.Y. MONX 8622 will be repaired and returned to the W. G. Krummrich plant.

0142624

PCB-ARCH0750106

I arrived on the scene at 8:30 a.m. 7/31/73. The scene was about eight miles southwest of Meadville, Pa. The area was very isolated. The terrain was flat and marshy on one side of the right-of-way and wooded on the other side. The tracks were built up about ten feet above ground level. No rivers, creeks, lakes, or ponds were near the derailment. There was no evidence of any leakage.

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The following is a list of comments concerning the incident:

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2. A check list of things to do and look for would be helpful for the field man. The plant will provide this.

3. The field man's actions were limited to advisory. Major deviations from this would have been reported to St.Louis.

4. The design of the vacuum relief valve should be checked out.

5. The bell cover may not be adequate if the car rolls over on a hard surface rather than a soft marshy ground.

6. The railroad wrecking crew did notice the warning labels on the car.

7. On initial contact with a railroad, they must be explicitly told to contain all leaks. Otherwise small leaks or spills might go unattended until a Monsanto representative arrives.(WGK did this).

J. K. Grant

mh

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PCB-ARCH0750107