

41297
ENVIRONMENTAL PROTECTION DIVISION
FIELD OFFICE #6
1004 W. MADISON
WASHINGTON, IA 52353
TEL: 319/653-2135 FAX: 285

VISIT MEMO

FIELD OFFICE NO. 6

DATE: 12-5-95 through 12-20-95

BY: Paul Brandt PFB

LOCATION VISITED: Iowa Malleable Iron; Jefferson County Park

FACILITY NO. HSI #12050 RK 1241

Site: Iowa Malleable Iron
ID #: IAD005286414
Break: 2.1
Other: 12-20-95



S00077416
SUPERFUND RECORDS

OBSERVATIONS:

12-5-95, Tuesday

Arrived at Jefferson County Park at about 4:00 PM, contacted Lorelei Kurimski, DNR, and Fire Chief, Jerry Davis. They had constructed an earthen dam at the low water crossing in the park. Fuel oil had not reached the dam yet. We rode up the trail to a bridge near the north end of the park. Stopped there to walk the creek: series of pools and riffles, all pools covered with oil, bank to bank, and about 1/16" thick.

After that, Davis, Lorelei and I went up town. Stopped at Grimes Street where the storm sewer exits. Was dark and had to look with a flashlight. Could see some oil coming out of the pipe. Went out to behind the Malleable plant to look at the tank. Davis showed us the control shed and the valve which had been opened to cause the release. Fuel had flowed across the floor to a drain in the SE corner of the building which discharges to a concrete pit adjacent to the building. The south wall of the pit has an approximate 10" diameter entrance to storm sewer. There is oil in the pit below the bottom of the storm sewer pipe entrance. I stuck a rod in it - only a few inches of oil and a mud bottom.

12-6-95, Wednesday

Started in Ottumwa, visited the Haz-Mat office to discuss Fairfield situation. Arrived at Jefferson County park about 9:45 AM. Dam still intact and no fuel had reached it. Lorelei Kurimski and I walked upstream to find leading edge of fuel plume. Discovered it about 100 yards up from the dam; probably about 200 yards of meandering stream channel though. We then went up to Malleable - took photos. Looked at Grimes Street exit of storm sewer - water coming out this morning is clean. The ditch on downstream still smells like diesel fuel. Talked to a man there in his yard who used to work at Malleable - said the fuel was 30 years old.

Went down to lower end of ditch, behind old car wash (next to TSC), north side of HWY 34. Water running mostly clear, but a big pool of oil at the culvert entrance (culvert under HWY 34). Met Cory Nootnagle, State Fire Marshal's Office at this location.

Lorelei departed at this time and returned to F.O.#6. I went down to the fire station for a meeting with various officials:

Ron Prill, County Emergency Management
Don Raymond, Fairfield Chief of Police
Jeff Koontz, Fairfield Fire Marshal
Larry Miller, Jefferson County Roads Dept.
Greg Hanshaw, Fairfield Fire Dept., Captain

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Keith Shafer, County Board of Supervisors
Mike Crew, Fairfield Fire Dept.
Jerry Davis, Fairfield Fire Dept., Chief
Cory Nootnagle, State Fire Marshal's Office

We discussed cleanup and options. City decided they would sooner not handle the cleanup, due to lack of manpower, resources and equipment. For the immediate though, the locals will install underdrain piping in the earthen dam. After meeting, interview with Ottumwa Courier, Jean Greco.

I then called Ron Kozel, had conference call with George Hess, EPA. Bruce Morrison in enroute, and will dispatch Rydell (contractor) from St. Louis. We also called Bruce Morrison on his cell-phone and updated him on the situation. I then went to DOT to check on fax machine. Went back to fire station and advised Chief Davis of EPA response.

Next went down to Jefferson County Park and checked on dam. County road dept. has installed an underdrain in it (2-10" CMP).

I had lunch (2:30 PM) and then went to investigate middle section of the stream. Drove down between Hy Vee and Walmart and went in on Estle Construction's land to north side of the railway embankment. Stream is about same condition here as below in the park. I followed it up the pipe crossing and then walked back to the car.

Went back to the park; Fire Dept. is pumping water over the dam to try to pull fuel towards the dam. I went up to leading edge of the plume. It has moved about 6' since this morning. Fire personnel are clearing debris out of lower portions of the stream to help the flow. I went up the hill and called Ron Kozel to advise of current status.

Bruce Morrison arrived about 5:00 PM. He looked at dam - it was getting dark. We went up to Malleable - I showed him the tank. Then had supper at downtown Fairfield; discussed cleanup project. Will met with crew at 7:00 AM tomorrow and start cleanup.

12-7-95, Thursday

Arrived in Fairfield at 7:00 AM - met Bruce Morrison and team from Smith Environmental (5 of them). We drove out to the park. I walked them up along the creek to north side of railway embankment. Then returned to park head-quarters. Bruce and I took two team members (Wes and Charlie) up to section of stream between Grimes and HWY 34 to clean out debris. Made arrangements with Fire Dept. to flush water down the storm sewer at Malleable tank/spill source. Also walked into old plant building with John Brown, City Administrator, to see condition of old plant.

