Monsanto

FROM (NAME & LOCATION): O. N. Mueth - W.G.K.

DATE: August 27, 1973

SUBJECT: Leaking Damaged Aroclor Containers

REFERENCE:

TO: A. E. Leisy

CC: E. Campbell
J. K. Grant
F. J. Kusiak - G.O.
R. G. Moody
W. B. Papageorge - G.O.
J. R. Savage - G.O.
B. R. Williams

Upon arrival at Friendship Airport, Baltimore, Maryland, I went to the United States Lines, Inc., Dundalk Marine Terminal, P.O. Box 1775, Baltimore, Maryland 21203, arriving approximately at 4:30 p.m. local time. I met with a Mr. Michael P. Gallagher, Manager Marine Operations (301-285-5200, sta. 40) who explained to me what their problem was. He took me to two locations for the purpose of inspecting the damaged drums and trailers.

The damaged drums, all Lot # KC-07-780, were stored on pallets on an open dock at Door #11 in Shed #11, Pier #8. I received permission to take photographs of the damaged drums and trailers which I have enclosed. Inspection revealed one leaking drum in an area just above the bottom chime and in the bottom chime seam. Leak was due to mechanical puncture in sidewall, in all probability caused by drum rolling around in trailer striking an obstruction with considerable force. The other three drums showed considerable damage, none of which caused leakage. The leaking drum had been upended, and therefore was no longer leaking any material.

I then went to inspect the damaged trailers, numbers USLU-200-383-7 and USLU-200-454-0 which were stored in a managed trailer section. I was informed that in each of these trailers there had been two damaged drums with the leaker being in USLU-200-454-0. All of the Aroclor spill was concentrated at the rear end of the trailer. There were some stains in both trailers which appeared to be hydraulic fluid. Since their workman had completed work for the day, I told them that I would clean up the spill and transfer the leaker the next day.

The door to trailer USLU-200-454-0 had been torn off by the force of drum(s) striking it. I was told by John Ziegler, Whse. foreman/supervisor that all four trailers had some door damage and that this particular trailer was received with two steel straps across the back end, holding the drums inside. The trailer was delivered with the drum leaking and that they immediately upended it. They did file a claim with the B & O R.R. It appeared that the car with the trailers had been badly "humped" causing the drums to shift position. It should be noted that Mr. Ziegler stated that there was no dunnage or shoring of the drums.

A. E. Leisy

I contacted Mr. Frank Kusiak to make arrangements for empty drums which could be used for the transfer of material. He made arrangements with a Mr. Frank Conforti of the United States Steel Container Division, Del Aire, New Jersey to obtain two drums to be used for transfer.

On Thursday, August 23, I returned to the Dundalk Marine Terminal. Mr. Conforti had located two 18 ga DOT 17 E black-iron steel drums that we could obtain from one of his customers, Imoco Gateway Corp., South Howard & West Street, Baltimore, Maryland. Arrangements were made with the BAL Transfers Company to pick up the two drums and deliver to the terminal.

I then obtained a quantity of rags and kerosense and proceeded to wash and clean up the spill area. All areas that had spots were cleaned, including those that I suspected to be hydraulic oil. I completely washed off the trailer frame and the deck of the container van, wiping same with dry rags. After all product was wiped up, I gathered all of the rags used and placed them inside of the damaged Aroclor drum after I had completed the transfer of the material. Mr. Ziegler and Mr. Gallagher were informed to wash the trailers with hot water prior to placing them into service. They indicated that they would in all probability scrap USLU-200-454-0 and that USLU-200-383-7 would be returned to service after the damaged door had been repaired.

At approximately 1:00 p.m., the two empty drums were delivered and with the aid of a fork lift driver and maintenance man that had been assigned to work with me, I transferred the contents of two drums. I would estimate that there was about five gallons of Aroclor 1016 that had leaked out of the one leaking drum.

Gil Kasten of the General Offices traffic division had been contacted by F. Kusiak and he made arrangements with the Branch Trucking Company to pick up the six drums (four full and two empty) for a LTL shipment to our Delaware River Plant at Bridgeport, New Jersey. From Bridgeport they will be made part of a full truck load of material being shipped to J.F.Q. plant and from J.F.Q., the six Aroclor drums will be returned to W.G.K. Branch Trucking picked up the drums on Friday, August 24.

Mr. Gallagher was informed of the completion of the work and that the six containers would be moved from his warehouse on August 24, 1973. He was completely satisfied with Monsanto's efforts in this matter.

A. E. Leisy

These damaged drums were part of a shipment of 140 drums as per shippers numbers DI-22837 and DI-22486 which were shipped from W.G.K. on July 26, 1973 in four USLU Trailers via the 2½ plan on the B & O R.R. Details are as follows:

Trailer #1 - USLU-200-383-7 - Shippers # DI-22837

38 drums Aroclor 1016
4 drums - Lot KC-06-770
34 drums - Lot KC-06-772

Trailer #2 - USLU-203-3370 - Shippers # DI-22837

38 drums Aroclor 1016
24 drums - Lot KC-06-769
2 drums - Lot KC-06-772
12 drums - Lot KC-06-773

Trailer #3 - USLU-200-454-0 - Shippers # DI-22837 & 22486

38 drums Arclor 1016
32 drums - Lot KC-07-780
6 drums - Lot KC-06-773

Trailer #4 - INTU-276-970 - Shippers # 22486

26 drums Aroclor 1016
26 drums - Lot KC-07-780

In conclusion, I can state that the cause of the leaker and damaged drums was due to a severe humping of the car by the railroad. Further, that the drums took some severe beating during their movement causing them to be un-shippable. Also, it is highly likely that one or two of the drums may have actually fallen from the trailer during transit. The humping occured in the Baltimore yards.

In all probability, it should be noted that Mr. Gallagher stated that there was some time lag from time of notification to Monsanto and word to them not to wash up the spill. He stated that if this had not been vacation time they would have had the trailer vans washed up and the material would have been flushed to the sewers or into the bay. Therefore, I would suggest that all personnel involved with PCB's be alerted to give immediate word to any carrier or customer that may report a leaking or damaged drum to us about safety precautions to be taken.

Orville N. Mueth
Materials Handling Engineer

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