

October 25, 2018

**VIA FEDERAL EXPRESS  
AND EMAIL**

Tauren R. Beggs  
Remediation and Redevelopment Program  
Wisconsin Department of Natural Resources  
2984 Shawano Avenue  
Green Bay, WI 54313

**Gabriel M. Rodriguez**  
(312) 258.5516  
grodriguez@schiffhardin.com

**Re: Reported Contamination at Newton Town Gravel Pit (Former) - Responsibilities of Newell Brands, Inc. at 3130 Hecker Road, Manitowoc, WI**

**BRRTS Activity # 02-36-000268**

Dear Mr. Beggs:

I am one of the attorneys for Newell Brands Inc. ("the Company") regarding the above-referenced matter. This is Newell Brands Inc.'s response to your September 24, 2018 letter, which we received via email on September 25, 2018.

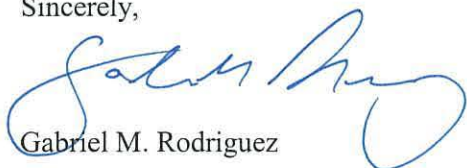
A thumb-drive with documents containing information responsive to requests 1 and 2 of your letter is enclosed. These documents are Bates numbered **NewellNGP 000001** through **NewellNGP 000064**. As you may be aware, the City of Manitowoc maintains a repository of documents that may contain additional information not produced in this response related to the Former Newton Town Gravel Pit. In addition, we are also not reproducing documents that are otherwise publically available on the Wisconsin Department of Natural Resources' BRRTS web database for Activity No. 02-36-000268.

With respect to request 3, Newell states that Mirro Corporation was a wholly-owned subsidiary of Newell Operating Company. Mirro Corporation no longer exists.

Newell is continuing its investigation of this matter and reserves the right to supplement this response.

As directed by your letter, Newell contacted the City of Manitowoc's attorneys in order to discuss coordinating with the City and its consultant and to secure information about the site. We are awaiting information from the City's attorneys. Newell intends to explore coordinating with the City.

Sincerely,



Gabriel M. Rodriguez

GMR/dl  
Enclosure

Case Number 13-C319-016-ERS	Case Title Newton Township – Well Water Contamination
Activity On-Site Interview of Donald Vogt	Date of Activity August 26, 2014

Narrative<sup>1</sup>

At approximately 12:55 PM on Tuesday, August 26, 2014, Special Investigative Warden Robert Stroess, in plain clothes, met with Donald Vogt at Vogt's residence, [REDACTED], Manitowoc, WI as part of a pre-arranged meeting to transport Vogt to the Hecker Road City of Manitowoc gravel pit/former dump site. This was an agreed upon investigative strategy decided by Stroess, other DNR staff, City of Manitowoc staff, and City of Manitowoc consultant David Henderson during a February 4, 2014 conference call. The purpose of Vogt's on-site interview was to see if Vogt could recall specific locations at the site as he had described during a December 23, 2013 interview regarding his dumping of chemicals at the site during the 1960s.

Stroess recognized Vogt from his previous interview and therefore recorded his identification from his earlier interview statement as follows:

Donald L. Vogt  
Male  
D.O.B. [REDACTED]  
[REDACTED]  
Manitowoc, WI 54220  
[REDACTED]

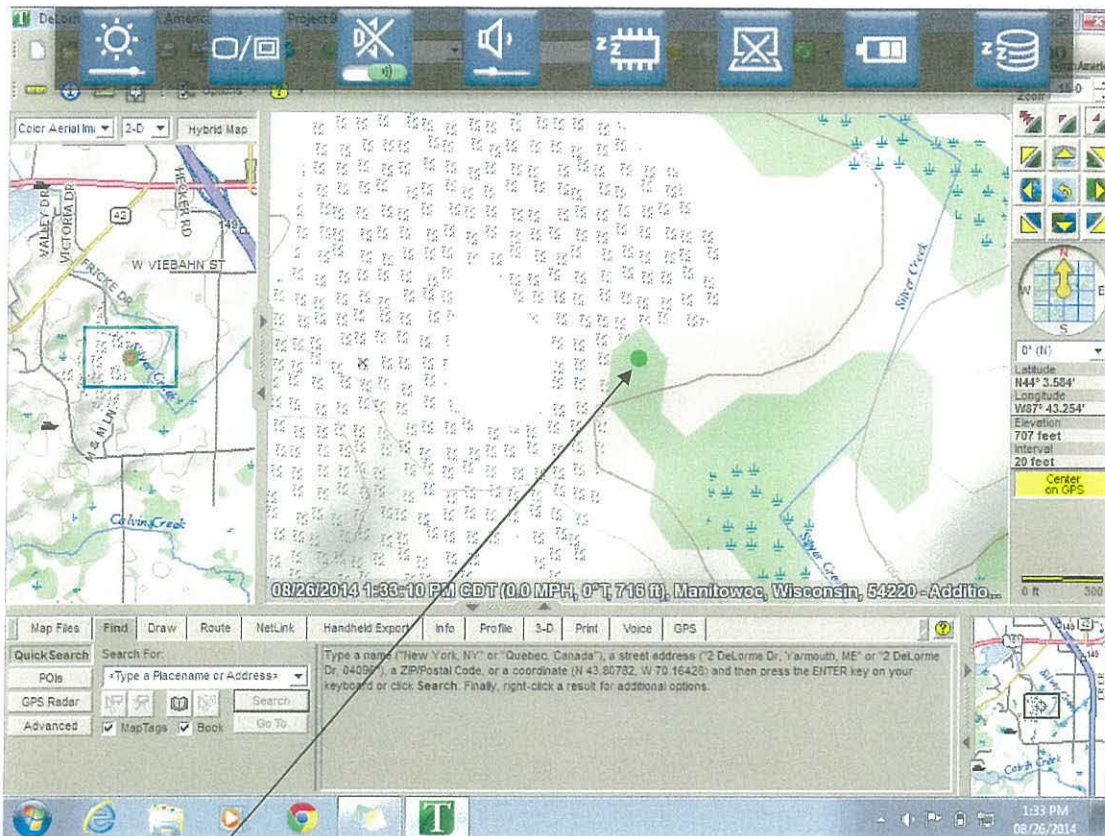
Stroess and Vogt traveled in Stroess' squad and arrived at the Hecker Road site at 1:03 PM. They were met by a person verbally identified as David "Dave" Henderson from AECOM, the company hired by the City of Manitowoc as a consultant for the site. Stroess had earlier confirmed with Dan Koski of the City of Manitowoc that Henderson would be meeting Stroess on site to shadow the interview. Henderson got into Stroess' squad.

Stroess asked Vogt to recall where he had entered the property and what he remembered about specific locations on the property. Vogt directed Stroess to drive to various locations on the site. Stroess used the program Delorme Topo North America 9.0 to determine GPS locations as pointed out by Vogt.

1

Warden Reporting Robert Stroess	Date of Report August 27, 2014	Exhibit Reference
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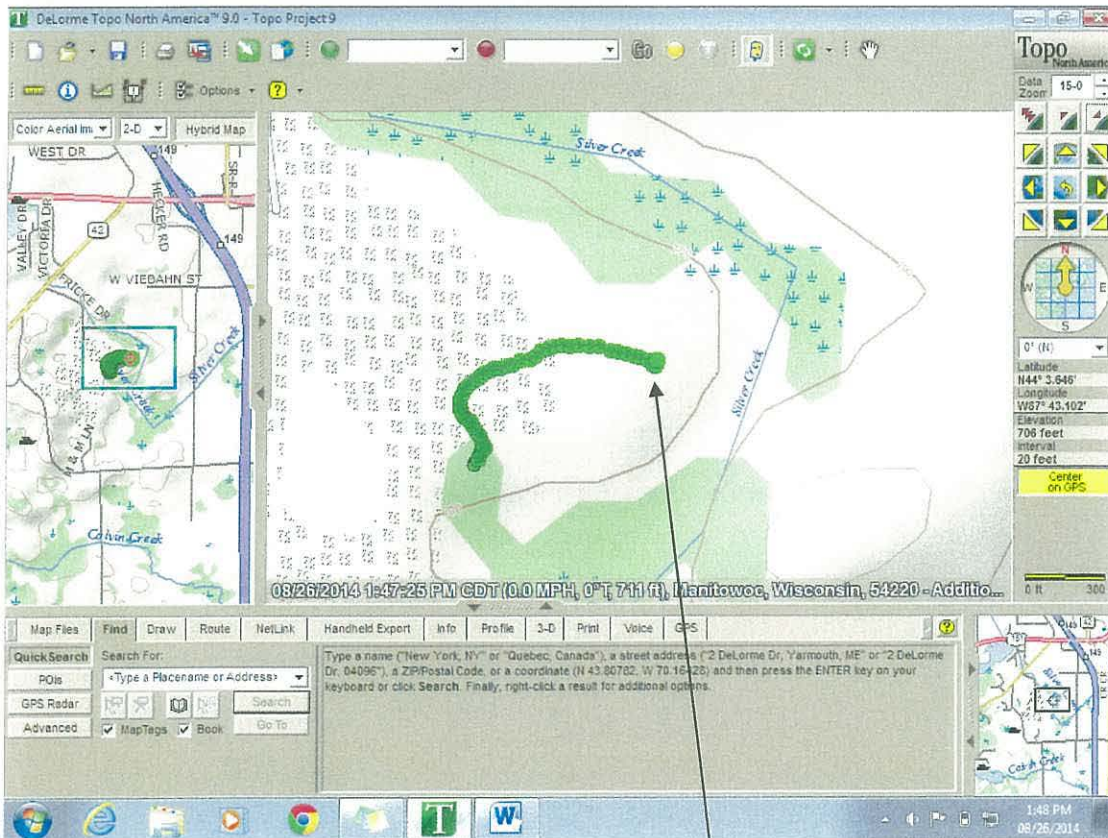
This is the location Vogt estimated his vehicle was when he was backing his truck up to the pit to dump chemicals in the 1960s. Vogt said the pit was clay-lined, was only about five feet deep, and had a clay ramp that led into the pit which allowed the Benzene to drain down into the pit. At the time of Stroess, Vogt, and Henderson being there, the road stopped adjacent to where Vogt remembered backing his truck up to, but Vogt said he remembered the road continuing beyond the pit. Later, at the end of the interview, Henderson explained to Stroess that the road had in fact previously continued on and that Vogt's estimation of the pit location was approximately 30 to 40 yards off from the actual location of a known pit. The GPS reading on the right side of the screen was from this location (N44° 3.584', W87° 43.254'). Stroess noted numerous monitoring wells in the immediate vicinity of this location. Stroess parked his squad where Vogt indicated he had parked his truck up against the pit in the 1960s, then Stroess took photos of the location using his phone (see photos #1 and #2).



