

X- Bob Letterman
John McPhillys
Howard Tupper
Joe Metcalf
Cyrus Young

To: R. C. Isham -- BLND
J. E. McKee -- A3NB
J. T. Nolan -- DIA

STATUS REPORT ON STURGEON, MO. DERAILMENT -- 2:00 p.m., 1/11/79

A chartered plane with air monitoring equipment from the Krummrich Plant was enroute to Columbia, Mo. to help analyze the air at the site of a chemical derailment at Sturgeon, Mo. Joe Wolfsberger, an industrial hygienist, and Frank Basile, an environmental specialist, were on the plane. The team will offer to take air samples and to fly the samples back to our laboratory at Krummrich for analysis. They will join Phil Kirk and Joe Starzak, also from the Krummrich Plant, and Bob Neunreiter, MCI-PR, who arrived at the scene earlier today.

The report from the scene is that the tankcar which is believed to be practically empty, has been moved away. The chlorophenol leaked out on the road bed of the railroad. It is thought that the frozen ground probably would inhibit the liquid from seeping deeply into the ground. The Norfolk and Western railroad has environmental consultants on the scene to direct the cleanup. The Monsanto people are on hand to act in an advisory capacity.

It is thought that at this point it would be best to neutralize the chemical with caustic acid, to excavate the affected area, to put the earth in drums and then transport the drummed material to an appropriate disposal site.

The evacuation of the entire town of some 800 people is still in effect. The people are being directed to churches, schools, and other public buildings as a precautionary measure.

John J. Spano -- MCI-PR

cc: F. E. Reese
W. A. Blase
E. N. Brasfield
M. Dmytryszyn
R. W. Flint
C. P. Farley
M. A. Pierle
J. R. Thurrott

1 - 687-3734

C00603

Hand file
OCF

PRESS QUERY

X *Bob Bell*
Joe Metcalf
John McNeill's
Howard Tippie
Jim Fisher
Dick Stokes

COMPANY (OpUnit or Corporate): MCI

SUBJECT: Chemical car derailment at Sturgeon, Mo.

REPORTER & MEDIA: Ed Shafer, AP; Dave Punt, KWIX;
Curtis Peck, Mexico Ledger; Howard Mitchell, KFRU,
TIME & DATE: January 11, 1979 et al

QUESTION & RESPONSE:

The derailment of a Norfolk & Western train at Sturgeon, Mo., caused a leak in a tankcar of 20,000 gallons of an industrial chemical en route from Monsanto's plant at Sauget, Ill., to Tacoma, Wash. An evacuation of residents was ordered this morning as a precautionary measure. The railroad has experts on the scene to direct the cleanup. A team of specialists from Monsanto is on the scene to advise.

- News Bureau
- J. T. Nolan
- J. E. McKee
- D. R. Bishop
- W. J. McCarville
- W. R. Mulhall
- J. F. Hussey-Washington, D.C.
- S. Pickard-Washington, D.C.
- New York Public Relations
- Brussels Public Relations
- MAP PR
- MCI PR
- MIC PR
- MPR PR
- MTC PR
- INT'L PR
- F. E. Reese
- E. N. Brasfield
- M. Dmytryszyn

The product is described as an intermediate chemical used as an ingredient in wood preservatives. It is called chlorinated carbolic acid (ortho chlorophenol-crude). It is a non-explosive corrosive liquid that can burn. It is irritating to the eyes and respiratory system, is toxic, and can burn the skin on contact.

C00628

SOURCE OF ANSWER Howard Curtis, Charlie Farley,
Joe Metcalf

HANDLED BY: John J. Spano

1/11/79

PRESS STATEMENT

never issued

The tankcar (GATX 12932) contained 20,000 gallons of chlorinated carbolic acid (crude orthochlorophenol). This product is a chemical intermediate used to make wood preservatives.

The Norfolk & Western Railroad reports that the accident occurred at 11:10 p.m, Jan. 10. One Car in the 68 carload derailed upright with the wheels out from under the car. The derailment occurred 16 miles south of Moberly, Mo., near Sturgeon, Mo. All of the chlorinated carbolic acid leaked out except 500 gallons in the heel of the car. No injuries were reported. Minor track damage was reported by the railroad. The railroad contacted Western Environmental Services of St. Louis to assist in the cleanup.

Chlorinated carbolic acid is classified as a corrosive liquid by the Department of Transportation. It is also registered as a class B poison. The label reads (see attachment).

Three Monsanto personnel are on the scene at Sturgeon, Mo., to assist in the cleanup effort.

