Monsanto

FROM (NAME & LOCATION): D. Wood - B2SD

DATE: April 18, 1978

SUBJECT: PCB Spill - Los Angeles

REFERENCE:

TO: File

cc: R. C. Isham
E. T. Mollica
R. A. Stohr
J. C. Weber

PCB File

Chemtrec called General Offices at 9:15 PM 4/17/78 to report PCB spill in Los Angeles and requested contact with California Department of Transportation Operator 6 (213) 432-8461

I called at 9:30 PM. A 55 gallon drum labelled PCB had fallen off a truck and spilled 15-20 gallons on to the highway with a minor spread to soil at the pavement edge. Weather was clear and no rain forecast today. There seemed to be no nearby drains. The spill was on the East bound lane of the Ventura Freeway, East of Los Virgenes Road. The spill was reported by the Highway Patrol who had very limited detail at that time.

I advised that dry absorbents should be applied and that the material must not be flushed with water. The drum was reported to be upright with no further leakage. A Caltrans representative had been dispatched to the area.

The Caltrans rep reported that the truck was operated by Nuclear Engineering Co., Inc., San Ramon, California and carrying 24 drums marked PCB/Pydraul for G.E. Service Shop Annaheim to Calabasas Class 1 landfill. The remaining 23 drums were in good condition and the truck bed dry. The NECO representative was Bob Schneider (415) 656-6478. The Caltrans equipment was not suitable to handle the drum and they had contacted Chancellor and Ogden, 30-31 East I Street, Wilmington, California 90810, who operated a Class 1 landfill and cleaned up highway spills to assist them. Contact was Terry Miller (213) 432-8461.

Terry Miller called me at 11:00 PM. C and O had dispatched a crew. They had a liquid seal trash bin. The highway would be absorbent cleaned. The contaminated soil would be dug up. Any contaminanted protective clothing of their crew and of Caltrans personnel would be placed in trash container. We reviewed PCB industrial hygiene. They would check proximity of drains. The spilt drum would be placed on absorbent in the trash container to prevent further leakage. They would hold the trash bin until given instructions 4/18. They would mark the contaminated highway area in case any further action was required.

Mr. Miller asked about payment. I told him that we would check with G.E. and NECO, but in the meantime he should clean up the site.

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I called Ed Feuerstein, Manager, G.E. Service Shops at Schenectady (518) 399-0702 and advised him of the spill. I called the NECO representative Bob Schneider and asked him to contact Caltrans to confirm that they wanted the truck released and to put him in contact with Mr. Miller of Ogden and Chancellor to arrange disposition of the split drum and residues.

Mr. Miller will be available after 9:30 AM 4/18 to report on the cleaning up.

Mr. Schneider will contact G.E. Annaheim.

Caltrans asked if PCB was a carcinogen. I advised that PCB was listed as a suspect carcinogen as a result of animal studies, but that there was no evidence of a relationship between PCB and cancer in humans. In this situation those involved with clean up should not be concerned by short term exposure to PCB. Standard industrial hygenic cleanliness practice should be observed to preclude skin/solvent effects.

D. Wood

tmc

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