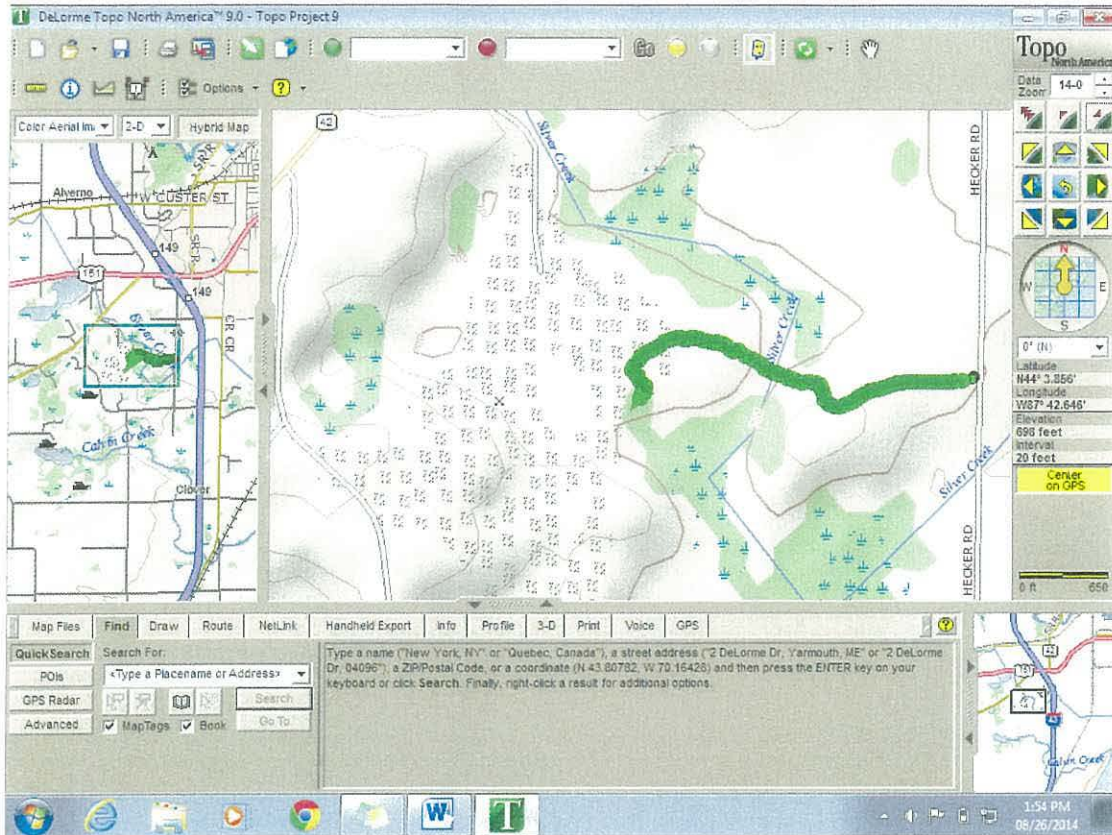
**Photo #1 – Left:** (facing south)  
Stroess' squad parked in the approximate location of Vogt parked his truck in the 1960s when dumping chemicals into a pit



**Photo #2 – Left:** (facing southwest) Stroess' squad parked in the approximate location of Vogt parked his truck in the 1960s when dumping chemicals into a pit; Fricke pit in background



Vogt said the animal kennels were approximately in this location in the 1960s. The GPS reading on the right side of the screen was from this location (N44° 3.646', W87° 43.102').



After completing the interview, Stroess explained he wanted to go back to the entrance to the site and document the route Vogt would have used to get to the dump site/pit (as close as possible due to road changes within the overall site). Vogt directed Stroess' driving of the route (see GPS log route above). While driving the route, Vogt said he remembered the road going straight before going down a hill and to the right. This matched to Stroess' observations earlier in the day during the interview with Robert Hansen in which Stroess saw the remnants of a blacktop-like road that had been blocked off by a berm and the new road curved to the southwest around the berm before meeting back up with the old road. During the driving of the route with Vogt, Stroess then noticed that the old blacktop-like road also existed on the west side of the berm in a nearly direct line with the old blacktop-like road on the east side of the berm.

At 1:57 PM Henderson exited Stroess' squad, then Stroess and Vogt left the site. Stroess dropped Vogt off at Vogt's residence at 2:07 PM.

Case Number 13-C319-016-BRS	Case Title Newton Township – Well Water Contamination
Activity Interview of Donald Vogt	Date of Activity December 23, 2013

Narrative<sup>1</sup>

At approximately 1:02 PM on Monday, December 23, 2013, Conservation Warden Robert Stroess, in plain clothes, met with Donald Vogt at Vogt's residence, [REDACTED] Manitowoc, WI to interview Vogt about his knowledge of disposal of wastes at the Hecker Road pit owned by the City of Manitowoc. Stroess had received information from a caller to the DNR Hotline that Vogt had knowledge of the disposal of wastes at the site. Stroess then telephoned Vogt and arranged the meeting.

This investigation is in reference to **BRRTS Number 02-36-000268** which was provided to Stroess by Roxanne Chronert of the DNR Remediation and Redevelopment program.

Vogt met Stroess at the door and invited Stroess inside. Stroess identified himself as a conservation warden and by name. Vogt identified himself verbally and later through a typed statement and Wisconsin driver's license [REDACTED] as follows:

Donald L. Vogt  
Male

[REDACTED]  
[REDACTED]  
Manitowoc, WI 54220  
[REDACTED]

They sat at the dining room table and Vogt provided the following information:

- He worked for Aluminum Specialty in Manitowoc, WI for two summers – 1965 and 1966.
- He worked in the maintenance department. He had to make weekly runs to the City of Manitowoc gravel pit on Hecker Road during which he dumped up to 3 (three) 55-gallon barrels of waste oil and 3 (three) 55-gallon barrels of benzene in a pit.
- He was taught by another maintenance worker what to do and where to dump. He did not remember which member of the maintenance crew instructed him on what to do but he remembered the names of five workers as foreman Charlie Hettmann, Gordy Green, Ivan Fictum, John Franz, and Dale Hodek. He said Dale Hodek was the only one of them who was

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Warden Reporting Robert Stroess	Date of Report December 29, 2013	Exhibit Reference
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living, knew Hodek lived in Green Bay, and said Hodek assisted Vogt on most of his dumping runs to the Hecker Road pit.

- He accessed the site from an entrance west off Hecker Road, he curved to the north, drove past dog kennels on the site (which were to his north), then curved left (south) to the pit. He didn't cross Silver Creek.
- He never saw anyone or any other company dumping at the Hecker Road pit. He believed other companies dumped at the pit because the liquid accumulated in the pit far exceeded the amount he dumped there.

Stroess asked Vogt to draw out a diagram of the site as he remembered it. Vogt drew a diagram on a sheet of lined paper, then dated and initialed the diagram. Stroess initialed it as a witness. Stroess had Vogt draw the diagram prior to showing him any aerial photograph of the site.

After Vogt drew the diagram, Stroess showed him the 1961 aerial photograph of the site and asked Vogt to draw out the location of the pit and his travel route through the property to the pit. Vogt pointed out the entrance driveway to the Hecker Road gravel pit property, north of Silver Creek. Vogt said he remembered entering the entire gravel pit property off the entrance driveway but remembered curving to the right (north) once on the entrance driveway. He didn't see the curve to the right on the aerial photograph. Stroess asked Vogt to not rely on what he saw on the aerial photograph and to just draw out what he remembered as being his route. Vogt drew the approximate route he took to the pit which was west off Hecker Road through the main entrance driveway, curve to the north, go beyond dog kennels to the north, then curved south to the pit. Vogt said he did not cross Silver Creek when driving to the pit.

Vogt had a written statement partially typed on his computer upon Stroess' arrival. Stroess asked Vogt to just continue typing the written statement. Vogt provided the following written statement (typed and printed out via computer):

I began summer employment at the Aluminum Specialty in June, 1965 and worked there that summer and the summer of 1966. I was assigned to the maintenance department. Part of my responsibilities was to load waste oil and benzene onto the truck and take it to the city gravel pit/dog pound on Hecker Road where the waste was dumped into a pit. The city would burn the waste I believe on a weekly basis. The waste I hauled was in 55 gallon drums and I would haul up to three barrels of waste oil and three barrels of benzene each week. The truck was a blue dump truck with short walls and a tailgate. We would tip the barrels onto their sides and remove the threaded caps to drain the liquid off the back of the truck. I was told by the workers on the maintenance crew that the contents were waste oil and benzene. I knew what benzene was because we used benzene to clean paint brushes as part of my employment with the Aluminum Specialty.

Workers I worked with on the permanent crew include our foreman Charlie Hettmann, Gordy Green, Ivan Fictum and John Franz – all now deceased. I also worked with another student, Dale Hodek who worked with me doing the dumping because it would take two men to tip the barrels and control them while they drained. I believe Dale went with me on most of the runs I made to dump the waste. Dale now lives in Green Bay.

My orientation to my summer job included one of the maintenance crew going with me to the pit and showing me where to dump the waste. Taking the waste was part of my routine and was usually done on a Friday as I recollect.

I drove the truck to the site. I would exit Hecker Road and drive about 200' before going down a small hill bending to my right. I drove about 300' and passed a dog pound on my right, wooden structures holding maybe 7-10 dogs and painted white. I would then drive up an incline about 12-18 feet above the grade of the kennels with the road bending to my left. I remember a clump of trees on my right and the area to back the truck being just past the trees.

The pit itself was round in shape with an earthen berm all around. We would let the waste run off the tailgate of the truck and the waste flowed down an earthen runway into the pit. The pit had liquid in it when I arrived, it was not muddy nor did it show signs of the liquid seeping into the ground. The road I believe continues beyond the pit but I never drove further than the spot where I backed to the pit. I remember that I did not cross the creek to get to the site. I made the runs to the pit from approximately the first week of June to the last week in August in 1965 and 1966. I worked the entire summer without vacation because I needed the money for school.

The job of hauling waste to the site was my job during the summer and it was done by the regular maintenance crew for the rest of the year. I was told other companies dumped their waste there but I never personally saw anyone else doing it while I was there. I believed this to be true because the amount of liquid in the pit far exceeded the amount I would dump there so it had to come from somewhere.

