Monsanto

JAN 15 1976

FROM (NAME & LOCATION) David Wood-St. Louis-B2SD

TO: January 14, 1976

CC: f-PCB Spills, Clinton

SUBJECT: PCB SPILL Emergency

REFERENCE: ~~CLINTON CORN PROCESSING~~
CLINTON, IOWA

TO:

J. C. Weber-B2SK
W. W. Withers-B2SA
E. M. Potter-B2NK
C. Paton-B2SK
~~R. Pohl-B2SC~~

Copy - Ed Moore c/paint 1/16/76 S.
Art Reiss
RVT
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I was called A.M. January 14th by Commander Webb of the Coast Guard in St. Louis, (425-4655).

On December 20, an explosion and fire occurred at Clinton Corn Processing's plant damaging a 1 M KVA General Electric PCB transformer. The transformer was located on top of a concrete waste water processing tank and 156 gallons of PCB drained into the 90 M gallons of water in the concrete tank.

The concrete tank was damaged underground by the explosion and there is seepage of water from the tank which is situated 100 foot from the Mississippi River

The E.P.A., Kansas City, checked PCB levels from the pipe on the tank Saturday and found 200 ppb PCB. A sample has been taken from the tank, itself. Results are not in yet.

The Coast Guard have located an empty petroleum naphtha storage tank one mile away from the Clinton station and are negotiating to transfer the waste water from Clinton into the naphtha tank. They will then link up the EPA's mobile carbon treatment plant to the petroleum naphtha tank and filter out the PCBs.

Webb called to ask if they could use rail cars which could be put back into subsequent edible rail service for transferring the waste water. I said no.

Webb said they were looking at the alternative of trying to locate a rail car or tank truck which was being used for waste oil transport.

As another alternative, we checked if our 10 M gallon incineration return rail car would be empty on Friday of this week, and could be dispatched to Clinton with an approximate transit time of 9 days. They should over a 3-day period be able to use this car for transfer of the waste water and return the car empty to Monsanto. We said that if this alternative met their time frame, we would have to charge any freight costs for transfer of the car to Clinton and back either to them or Clinton Corn Processing, but that we would not charge a rental for the use of the car. Commander Webb promised to contact us on Thursday if they need to avail themselves of this service.

I called Ray Frahm at G. E., Rome, and talked with his assistant, Bob Crim. I gave the above facts to General Electric, adding that the Coast Guard believed that Clinton planned to return the damaged transformer to G. E. for possible repair and that it was our understanding that some contact had been made with G. E., but the Coast Guard did not know where the contact had been made.

David Wood

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P. S. Commander Webb called again on 1-15-76 and stated that the leakage had stopped, and the water level had stabilized so they would not need the rail car, as they would not need to move the water.

The information regarding the leakage stopping was transferred to Ray Frahm by phone, and also that the contact at G. E. had been Rich Miller at Bettendorf, Iowa.

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