

STURGEON INCIDENT
1/10/79 - CHLOROPHENOL CAR SPILL

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7:55 & Meeting with:
10:30 Mayer, Wolfsberger, Basile, Curtis, Scruggs,
Metherd, Molloy, Eillen.

1. Verified brand new car just leased from General American on maiden trip.
2. Basile started looking at chemical toxicity data and alternate disposal routes.
3. Wolfsberger contacting medical to verify advice we had given.
4. Alerted Basile Wolfsberger to to site.

8:30 Mayer advised Tippie to handle MIC contacts, Conant to advise Insurance, Sigler to contact Corporate Distribution to assess tank car liability and Shopraw of incident.

9:00 Kirk reports entire contents spilled from gash in car; about $\frac{1}{2}$ mile long; evacuated entire town of Sturgeon, 900+ people.

Mayer to Kirk:

1. You are Monsanto's field "commander".
2. Neunreiter in transit to handle P.R.
3. Act as advisers only to Western. Refer any sticky problems to Mayer.
4. Advise to cover spill with sand (wasn't done).
5. Get pictures from all angles.
6. Advise Western of chemical characteristics including isomers.
7. x-pt. range less than 7°C . equivalent to less than 45°F .

1:30 Put Dan Lynch in contact with Western's chemist to confirm chemical reaction and neutralization data - they agreed on lime usage.

1/11/79 p.m.

Steve Mueth Salvaging Co., of Carbalis, Oregon to be on site a.m. 1/12 to handle cleanup.

1/12/79

4:35 p.m. A Carl Smith, salvage supervisor for N&W at Moberly called DTM. Anxious of "dripping, odoriferous" car upsetting Moberly mayor and citizens (pop. 12,000). Worked out to catch drips and lime any spills/drippings and car itself. Advised to live steam and alkaline wash car and contact Western, General American for assistance. Suggest PVC sheeting if odor continued.

5:10 p.m. Mayer advised Messrs. Molloy & Spano of "Carl Smith conversation" and agreed to follow on Saturday, 1/13, if necessary.