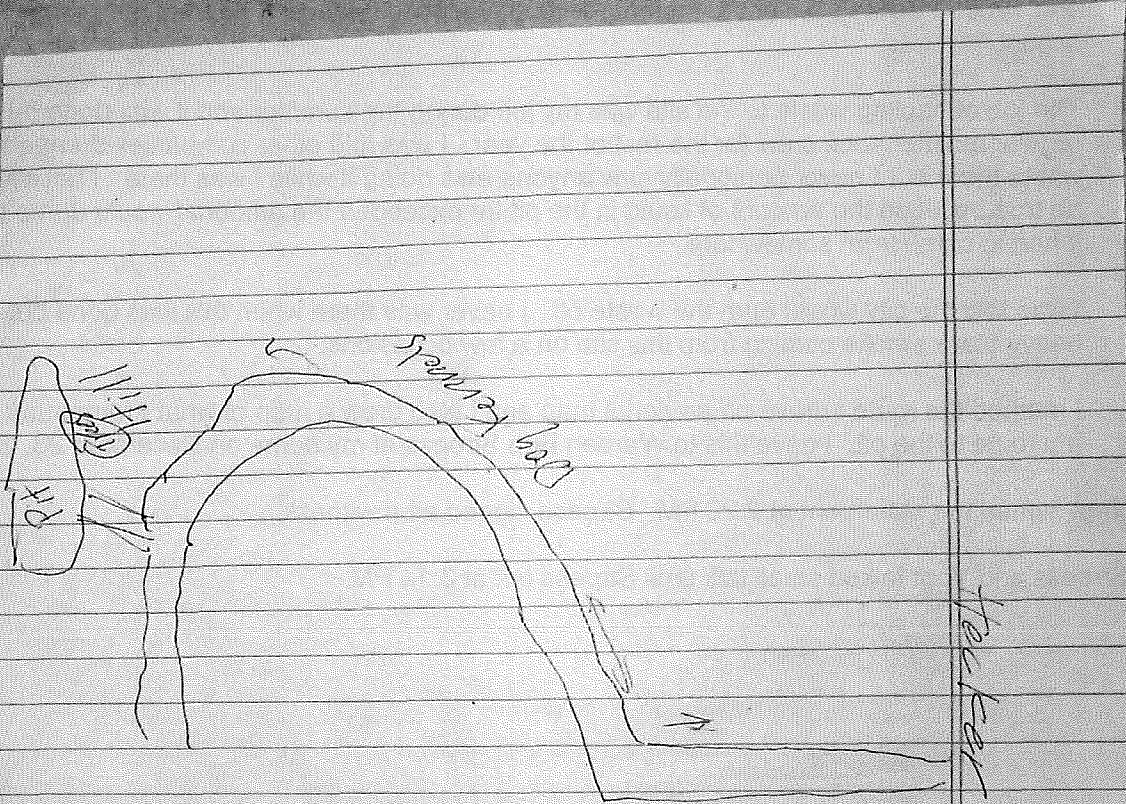
I was told the city would burn the waste off. I never was there when this was done but I did see heavy black smoke coming from this site on a few occasions.

I marked the route I drove on an aerial map and I also drew a map of what I remember being my route to the pit. I gave this to Warden Bob Stroess at my home on December 23, 2013.

Vogt signed the statement at 2:22 PM. Stroess signed as a witness.

Stroess and Vogt talked small talk until Stroess left at 3:14 PM.





Silver Creek

12/23/2013  
R. H. B.



JV  
12/23/2013  
14:00:00

Case Number 13-C319-016-CRS	Case Title Newton Township – Well Water Contamination
Activity On-Site Interview of Jim Aasen	Date of Activity August 26, 2014

Narrative<sup>1</sup>

At approximately 8:22 AM on Tuesday, August 26, 2014, Special Investigative Warden Robert Stroess, in plain clothes, met with James “Jim” Aasen at Aasen’s residence, [REDACTED] Two Rivers, WI as part of a pre-arranged meeting to transport Aasen to the Hecker Road City of Manitowoc gravel pit/former dump site. This was an agreed upon investigative strategy decided by Stroess, other DNR staff, City of Manitowoc staff, and City of Manitowoc consultant David Henderson during a February 4, 2014 conference call. The purpose of Aasen’s on-site interview was to see if Aasen could recall specific locations at the site where he had investigated complaints of environmental violations when he was the conservation warden in Manitowoc County.

Stroess recognized Aasen from many past contacts and later identified him by DNR license records as follows:

James A. Aasen  
Male  
D.O.B. [REDACTED]  
[REDACTED]  
Two Rivers, WI 54241  
[REDACTED]

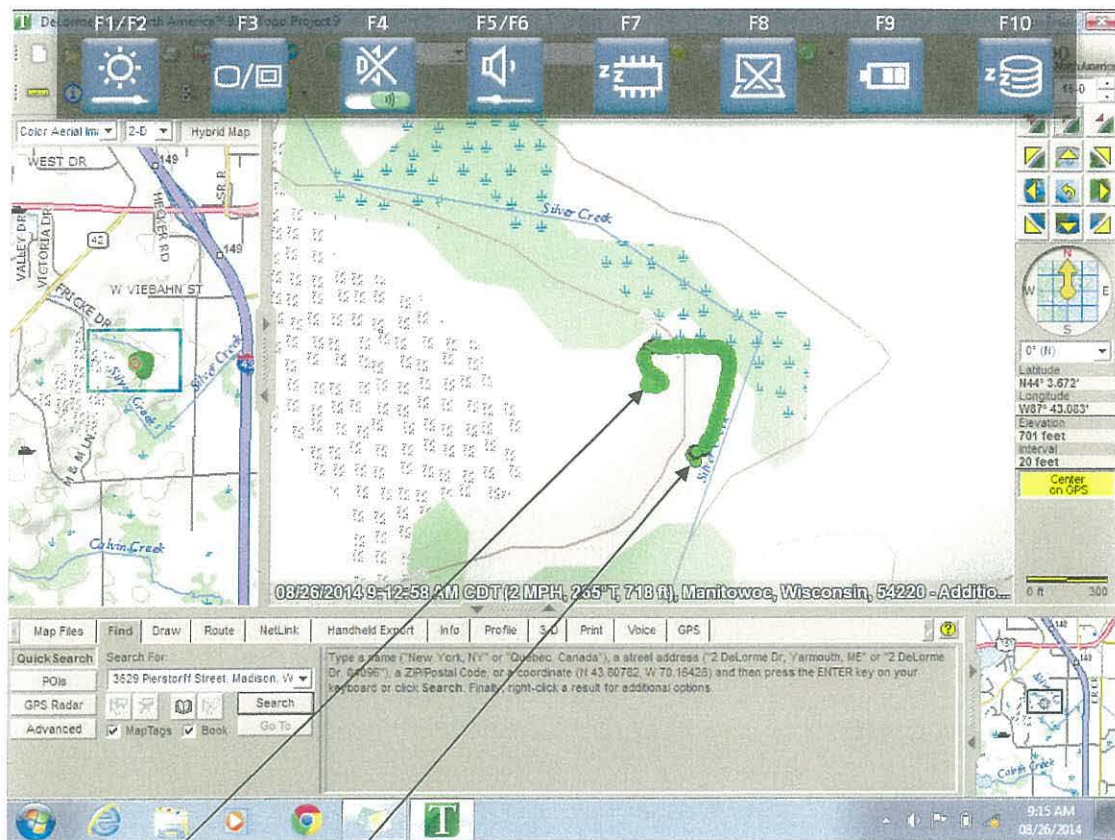
Stroess and Aasen traveled in Stroess’ squad and arrived at the Hecker Road site at 8:47 AM. They were met by a person verbally identified as David “Dave” Henderson from AECOM, the company hired by the City of Manitowoc as a consultant for the site. Stroess had earlier confirmed with Dan Koski of the City of Manitowoc that Henderson would be meeting Stroess on site to shadow the interview. Henderson got into Stroess’ squad.

Stroess asked Aasen to recall where he had entered the property and what he remembered about specific locations on the property where he had investigated complaints of environmental violations. Aasen directed Stroess to drive to various locations on the site. Stroess used the program Delorme Topo North America 9.0 to determine GPS locations as pointed out by Aasen as follows:

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Warden Reporting Robert Stroess	Date of Report August 27, 2014	Exhibit Reference
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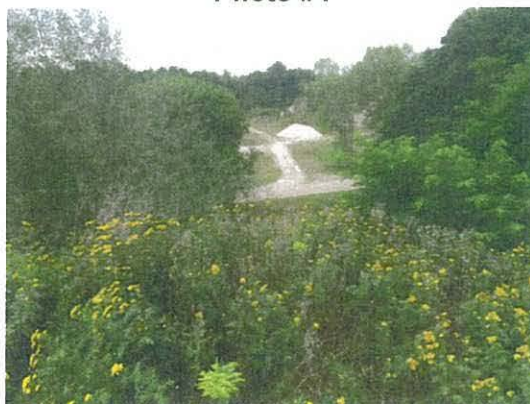
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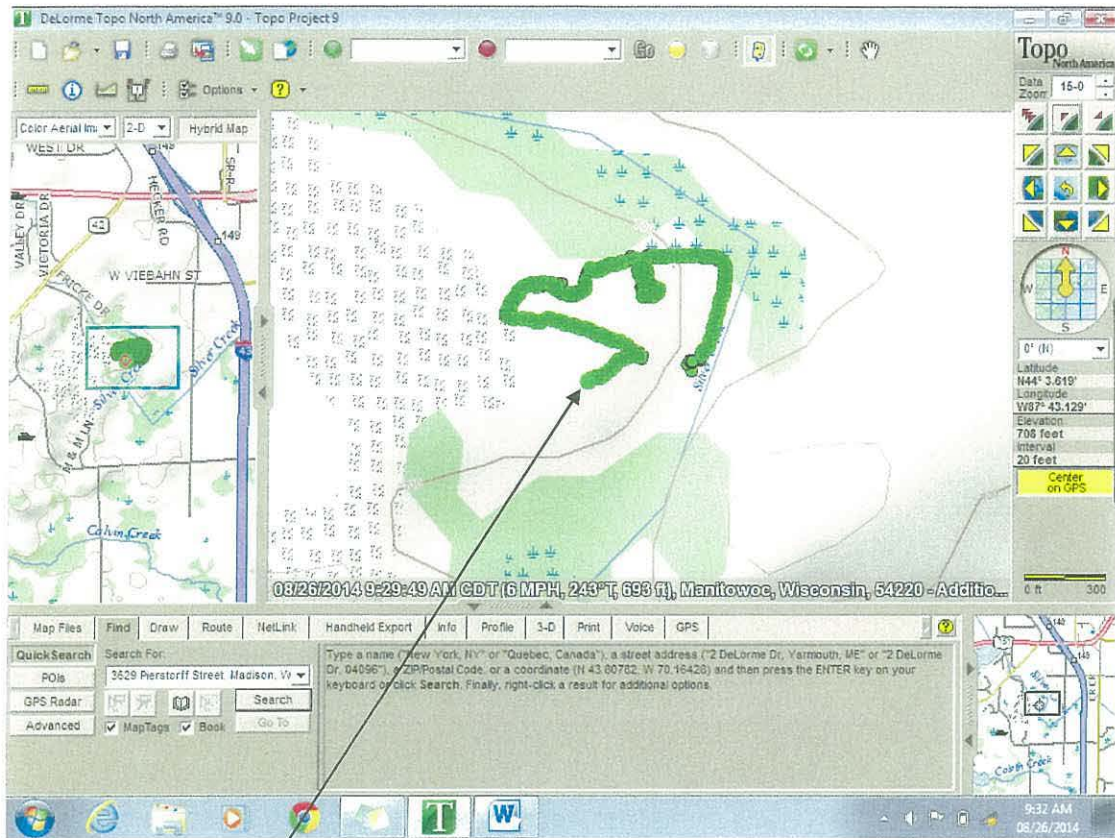
This location was where Aasen said he remembered seeing a steep site where it seemed a vehicle could back in and dump over an embankment and into a pit to the west. Stroess took a photo over the edge showing the drop off (see photo #1). The access drive into this location is in the immediate vicinity of where Aasen remembered the access drive being. He didn't know if it was this exact drive, another one next to it, or one that was no longer in existence but was in the immediate vicinity. The GPS reading on the right side of the screen was from this location (N44° 3.672', W87° 43.083').

This location was where Aasen said he remembered a building(s) often staffed by a person he presumed to be a City of Manitowoc employee and dog kennels had been. Stroess did not record a GPS reading at this location, but it was at the NE corner of a gravel/dirt road intersection, west of Silver Creek, and at the time Stroess, Aasen, and Henderson were there it had a standing shed, had many logs and stumps deposited there, and had a fence around stacks of blue 55-gallon-type barrels.

