

FROM: NAME & LOCATION: D. Wood - B2SC

DATE: June 20, 1975

SUBJECT: INERTEEN LEAKAGE/WESTINGHOUSE-
DETROIT - JUNE 20, 1975

REFERENCE:

TO: W. B. Papageorge
B2NKcc: W. Withers - B2SA
H. S. Bergen - B2SL
T. L. Gossage - B2SL
C. Paton - B2SC
E. M. Potter - B2NK
C. Field - B2NG
D. R. Miller - T3F
J. R. Savage - B2SL

Order 7918121B (Westinghouse order BTL 68802) for two drums each 674 lbs. of Inerteen 70-30 were dispatched on June 18.

The order was placed by Westinghouse-Southfield, Michigan. Contact: Mr. Robinson (313) 352-9000. Destination was Westinghouse-Weaver Street, Detroit. Contacts at Weaver Street are Tim Jones and Jim Olson (313) 272-7315 (or 7431). Material was shipped by Shippers Dispatch Co. Contact: Jim Guy (313) 843-6100.

On arrival at Weaver Street both drums were found to be leaking around the bottom seal. The bed of the truck was wet with Inerteen and product had been absorbed into other parts of the mixed load. Cartons of peanuts in glass bottles had been wetted and also the outer wrappings of channel irons for garage doors. We later discovered that two previous deliveries made on the morning of the 20th had been contaminated. These involved some broken down cardboard storage boxes and a carton of cigars. These have been picked up by the shipping company.

The material was shipped from St. Louis to Detroit and then transshipped for local delivery. Jim Guy reports that there were no signs of leakage in the truck which made the St. Louis-Detroit run.

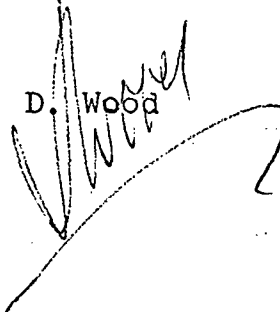
I talked with Jim Olson at Weaver Street and advised him to (1) segregate upper layers of cartons which had not been contaminated in a separate location; (2) isolate the leaking drums to prevent any material flowing into drains. They had already turned the drums onto the heads and put an earth dyke around them. They are obtaining new drums locally to re-drum material and will retain the damaged drums in case we wish to inspect them; (3) They are placing a tarpaulin on the ground covering it with absorbent material and then isolating contaminated packages on the tarpaulin. (4) Gary Johnson phoned Jim Olson in the afternoon to give further advice on cleaning the truck bed once it was emptied.

I had a call shortly thereafter from Tom Byrne, Claims Manager for Shippers Dispatch, headquartered in South Bend, Indiana (219) 287-3335. His assistant is Don Klimek. I described to Tom the need to keep PCBs out of waterways and away from food - he understood why I had made these suggestions to Jim Olson. I confirmed that the shipment was made FOB St. Louis and that the material was Westinghouse's responsibility. I confirmed that the drums carried PCB warning labels mentioning specifically storage away from foodstuffs. Byrne or Klimek may call us again on the matter.

I suggested to Jim Olson of Westinghouse that he advise Roger Wills, Westinghouse-Pittsburgh Legal Dept., of the incident.

I recommend that we try and set up return of the two drums to St. Louis for thorough inspection. This is the third recent report of drum leakage from seams. The others were Eastern Electric-Montreal and Westinghouse shipment to Ohio.

D. Wood



/pep