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C00598

Monsanto

FROM
(NAME-LOCATION-PHONE)

Glynn Young - BIND

DATE : July 19, 1979

CC:

SUBJECT : STURGEON OCP SPILL

REFERENCE :

TO : Susan Kelly

I am attaching a number of articles, copies of press queries, various position statements and the like, as we discussed this morning. There is probably more information here than you could possibly use, but better to err on the side of too much.

Monsanto's visibility at Sturgeon, as well as the problem itself, developed in a series of several stages: (1) the actual derailment on Jan. 11; (2) the controversy over the cleanup methods used by Western Environmental Services; (3) the finding of dioxin in the reserve samples of OCP in February; (4) the fish and frog kill during the spring thaw; (5) a cleanup worker complaining of health problems; and (6) the current round of lawsuits. A related problem was the OSHA investigation of the Krummrich plant, with the findings of dioxin around the OCP unit. The problem of dioxin in the manufacturing process has been solved.

The suits that have been filed have been against Norfolk and Western Railroad, Monsanto, GATX, and Dresser Industries, and to date total almost \$247M. The legal department wants no comment on the lawsuits at all, but we have given information on those issues not directly involved with them.

The information is yours to keep or toss.



Glynn Young

GY:smt

Att.

C00633

PRESS QUERY

COMPANY (OpUnit or Corporate): MIC
SUBJECT: STURGEON DERAILMENT
REPORTER & MEDIA: Chris Conway, Columbia Tribune
TIME & DATE: June 28, 1979 - 10:30 a.m.
QUESTION & RESPONSE:

J. R. Foehr
 T. L. Gossage
 E. L. Head
 J. C. McPhillips
 J. S. Metcalf
 E. Paget
 R. G. Pier
 F. A. Provorny
 J. D. Wilson
 News Bureau
 J. T. Nolan
 J. E. McKee
 D. R. Bishop
 W. J. McCarville
 W. R. Mulhall
 J. F. Hussey-Washington, D.C.
 S. Pickard-Washington, D.C.
 New York Public Relations
 Brussels Public Relations
 MAP PR
 MCI PR (J. Spano)
 MIC PR (R. Isham)
 MPR PR
 MTC PR
 INT'L PR

- Q. How long has Monsanto manufactured OCP?
A. Since the 1930s.
- Q. What is OCP used for?
A. Primarily as a chemical intermediate in the manufacture of wood treatment chemicals.
- Q. Is Monsanto the only manufacturer of OCP?
A. A number of companies manufacture various chlorophenols. Two are Dow Chemical and Rhodia.
- Q. How much OCP do you manufacture each year?
A. For competitive reasons, Monsanto does not release capacity statistics for any of its products.
- Q. What was the destination of the OCP that derailed at Sturgeon. Who was it being shipped to? I heard it was Washington State.
A. Yes, it was going to Washington State, but it is Monsanto's policy not to release the names of any of its customers for the same reasons cited above.

C00626

SOURCE OF ANSWER J. C. McPhillips

HANDLED BY: *by* Glynn Young

PRESS QUERY

APR 21 1979

Handwritten notes:
cc Elwood
J. J. C. C. C.

COMPANY (OpUnit or Corporate): MIC

SUBJECT: STURGEON TANK CAR

REPORTER & MEDIA: Mike DeMott, Columbia, Mo.
(314) 882-3547

TIME & DATE: April 20, 1979 -- 4:00 p.m.

QUESTION & RESPONSE:

- News Bureau
- J. T. Nolan
- J. E. McKee
- D. R. Bishop
- W. J. McCarville
- W. R. Mulhall
- J. F. Hussey-Washington, D.C.
- S. Pickard-Washington, D.C.
- New York Public Relations
- Brussels Public Relations
- MAP PR
- MCI PR
- MIC PR (R. Isham)
- MPR PR
- MTC PR
- INT'L PR
- J. S. Metcalf
- C. B. Sigler
- R. A. Stohr
- H. W. Tippee

Q. We've seen the report by the Federal Railway Administration that the failed coupling mechanism caused the derailment at Sturgeon. Was this car ever used before, or was any other chemical ever used in it? How long had Monsanto had the car?

A. The was the first time the car had ever been used, and OCP was the only product ever placed in it. We had received the car from the manufacturer at the very end of December.

Q. Was this the only car you received from GATX at the time?

A. The car was one of seven received at the time. After the derailment at Sturgeon, the others were immediately checked out by the manufacturer's engineers and no problems were found.

Q. So this was the only car that had a defective coupling mechanism?

A. The coupling mechanisms on the others check out fine.

Q. It's a shame that the only car with a problem had to be the one at Sturgeon.

C00627

SOURCE OF ANSWER

C. Sigler
H. Tippee

HANDLED BY: G. Young

Handwritten signature: GY