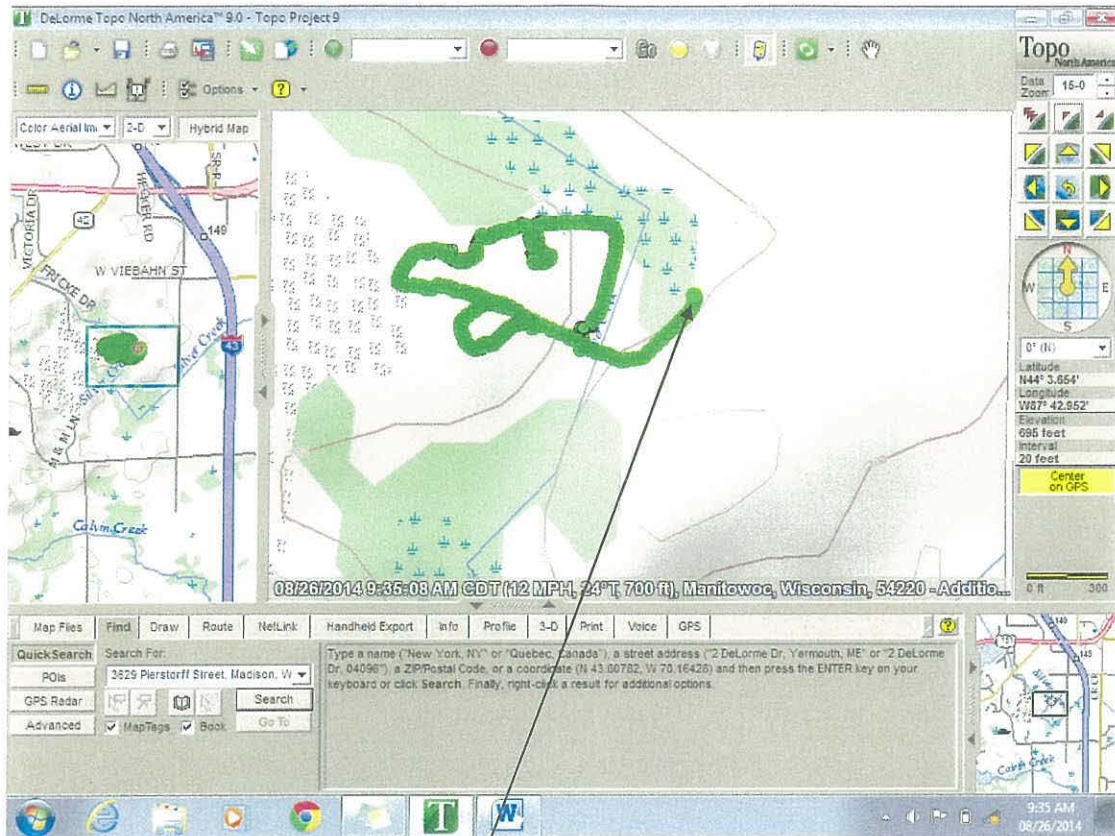
Photo #1



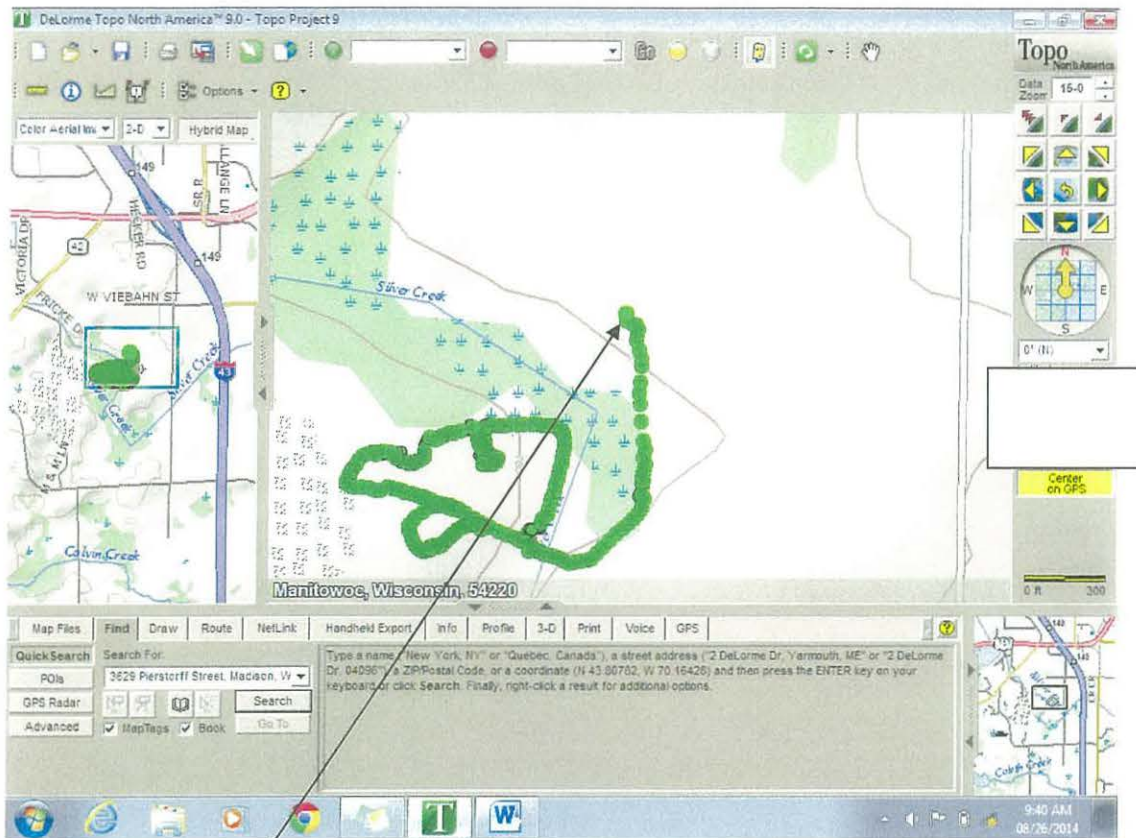
Above: Facing west, looking down over the embankment at the approximate location Aasen recalled as being a possible dump site



This general location was where Aasen remembered investigating accusations of the City of Manitowoc Fire Department disposing of various chemicals. He couldn't confirm the accusations. The GPS reading on the right side of the screen was from this location (N44° 3.619', W87° 43.129').



This is the gate that Aasen referred to in reference to accessing the location listed as #2 during his interview with Liz Heinen and Annette Weissbach on January 10, 2014. The GPS reading on the right side of the screen was from this location (N44° 3.654', W87° 42.952').



This is the location listed as “#2” that Aasen referred to in his January 10, 2014 interview with Heinen and Weissbach. The GPS reading on the right side of the screen IS NOT correct for this location, as Stroess did not hover the cursor over the green dot, therefore Stroess blocked out the GPS location to avoid potential confusion. The location was at the north end of a dirt road through the woods, ended at an interior field that appeared to be a former shooting range, and had an old car and a shed in it.

At 9:45 AM Henderson exited Stroess' squad, then Stroess and Aasen left the site. Stroess dropped Aasen off at Aasen's residence at 10:23 AM.

Case Number 13-C319-016-CRS	Case Title Newton Township – Well Water Contamination
Activity On-Site Interview of Jim Aasen	Date of Activity August 26, 2014

Narrative<sup>1</sup>

At approximately 8:22 AM on Tuesday, August 26, 2014, Special Investigative Warden Robert Stroess, in plain clothes, met with James “Jim” Aasen at Aasen’s residence, [REDACTED] Two Rivers, WI as part of a pre-arranged meeting to transport Aasen to the Hecker Road City of Manitowoc gravel pit/former dump site. This was an agreed upon investigative strategy decided by Stroess, other DNR staff, City of Manitowoc staff, and City of Manitowoc consultant David Henderson during a February 4, 2014 conference call. The purpose of Aasen’s on-site interview was to see if Aasen could recall specific locations at the site where he had investigated complaints of environmental violations when he was the conservation warden in Manitowoc County.

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D.O.B. [REDACTED]

