P. G. Benignus - St. Louis General Office

February 23, 1970

D. A. Olson
G. Randall Graham @ New York
J. G. Bryant
W. A. Kuhn - WKUHN

TRIP REPORT - ITE CIRCUIT BREAKER
601 E. Erie Street
Philadelphia, Pennsylvania

H. S. Bergen - HBERG

ITE REPRESENTATIVES: Mr. William Mutchler, Mgr. of Engineering
Mr. William Manning, Engineering, Purchasing
Mr. Henry Myers, Engineering, Quality Control

MONSANTO REPRESENTATIVES: Dr. R. H. Munch
Mr. G. Randall Graham
Mr. P. G. Benignus

DATE: February 20, 1970

SUBJECT: Transformer Askarel

Pursuant to your request to protect Monsanto's best interests and avoid possible legal liability, we visited ITE to present Dr. Munch's findings about the character of the arc-formed gasses from Aroclor 1242.

We were interested to learn at this time that our Springfield, Massachusetts plant seeks to collect damages from ITE resulting from failure of one of their askarel transformers at our Plastics Division.

Our meeting about arc-formed gasses at ITE was interrupted by their man who handles incoming materials, and said that his problem involving Monsanto is urgent and important. Realizing that we were Monsanto representatives, he asked "Since when does Monsanto ship ITE transformer askarel in cars labeled DUPONT in large red letters and also the statement FOR NITROGEN FERTILIZER SOLUTIONS ONLY?"

We told this man that he must have something confused as Monsanto indeed has spent near three quarters of a million dollars to provide our own new tank cars and that in any event we use only our own cars which are strictly confined to shipping only electrical grade askarels.

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1. This man escorted us into the plant where we found:

   a. This tank car was labeled in large red letters with the name DUPONT.

   b. Easily readable black printing stated "For Nitrogen Fertilizer Solutions Only".

   c. A lease board on the bottom of the car stated "Leased to Westinghouse, So. Boston, Virginia Inerteen 54201 CM".

   d. The car number was plainly readable as ACFX 4312.

2. The man said that ITE has received only MONX or GATX cars from Monsanto and no ACFX cars.

3. We asked to see the shipping papers and ITE produced the attached which shows that Monsanto recorded this car to be ACFX 4312. This point was provided to check that the railroad did not ship a wrong car and indeed shipped what Monsanto specified.

4. This man said that ITE rejects this material because it contains white specks. He said that they are afraid to use it and will not use it. At our request he produced a sample. It smelled like transformer askarel and we all saw white specks to confirm his contention.

5. Under these circumstances, Dr. Munch, G. Randall Graham and myself were as confused as ITE and to protect Monsanto's best interests we could not recommend that ITE use this material, particularly as they had expressed their views against using it.

6. As only one bottle was available, I asked this man to rinse it out several times with the material from the car and then to fill it as a sample which I could return to our laboratory. There are white specks also in this sample but as best I can judge probably not to the extent as noted in his original sample. This sample will allow our laboratory to pass judgement on the white specks and it will be satisfactory for determining dielectric strength (which will probably be found okay) and to identify this material as being ITE askarel 58.

   This sample container may or may not be suitable for probing power factor and resistivity, but we will be interested in learning these values.

7. This car shipped from WGK. Attached is their procedure for inspecting tank cars as submitted January 23 by R. M. McCutchon to W. A. Kuhn.

RESERVE
7.5%
300 X 10⁹

RETURN
2.94%
640 X 10⁹

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P. G. Benignus

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