Started flushing at 3:25 PM. Ran 20,000 gallons of water into the storm sewer. It had to be hauled in tanker trucks from the nearest fire hydrant. The hydrant was about 700 feet away and too far to run hose. The fire hydrants on the plant site were no longer operable as water to the plant had been shut off. Flushing was completed about 4:00 PM - pushed much oil out of the sewer and into the ditch below Grimes Street. (This was a warm day, in the 30's).

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12-8-95, Friday

Cold, snowy day; Bruce had to call an end to the cleanup. The stream had froze up overnight, and wind-chills below zero were expected for today. He put the Smith crew to work at the Malleable site, rounding up drums and moving them to a metal storage building.

I arrived at 1:00 PM - took one hour to drive to Fairfield from Washington because of the snow. Bruce and I went through the old Malleable plant with Jerry Davis, Fire Chief and former employee of 40 years. The buildings are mostly stripped of all equipment; empty shells - cement floors covered with foundry sand. Numerous barrels (60-70) about the site, some oil and others unknown. Many five gallon pails too. One compressed gas cylinder, probably left by scrap metal cutters. Buildings are totally open and accessible to any one that might want to go in. Several open floor pits inside, with several feet of water in them.

Smith Environmental had collected a sample from each of the fuel oil tanks. I took them with me, to take on to Amoco at Des Moines for analysis.

12-9-95, Saturday

Bruce Morrison called - he needed some of the samples to take back to Kansas City with him. So we met at the HWY 34 truckstop in Ottumwa and poured some into smaller bottles for him.

12-11-95, Monday

Took samples to Amoco in Des Moines (1501 NW 86th. St.). Left Ottumwa at 6:30 AM and got back to F.O.#6 at 11:45 AM.

(SEVERAL DAYS BREAK DUE TO COLD WEATHER)

12-14-95, Thursday

Arrived in Fairfield about 1:30 PM and went to Grime/HWY 34 segment of stream. It is a warm day (40's) and snow is melting fast. The ditch is running full; fuel oil is completely flushed out except for a pool by the HWY 34 culvert entrance. I went down to the park. The pond behind the dam is high - about 18" of freeboard. Both discharge tubes are running full. The discharge is undercutting at the bottom of the dam.

The park segment of the stream is greatly flushed down. Most of the fuel is in the 200 yards above the dam. I hiked to the bridge - there is some fuel hanging up here and there and some blobs coming through from the railroad box culvert.

Since the creek was running high, I contacted the city and had them bring out two load of dirt to build the dam higher. The park Superintendent, Wendell Howell then used a small loader tractor to build the dam up. Had phone discussions with Lorelei Kurimski and Ron Kozel. Called Jerry Davis, Fire Chief, and put him on alert that action was starting up again.

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12-15-95, Friday

Arrived in Fairfield about 7:00 AM. Stopped by Grimes Street. High flows have subsided. Temperature got into the 20's over night. Went on out to county park. I had Jefferson County Roads Dept. bring out a load of 2-4" rock. They brought out a backhoe and rip-rapped beneath the dam discharge tubes. Fire Dept. brought out two pumps. We set up one and started pumping out of the pond. However, fuel is frozen on top of the ice and not moving any towards the dam. Temperatures did not get high today, so no melt and no increased flow.

After lunch, Al Goldberg and Matt McAndrew of Field Office #6 came in. I showed them the situation. About 2:00 PM, Jeff Weatherford from EPA arrived. He, Al and I discussed cleanup. Jeff arranged for Smith Environmental to send up a team as the next two days are to be good weather (40's day and 20's night). Al took off about 3:00 PM. I gave Jeff a tour of the spill - walked the park and looked at points upstream. Left for home about 4:30 PM.

12-16-95, Saturday

Arrived at park at 7:00 AM. Jeff, John Stone, Project Manager, and Butch, Crew Foreman, were already out in a pickup, touring the spill. They got back about 7:30. There is a crew of six: the project manager, the crew foreman, and four laborers. Jeff had them send two workers to walk the creek, look for pools of oil and mark them with red tape.

The rest of us went up to 12th. street. This is where the culvert under HWY 34 comes out and the stream begins. They placed a boom below the culvert and then started working on spot cleanup, with buckets.

Jeff, John and I then had a meeting to check on budget. Last week, \$10,500 had been spent already. We determined we could run all weekend and be close to the \$30,000 cap. (Includes a half day Monday for three people for de-mobilization). Concluded meeting at 9:00 AM.

I took Jeff and showed him the old Malleable site. Around 10:30, John Stone took off to get a 1000 gallon plastic tank and other equipment. About 10:50 AM, Jeff Weatherford left to go back to Kansas City. We discussed the project and he gave me phone numbers I might need.

I returned to the park at 11:00 AM. Shortly afterward, John and crew returned with the 1000 gallon tank and unloaded it by the dam. They then went to lunch. Al Goldberg, Field Office #6 Supervisor, arrived shortly after noon. I left site about 2:30 PM.