[REDACTED]  
Two Rivers, WI 54241  
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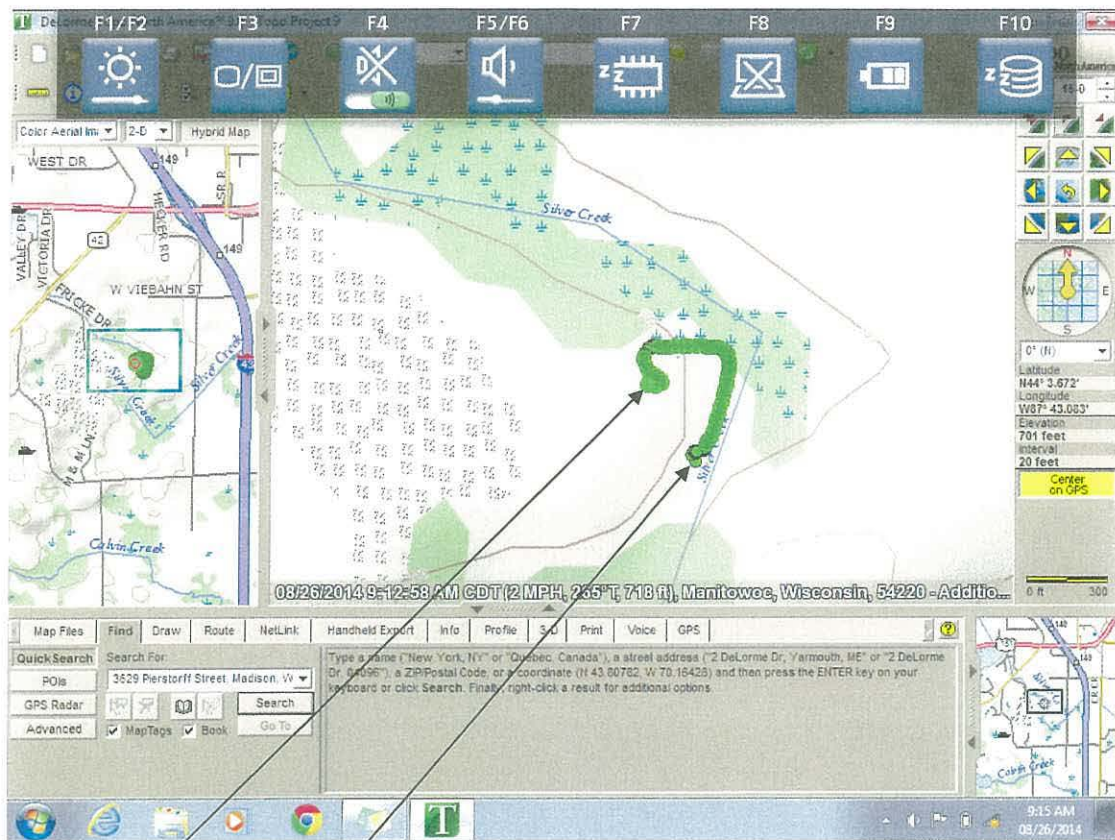
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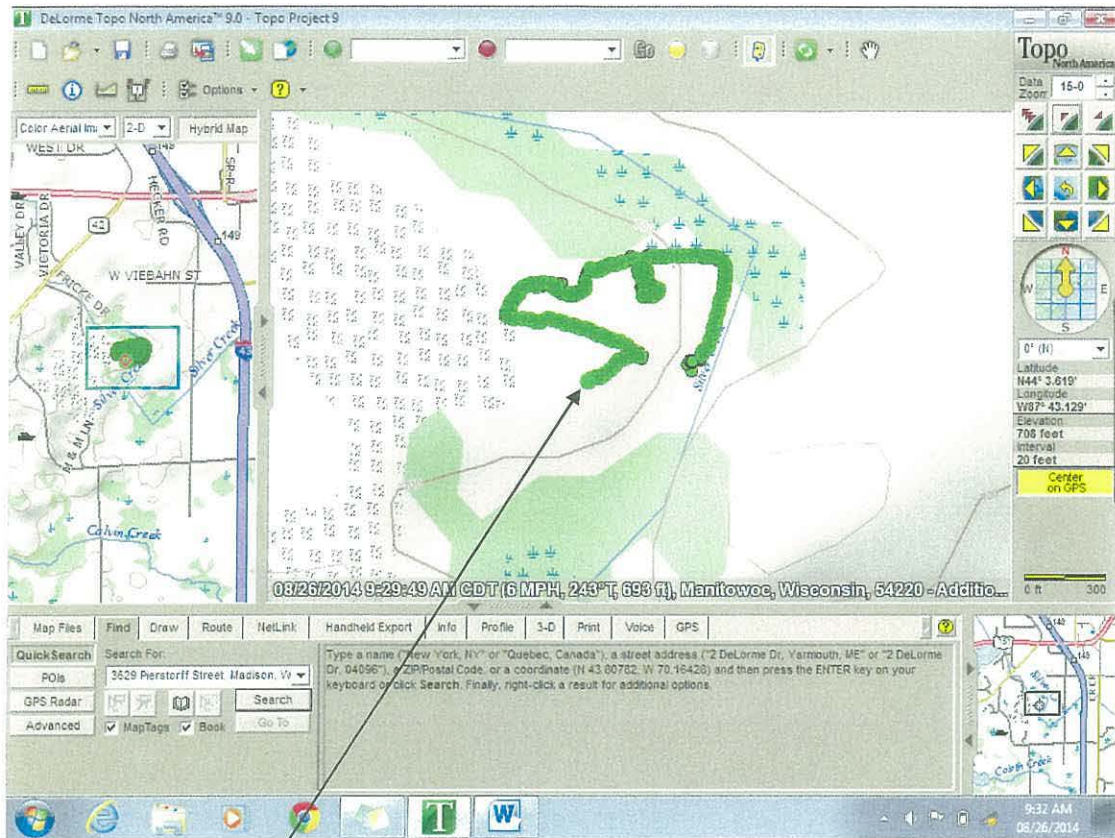
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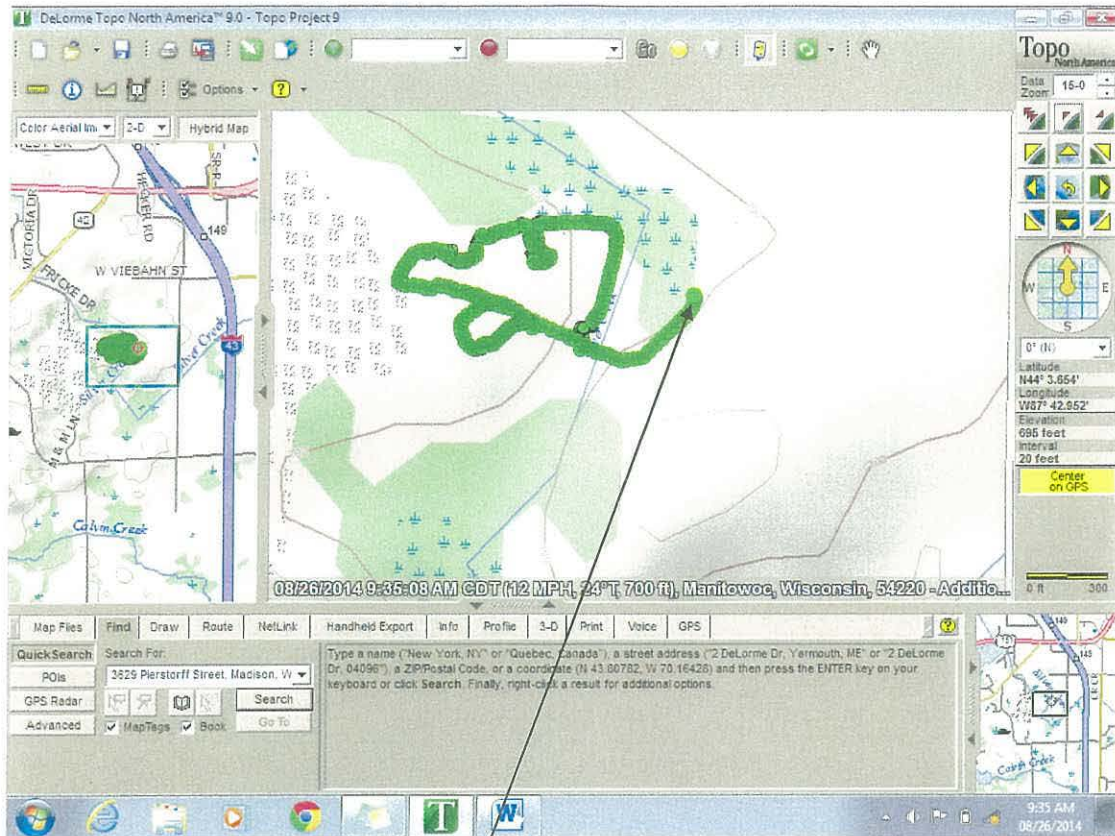
Photo #1



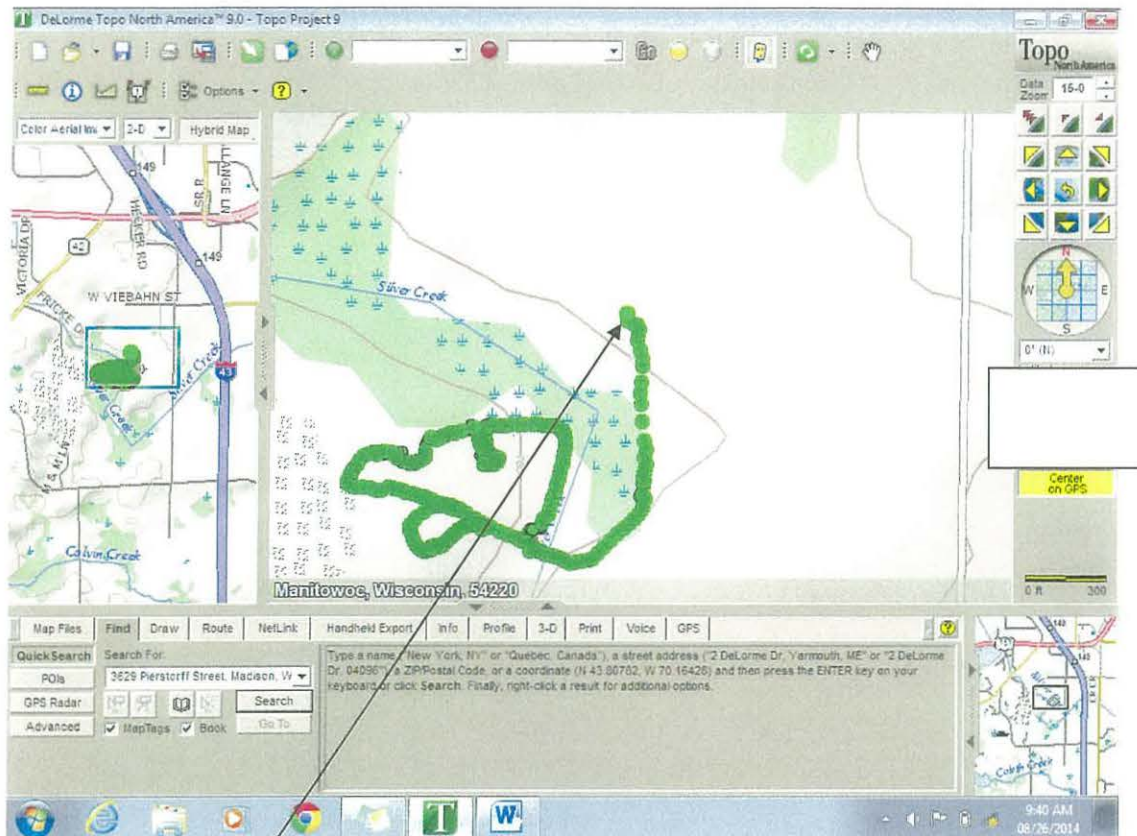
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At 9:45 AM Henderson exited Stroess' squad, then Stroess and Aasen left the site. Stroess dropped Aasen off at Aasen's residence at 10:23 AM.

Case Number 13-C319-016-DRS	Case Title Newton Township – Well Water Contamination
Activity On-Site Interview of Robert Hansen	Date of Activity August 26, 2014

Narrative<sup>1</sup>

At approximately 10:51 AM on Tuesday, August 26, 2014, Special Investigative Warden Robert Stroess, in plain clothes, met with Robert Hansen at Hansen's residence, [REDACTED], Manitowoc, WI as part of a pre-arranged meeting to transport Hansen to the Hecker Road City of Manitowoc gravel pit/former dump site. This was an agreed upon investigative strategy decided by Stroess, other DNR staff, City of Manitowoc staff, and City of Manitowoc consultant David Henderson during a February 4, 2014 conference call. The purpose of Hansen's on-site interview was to see if Hansen could recall specific locations at the site as he had described during a December 20, 2013 interview regarding his dumping of chemicals at the site during the 1960s.

Stroess recognized Hansen from his previous interview and therefore recorded his identification from his earlier interview statement as follows:

Robert D. Hansen  
Male  
D.O.B. [REDACTED]  
[REDACTED]  
Manitowoc, WI 54220  
[REDACTED]

Stroess and Hansen traveled in Stroess' squad and arrived at the Hecker Road site at 10:59 AM. They were met by a person verbally identified as David "Dave" Henderson from AECOM, the company hired by the City of Manitowoc as a consultant for the site. Stroess had earlier confirmed with Dan Koski of the City of Manitowoc that Henderson would be meeting Stroess on site to shadow the interview. Henderson got into Stroess' squad.

