GREEN BAY PRESS
GAZETTE
GREEN BAY, WIS.
(e) 45,000 (S) 55,000

JUL 18 1975 CLIPPED BY BACONS

1809

Oozing Oil Not Source Of Lake Pepin's PCBs

PEPIN (AP) — Oil seeping from the site of a 1972 railroad accident provides no simple solution to the chemical pollution plaguing western Wisconsin's Lake Pepin, a state resource official said Thursday.

Stewart Durkee, a district engineer with the Department of Natural Resources at Eau Claire, said tests of water and soil samples taken July 11 found no evidence of the chemical pollutant polychlorinated biphenyls, or PCBs, at the derailment site.

"I was hoping in a way we'd find some (PCBs) then we'd know where it is coming from," he said.

"I don't think you're going to find a simple solution," Durkee said, adding that he felt a major part of the PCB problem originated in the industrialized Minneapolis-St. Paul area upriver.

The rail accident occurred in May 1972 at Stockholm, located on the east shore of Lake Pepin, a widened portion of the Mississippi River about 60 miles from St. Paul.

A tanker car carrying about 18,000 gallons of recycled oil and another carrying a lesser amount of a plasticizing substance dumped their contents after the derailment of a Burlington Northern freight train.

Area residents argued that the DNR, which handled the cleanup operation, had not adequately checked for possible pollution from PCBs, which are used in various industrial processes.

The Food and Drug Administration seized thousands of pounds of carp caught in Lake Pepin by commercial fishermen earlier this year after finding carp processed by a wholesaler contained more than the 5 parts per million of PCBs allowed by federal standards.

Interstate shipments of the fish were halted, and Minnesota health officials later warned against eating more than one meal per week of game fish from the lake.

Durkee, who had worked on the original cleanup at the derailment site, said workers took water samples in the area where the plasticiser car had dumped and sampled water and soil where the other tanker tipped.

He cfirmed that oil continues to seep from the ground and into the lake at that site.

"It probably will be seeping out for years to come," he added, but he said the oil was of a fine, penetrating type, easily dissipated in sunlight.

"The rate at which it's being released into the lake would not be environmentally damaging," he said.

Durkee said the tests, conducted at Madison, found no evidence of PCBs, although they were accurate to less than .1 part per billion for the plasticiser and to 10 parts per billion for the oil.

He said he would meet with area residents to outline the findings and determine if they felt further testing was necessary.

Herman Meshum, Pepin County's representative on the Mississippi River Regional Planning Commission, had raised questions about the oil seepage problem and asked why the DNR had not tested for PCBs earlier.

Durkee said the manufacturer of the plasticiser had told the DNR after the derailment that the substance did not contain PCBs, and he said the oil was not thought to be the type which would have PCBs in it.

Meshum, named by the planning commission to a five-member committee studying pollution of Lake Pepin, said the panel was looking into the rail accident, as well as probing other pollution sources.

MONS 031023