(Details of the cleanup from this point on are contained in Al Goldberg's report. The following is supplemental information for those days of the cleanup.)

12-17-95, Sunday

Arrived at park 7:15 AM, Smith crew there. Discussed work plan and had safety meeting. Butch took three workers upstream to the segment between 12th. St. and the railway grade. Two of them will use leaf blowers and the other will remove debris ahead of them.

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Butch returned and he and Paul took the Cushman Truckster (belongs to the Park) up to the bridge below the railway grade and began using the vac-pump to fill barrels. (The air compressor had been taken up there yesterday afternoon). At 9:15 AM, they returned with the first two barrels and pumped them into the 1000 gallon tank, using a small manual barrel pump.

Al Goldberg arrived at 10:00 AM. Butch and Paul headed back up the trail to pump a second load of fuel at the bridge. I took Goldberg to the storm sewer on 12th. St. He will walk the creek and check on cleanup status.

I left the site about 2:00 PM.

12-18-95, Monday

I arrived at Jefferson County Park at 7:15 AM. (Slightly late due to freezing rain on the roads.) Did work plan and safety meeting at the park shop. Will continue to flush and vacuum at the city park. Fire truck, Boitnott and Safety Klean expected at 8:30. Safety Klean arrived 9:00 and Boitnott at 9:15. The fire dept. is responding to a fire in town and cannot assist today.

The crew started working with Boitnott right away. They are sucking up fuel oil from on top of the ice just like a vacuum cleaner. Butch is running the hose end and another worker is assisting in moving the hose around. The other three workers have two leaf blowers and a push broom, moving oil towards the vac. Al Goldberg arrived about 10:00 AM. I took off for the field office about 10:30.

12-19-95, Tuesday

I arrived at Jefferson County Park at 7:00 AM. We discussed work plan and had safety meeting in the park shop. Boitnott arrived at 7:25; the crew started to set up and pump right away. I walked the creek up to the railway grade. Most of the fuel is in the section above the dam. After that series of bends (about 200 yards of stream), the creek straightens out, up to the point where a tributary comes in from the east. There is no fuel in this stretch. From here to the bridge, there are about six bends in the stream, and most of these have small pockets of fuel. Above the bridge is clear, except I noted a sheen coming through the railroad box culvert.

The crew worked on vacuuming all morning. KTVO News (Dawn Christenson) was on site to do an interview. She talked to Al Goldberg. I left about 11:30 AM.

12-20-95, Wednesday

I arrived at Jefferson County Park at 7:00 AM. Went over to park shop for work plan and safety meeting. There is a new crew member today, a fifth technician who drove up from St. Louis last night. He brought along an oil skimmer and other supplies including more hip-wadders.

Boitnott arrived shortly and crew went to work with air compressor/oil skimmer, three big fans, and manually breaking ice. They took a warm-up break shortly after 9:00. I hiked up stream to find tail end of plume. It is about 200 yards up. Al Goldberg arrived about 9:30. Had conference call with Ron Kozel and Bruce Morrison - just reporting current status. I left at 11:00AM.

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12-26-95, Tuesday

Went by Jefferson County Park on way home. Spill looks normal- all froze up. The storage tank is half full. The dam is holding and functioning OK. No fuel product getting down stream.

12-29-95, Saturday

While in Fairfield for an auction, I went down to Jefferson County Park to check current status. The tank has been pumped out. The dam site is normal - still froze up.

1-11-96, Thursday

Stopped by site on way home from work. Yesterday and today is the first time temperatures have been above freezing this new year. Site looks the same as before: creek frozen and covered with snow. The dam is still in good condition with no more undercutting around the discharge tubes. No fuel product getting through the dam. I walked up the stream to check on tail end of plume. It is now further up stream than it was two weeks also, so additional fuel oil is still moving down the stream.

XC: Ron Kozel, Emergency Response, DNR, Des Moines
Bruce Morrison, EPA
File

PFB:pfb:(611):\\WINWORD\\hsi\\fairfld.hsi

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Iowa Malleable Iron; Fuel Oil Release

HSI #12055 RK 1241

Time and travel - Paul Brandt

PFB

12-5-95	3:30 to 7:00	3.5 HR	(state car)	
12-6-95	to 7:30	11.0 HR	(state car)	lunch & supper
12-7-95	6:30 to 5:30	11.0 HR	(state car)	lunch
12-8-95	12:00 to 5:00	5.0 HR	(state car)	
12-9-95	10:00 to 11:00	1.0 HR	(state car)	
12-11-95	6:30 to 11:45	5.25HR	(state car)	
12-14-95	1:00 to 5:00	4.0 HR	55 mileage	
12-15-95	6:30 to 5:15	10.75HR	68 mileage	lunch
12-16-95	6:30 to 3:00	8.5 HR	85 mileage	lunch
12-17-95	6:45 to 2:30	7.75HR	62 mileage	lunch
12-18-95	6:30 to 10:30	4.0 HR	23 mileage (one way)	
12-19-95	6:30 to 11:30	5.0 HR	26 mileage	
12-20-95	6:30 to 11:00	4.5 HR	26 mileage	

(all times include travel)