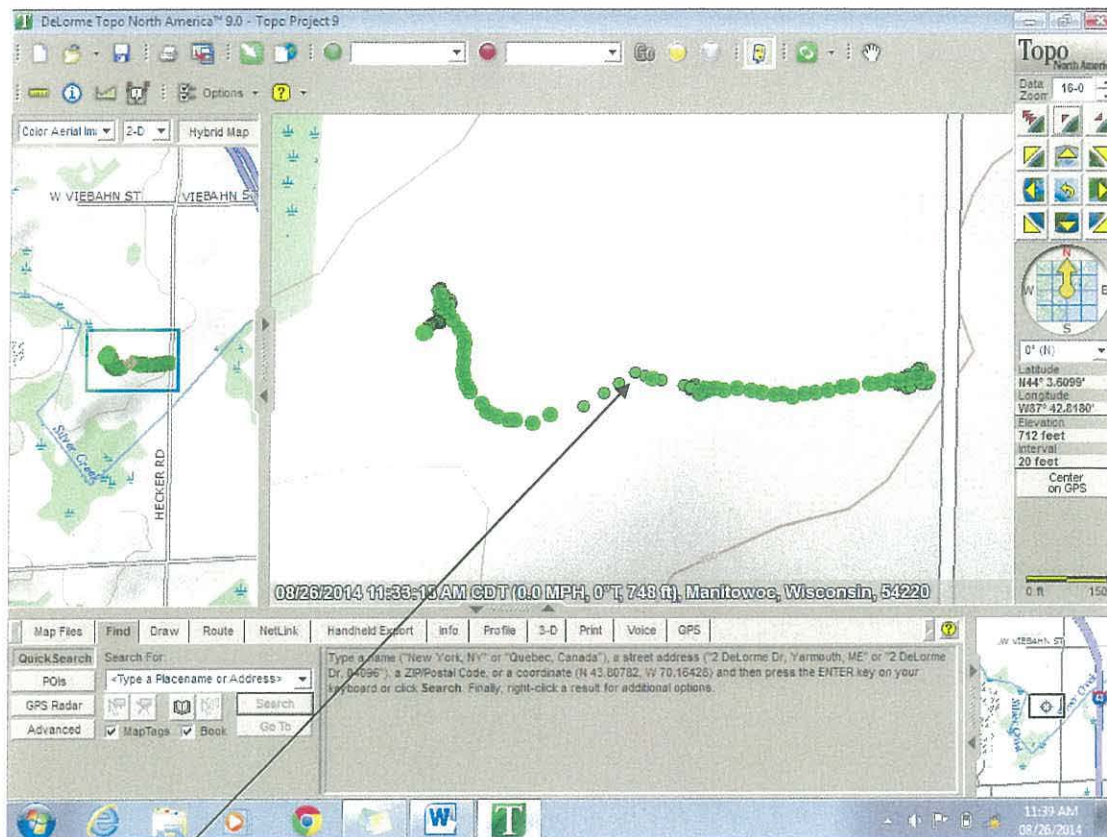
Stroess asked Hansen to recall where he had entered the property and what he remembered about specific locations on the property. Hansen directed Stroess to drive to various locations on the site. Stroess used the program Delorme Topo North America 9.0 to determine GPS locations as pointed out by Hansen.

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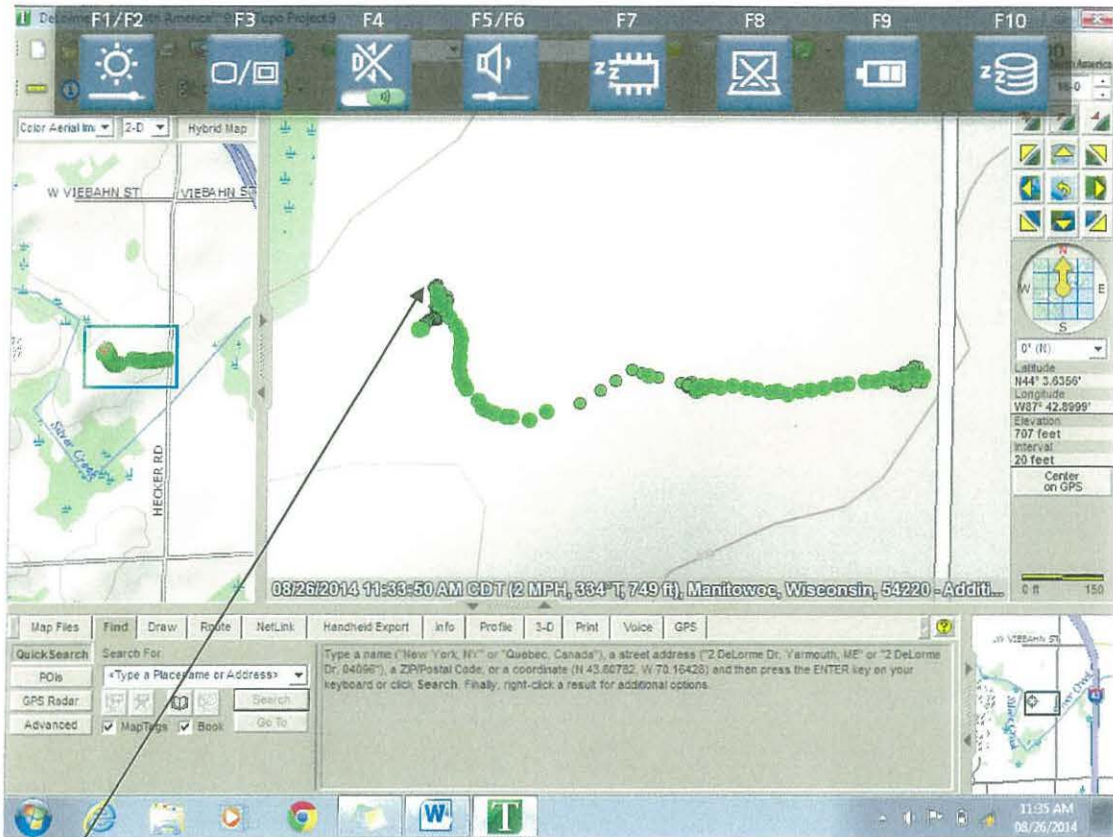
Hansen looked at the driveway entrance to 3320 Hecker Road (immediately north of Silver Creek at Hecker Road) and said he believed it to be the driveway or approximately the same location as the driveway he had used to access the City of Manitowoc dump site during the 1960s. He believed the residential buildings currently at that address were in the general location of where the police department stray animal pound had been in the 1960s. While driving back to the main entrance, Stroess asked about the barricaded former driveway area approximately 50 yards from the 3320 Hecker Road driveway. Hansen said the south driveway he had used to access the site in the 1960s was just as likely to be either the 3320 Hecker Road driveway or the barricaded driveway south of the main/only current entrance.



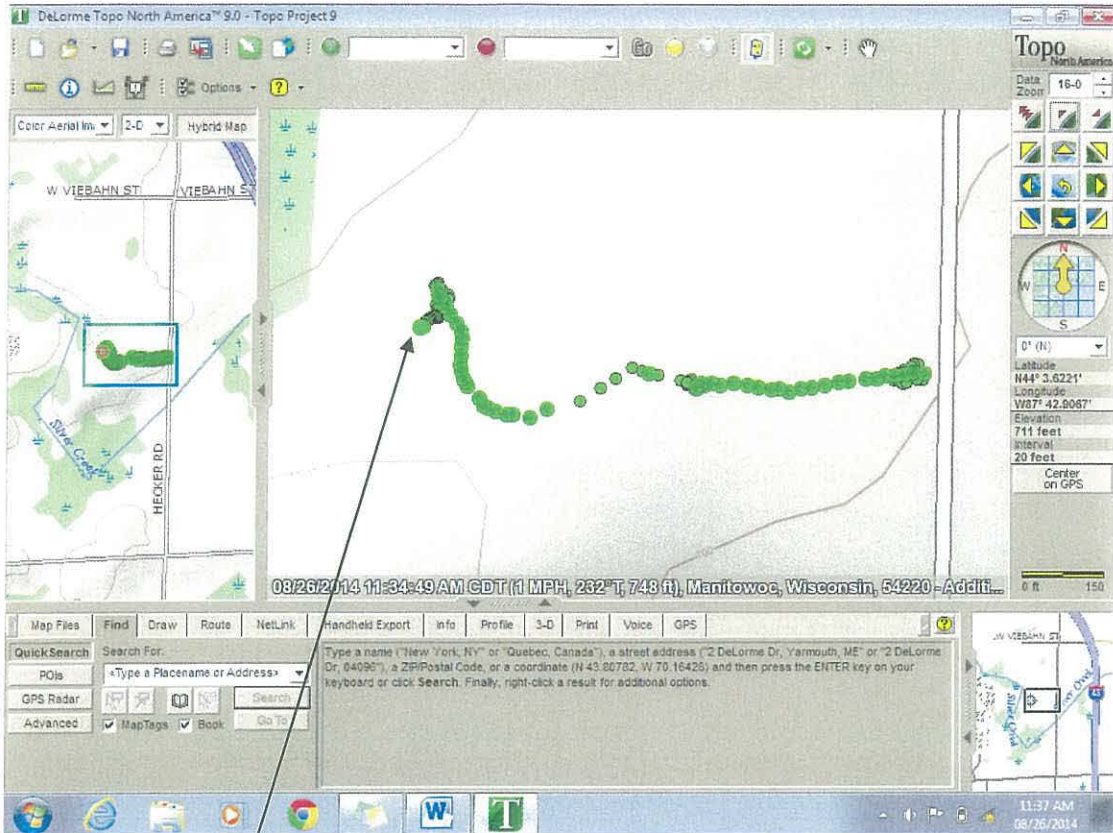
This location is where Hansen remembered the road traveling straight (west) (as in his diagram that he drew for Stroess during his December 20, 2013 interview), but the current road curved to the left (southwest) around a berm. Stroess noted there was an old blacktop-like road that was blocked by the berm which corresponded to where Hansen said he remembered the road being. The GPS reading on the right side of the screen was from this location (N44° 3.6099', W87° 42.8180'). Stroess photographed this location with his phone (see photo #1).



**Photo #1 - Left:** (facing west) Road blocked off by berm, and more recent road travels to the left (southwest) around



This is the location where Hansen remembered having to stop his truck and back up. The GPS coordinates on the right side of the screen are taken at this point (N44° 3.6356', W87° 42.8999').



This is the location where Hansen indicated the back of the truck would have been when he had backed it up and dumped the chemicals. The GPS coordinates on the right side of the screen are taken at this point (N44° 3.6221', W87° 42.9067'). Stroess photographed his squad in the position directed by Hansen as to where the back of the truck driven by Hansen in the 1960s would have been located (see photo #2).



**Photo #2 - Left:** (facing northwest) Stroess' truck parked in the approximate location Hansen parked the tanker truck in the 1960s when dumping chemicals

At 11:45 AM Henderson exited Stroess' squad, then Stroess and Hansen left the site. Stroess dropped Hansen off at Hansen's residence at 12:01 PM.



Case Number	Case Title
13-C319-016-ARS	Newton Township – Well Water Contamination
Activity	Date of Activity
Interview of Robert Hansen	December 20, 2013

Narrative<sup>1</sup>

At approximately 10:29 AM on Friday, December 20, 2013, Conservation Warden Robert Stroess, in plain clothes, accompanied by Tauren Beggs of the DNR Remediation and Redevelopment program, arrived at the residence of Robert Hansen, [REDACTED] Manitowoc, WI to interview Hansen about his knowledge of disposal of wastes at the Hecker Road pit owned by the City of Manitowoc. Beggs arranged for them to meet.

This investigation is in reference to **BRRTS Number 02-36-000268** which was provided to Stroess by Roxanne Chronert of the DNR Remediation and Redevelopment program.

Stroess and Beggs were invited inside the residence by Hansen who identified himself verbally, later by a written statement, and later by his Wisconsin driver's license [REDACTED] as follows:

Robert D. Hansen  
Male  
D.O.B. [REDACTED]  
[REDACTED]  
Manitowoc, WI 54220  
[REDACTED]

They sat at the kitchen table in Hansen's residence. Hansen provided the following information:

- He worked for Mirro in Manitowoc for about two years from approximately 1962 to 1964, during which he was a semi driver.
- During his two years at Mirro, every two weeks, on average, he or one of the other five semi drivers were dispatched by the Mirro dispatcher to pick up the tanker from the north side of the Mirro property. The tanker was connected to a hose which was connected to the anodization plant. The hose allowed waste acid and aluminum remnants from the anodization process to enter the tanker.
- He would get a tractor unit from Mirro building #5 which was a warehouse, hook up the tanker, and travel to the City of Manitowoc gravel pit property west of Hecker Road, north of Silver

1

Warden Reporting	Date of Report	Exhibit Reference
Robert Stroess	December 20, 2013	

*This document was produced as a result of an official Law Enforcement investigation. Contents, in whole or part, are privileged by s. 905.09, Wis. Stats., and may not be used without express permission of the Wisconsin Warden service or appropriate prosecutor.*

Creek Road, and discharge the contents of the trailer into a bowl-shaped, round, dumping pit east of Silver Creek at the end of a dead-end driveway that led up a hill. The dead-end overlooked Silver Creek, the dumping pit, and the gravel pit area to the south.

- He estimated he made 20 to 25 trips to the Hecker Road site and each time discharged the contents of the tanker.
- He was originally instructed by another Mirro driver – Everett Greetan – on where to discharge the contents of the tanker.
- He described the contents of the tanker as being varied in color, including red and green, had an overall shiny appearance, had a liquid plopping sound similar to the sound made when dumping liquid manure, was irritating to his eyes by making his eyes water when in the presence of it, and it had a chemical odor to it.
- The tanker was approximately 30 feet long but he did not know the capacity of the tanker.
- He drew two diagrams – one of the Mirro property on Mirro Drive and one of the Hecker Road site – which Stroess retained as evidence. Hansen initialed and dated the diagrams, then Stroess and Beggs initialed them as witnesses.
- Hansen reviewed 1961 and 1967 aerial photographs of the Hecker Road site as provided by Beggs. Hansen was certain of the location he dumped the contents of the trailer – as he drew in his diagram – but the location of the driveway appeared to be different in the diagram in comparison to the aerial photographs. It appeared as though there may have been a driveway that was not a gravel driveway that ran north and west off the gravel driveway that currently exists and that was considered the north gate driveway in the 1961 and 1967 photographs. Stroess theorized a non-gravel driveway may not have shown up distinctly on the aerial photographs.
- Hansen offered to visit the Hecker Road site, point out the location where the dead end driveway was, and point out where he discharged the contents of the trailer into the dumping pit.

Hansen provided the following written statement which Stroess wrote down:

I was a military police officer in the U.S. Army, during which I drove heavy equipment. I worked for Aluminum Specialty Company in Manitowoc for about one year. Immediately after that job I worked for two years at Mirro from about 1962 to 1964. I then drove over the road truck throughout Wisconsin for Motor Transport in Sheboygan for 16 years. I was hired at Mirro because of my driving experience in the military. I drove semi for Mirro until the big Mirro strike which I think lasted a month or 1 ½ months. Mirro had six tractors and about two dozen trailers. I normally hauled finished goods from plant to plant or city to city. On average, every two weeks the Mirro dispatcher would send one of us semi drivers – there were six of us drivers – to the north side of the anodization building which was on the north end of the Mirro property to take the acid in the acid tanker to the City of Manitowoc property on the west side of Hecker Road, north of Silver Creek Road. The only other semi driver I remember by name is Everett Greetan. The tanker was connected to the anodization building by a hose that dumped the acid and aluminum remnants from the aluminum anodization process into the tanker. As a driver I would get a tractor out of building #5 which was a warehouse, drive to the tanker, hook it up, ensure that the nut was tightened where the hose connects to the tanker to ensure there was no dripping down the roadway, and drive to the Hecker Road property. I was shown by Everett Greetan where to dump it. I think Everett had done it a long time, didn't want to do it so much, and he told his Mirro supervisor that others should share the load.

Yesterday, I drove to the Hecker Road property in anticipation of the DNR staff coming to speak to me to refamiliarize myself with the site. The current gate – which looked orange or red – is where the north gate from the 1960s had been. In the 1960s there was a sign saying to keep out and that the City of Manitowoc owned it.

The workers in the anodization plant at Mirro wore rubber aprons, rubber boots, eye protection, and respirators. I would have them come out to remove the hose if it wasn't already removed.

When I'd arrive at the dump site I'd enter through the south gate and be let in by the man who I think attended to the animal dispatch building that the police department had there. After a few times going through the south gate, we started to go through the north gate at that attendant's request. I would drive west into the property, turn right and go up a hill. There was a dumping pit at the dead end – which was overlooking but east of Silver Creek. I'd back up the trailer, open the man hole, then use my foot to open the valve. The acid and aluminum remnants would discharge into the circular, bowl-shaped dumping pit. It would take about ½ hour to drain. The waste being discharged was various colors, including red and green, was overall shiny, had a liquid plopping sound similar to dumping liquid manure. The waste was an eye irritant as it made my eyes water and it had a chemical smell to it. I would go into the tractor to avoid most of the odor but it eventually would smell in there. Sometimes I would have to wait an hour due to the dumping pit filling up to capacity and waiting for it to soak in. I could sometimes see overflow from the dumping pit into Silver Creek which was next to the pit. The tanker capacity I'm not sure about but it was approximately 30 ft. long and I know today's tankers are usually 40 ft. or 42 ft. long.

During my approximate two years at Mirro I dumped the acid and aluminum remnant waste at the Hecker Road site approximately 20 to 25 times.

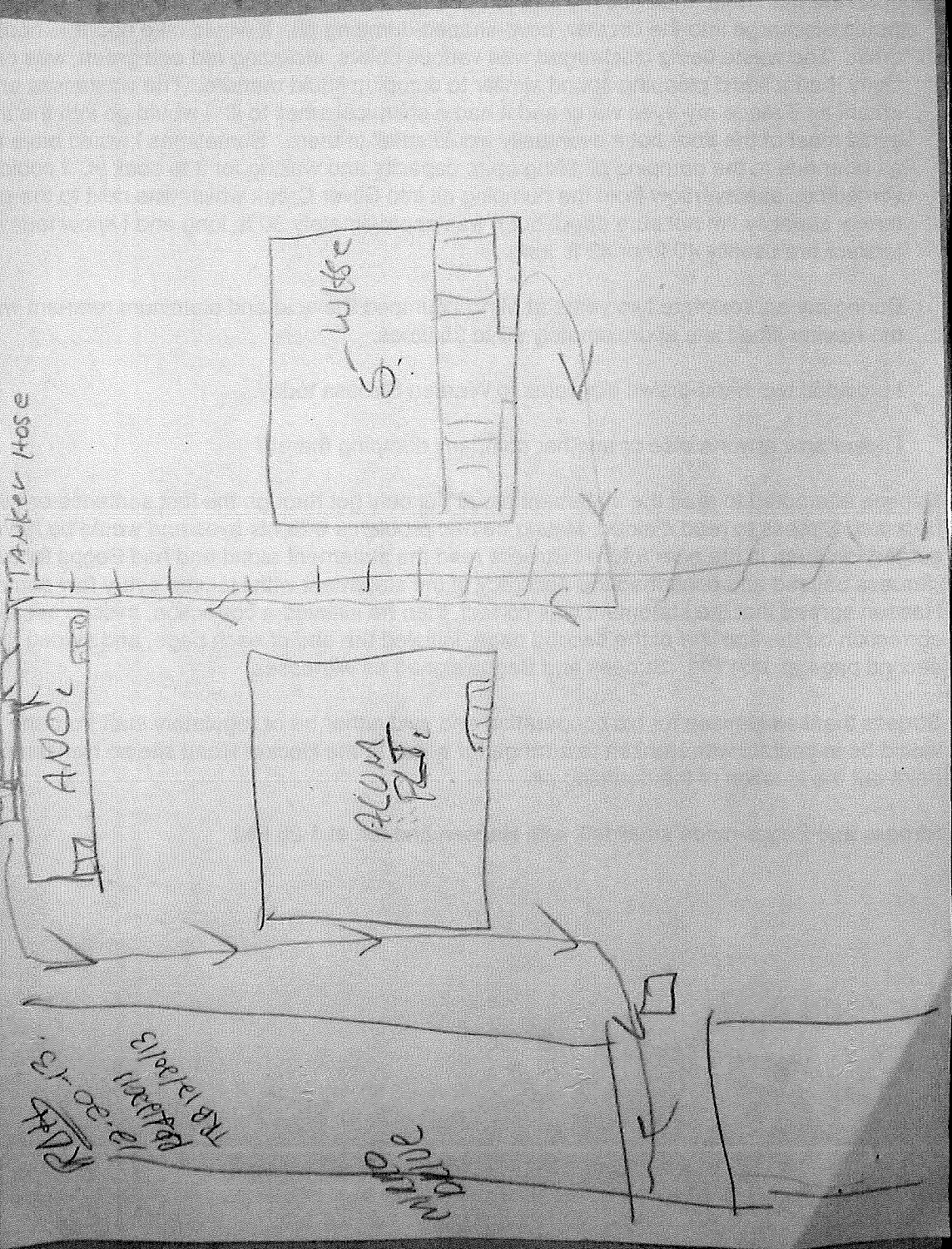
I provided two hand-drawn diagrams to Warden Stroess today.

I never saw anyone else or another company dumping there.

Hansen attempted to read the statement aloud but only got through the first sentence or two before he asked Stroess to read it aloud, stating he had problems with his eyes and would be having surgery on them in the near future. Stroess read the statement aloud and had Beggs follow along. Stroess paused and confirmed the accuracy of the statement with Hansen every few sentences. Hansen agreed that the statement was correct, then he initialed a correction, missed initialing a correction on the first line of the second page, initialed the end of each page, and signed the second page at 1:04 PM. Stroess and Beggs signed as witnesses.

Stroess thanked Hansen for his cooperation and said either he or regulatory staff from the DNR would be in contact with Hansen to arrange for a visit to the Hecker Road site so Hansen could point out the location of the dumping pit.

Stroess and Beggs made small talk with Hansen and left at 1:26 PM.



TANKER HOSE

ANOL

ALUM PUFF

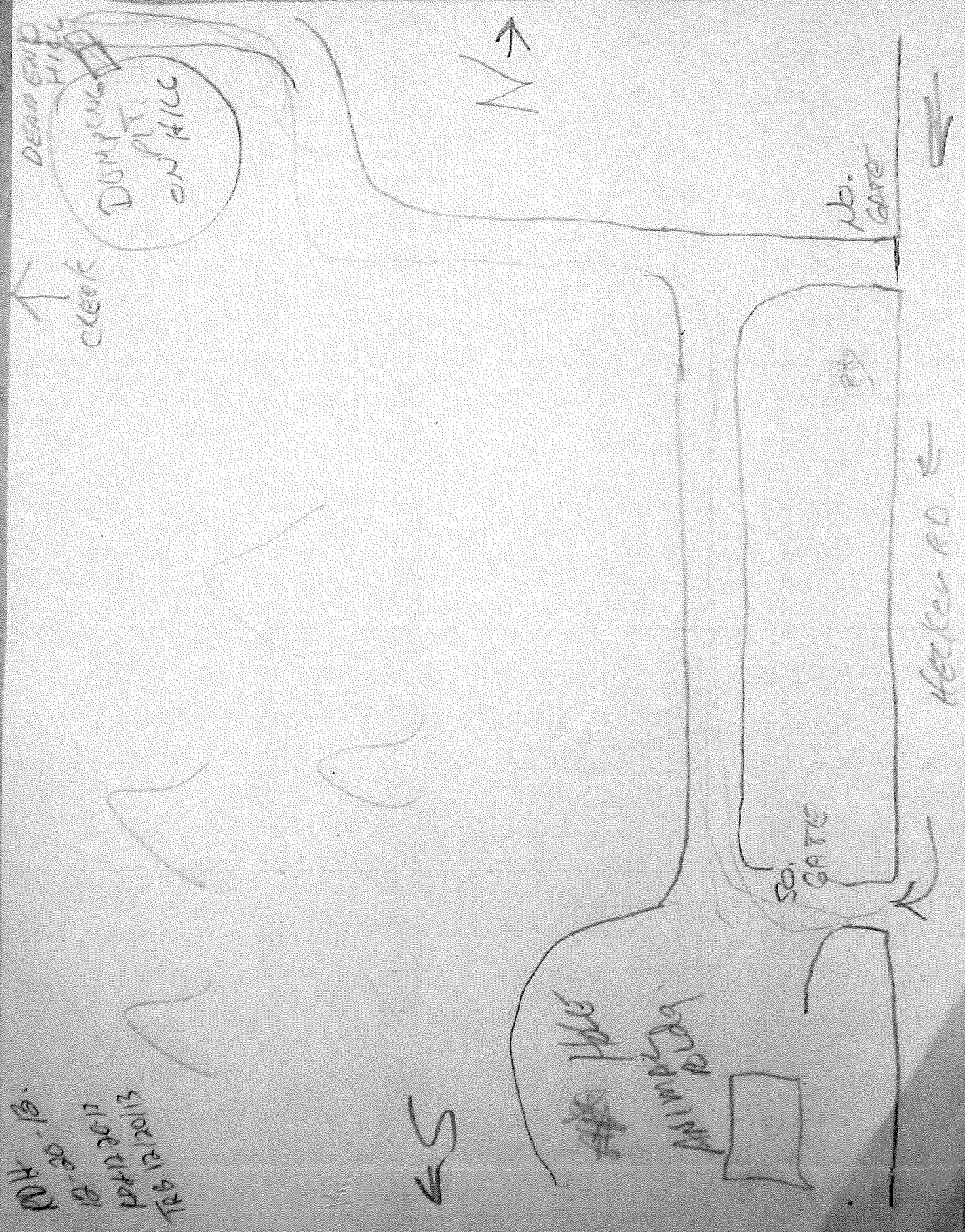
Wtsc

12-30-13  
 11:00 AM  
 11:00 AM

MIND PIPING

RD 10  
RD 20  
RD 30  
RD 40  
RD 50  
RD 60  
RD 70  
RD 80  
RD 90  
RD 100

SS



N

Hecker RD

GATE

No. GATE

PS

DUMPING  
HILL

DATE: January 10, 2014

FILE REF: 02-36-000268

TO: File

FROM: Annette Weissbach, RR, Liz Heinen DWG



SUBJECT: interview of Jim Aasen, retired conservation warden, Manitowoc County, 1974- 1994

Aasen contacted Weissbach and Heinen after hearing the news about the potable well contamination near the Newton Gravel Pit. We met at the Mishicot DNR office from 9:20- 11:00 am Friday January 10, 2014 to talk about his recollections of several visits he made to the pit.

Aasen's primary contact in relation to the Newton Gravel Pit in the early 1970s was the fire chief for the city of Manitowoc, Reinhardt Herzog (Reinnie). Aasen said Herzog disposed of solvents for the city. The city would accumulate excess solvents in drums, barrels, etc. and then bring them to the pit for disposal and burning. The gate into the pit was just before the creek and in the low area in the woods. There was no gate at Hecker and Gravel pit road. Aasen would watch trucks back up to the edge of an elevated, wooded area and dump their contents in the location marked #1. The map below is a copy of the 1974 aerial photo, (same as used at the open house on Dec 7). Aasen said he responded to complaints of dumping at the pit and he filled out spill reporting forms and forwarded them to the Green Bay Area DNR office. He doesn't recall exactly how many or on what dates he was at the pit.



Aasen stated there may also have been an area on the east side of Silver Creek marked as #2 in the photo above. In the 1970s he recalls there might have been signs and a construction gate and a road leading north from the main east-west gravel pit road.

Herzog would also take excess solvents and add them to demolitions burns in the city. It was common practice to burn demolition debris and the city would add accelerants (solvents) from their stockpile to help the burn. The fire department also did many training burns on houses to be demolished and used these as opportunities to get rid of excess chemicals.

Chuck Herzog, was Reinnie's son, took over as fire chief when Reinnie retired and continued the practices described above. A new mayor was elected and he discontinued the demolition burns.

Aasen also mentioned responding to a complaint at a business on HW 42 near Fricke drive, north of silver creek. This business supposedly flushed waters and cleaning agents from tankers into Silver Creek. Aasen recalls looking for soap suds and dead fish, he traced the suds downstream toward Fricke Pit.

GRAVEL PIT DISPOSAL SITE

Monthly Waste Volumes of Generators  
from March 4, 1968 Department of Public Works Report

<u>Generator</u>	<u>Computation</u>	<u>Monthly Volume</u>	<u>% Share</u>
Invincible Metal Furniture Co.	55 gls./wk. x 4.3 wks./mo. + 550 gallons every third week =	786.5 gal/mo.	3.948%
White Consolidated Industries (Manitowoc Products Co.)	5 cu. yds./wk. x 202 gls/cu. yd. x 4.3 wks/mo. =	4,343 gls./mo.	21.802%
Heresite & Chemical Co.	27.5 gls./wk. x 4.3 wks./mo. =	118.25 gls./mo.	.594%
Imperial Eastman Corporation	300 gls./wk. x 4.3 wks./mo. =	1,290 gls./mo	6.476%
A & P (Whitehouse Milk Division)	20 gls./wk. x 4.3 wks./mo. =	86 gls./mo.	.432%
Newell Companies (Aluminum Specialty)	220 gls./wk. x 4.3 wks./mo. =	946 gls./mo.	4.749%
Newell Companies (Mirro)	6,000 gls./mo. + 500 gls./mo. + 500 gls./yr. ÷ 12 = 42 gls./mo. + 2,700 gls./6 wks. ÷ 6 x 4.3 = 1,935 + 1,000 gls. ÷ 10 = 100 gls./mo. +	8,577 gls./mo.	43.058%
Manitowoc Company (Manitowoc Engineering Co.)	800 gls./wk. x 4.3 =	3,440 gls./mo.	17.269%
Manitowoc Company (Manitowoc Ship-building Inc.)	4,000 gls./yr. ÷ 12 = 333 gls./mo.	333 gls./mo.	1.672%
		<u>19,919.75 gls/mo.</u>	<u>100.00%</u>



**newell**

January 14, 1993

Mr. Patrick L. Willis  
City Attorney, City Hall  
817 Franklin Street, P.O. Box 1597  
Manitowoc, WI 54221-1597

RE: CITY GRAVEL PIT - TOWN OF NEWTON

Dear Mr. Willis:

This is in response to your most recent communication of January 8, 1993 addressed to Mr. Harry Welhouse, Mirro Aluminum Company in Manitowoc, Wisconsin.

Newell Company is the parent corporation of Mirro. We are completing some internal inquiries regarding our past operations relative to the disposal site. You will be contacted in the near future by:

Mr. Richard H. Wolff  
Associate General Counsel  
NEWELL CO.  
4000 Auburn Street, Door 23  
Rockford, IL 61101

Please keep us informed of any further developments.

Very truly yours,

  
Peter J. Schultz, Ph.D.  
Director, Environmental Affairs

cc: Richard H. Wolff  
cc: Harry Welhouse - MIRRO

writer's direct dial: 815/961-2151 FAX: 815/961-2106

NEWELL CO. • 4000 AUBURN ST., ROCKFORD, IL 61101

**NewellINGP000032**

Materials hauled to City Gravel Pit  
 3-5-68 for burning purposes

(10) 3/5 to 3/9/68

NAME	LICENSE NO.	MATERIAL	COMPANY
Earl Mueller	T-403	Cardboard & wood	Miro Alum. 12 noon
Garehard Sickinger	E-2163	Wood & scrap iron	Alum. Special 1 PM
Eddie Stenzel	X-15-383	Wood-ties & cardboard	Private car 1:30 PM
Rich. Hautier		shingles & limbs	Private car 1:45 PM
Joe Jagodinsky	C-32-065	Wood	Terp Mobil Hor 2:30 PM
Earl Mueller	T-403	Cardboard & Wood	Miro Alum. 3 PM
Rich. Boeckman	T-90-615	Wood	Private car 3: PM
Leroy Dorey	N-2489	Cardboard & wood	Pozowski Haulin 4 PM
Erhardt Commings	1051-T Dealer	Cardboard Paper	Endman Motor 4:30 PM
Earl Mueller	T-403	Baled Paper	Miro Alum. 5:30 PM
Joe Jagodinsky	C-32-065	Davenport	Terp Mobil Hor 6 PM
Erwin Wilke	B-16-836	Beaver Board	Holiday House 6 PM
Edwin Hoeffner	B-50-916	Brush	Spindles Hor 6:15 PM
Robert Schultz	C-24-765	Cardboard	Mant. Equipm 6:15 PM
Earl Mueller	T-403	Wood & cardboard	Miro-Alu 6:30 PM
Stan Rogala	M-57-18	Cardboard	J. W. Allger 6:30 PM

3-6-68

UP

NAME	LICENSE NO.	MATERIAL	COMPANY
JIM OCONNELL	E-7241	PAPER-PAINT-CARDBOARD	INVINCIBLE-METAL-PRO TIME-8-A-M.
ELMER SCHULTZ	D-9980	CARDBOARD+GARBAGE	A. & P. - 8:15
WAYNE-VANDE HEY	E-4318	CARDBOARD-PAPER	JOHNSON HILLS-8:15
EARL MUELLER	T-403	STEEL-STRAPING-WOOD	MIRRO-ALUM. - 8:50
FRED-SCHULER	D-7226	CARDBOARD	<sup>1026 ST.</sup> RAHRS-ING. 9:45
EARL-MUELLER	T-403	BALED-PAPER	MIRRO-ALUM. 9:50
EARL-MUELLER	T-403	CARDBOARD-WOOD	MIRRO-ALUM-10:13
HOWARD ZIMMERMAN	S-256	WOOD	PRIVATE-CAR-ST. WAGO HOTEL-HOWARD 10:50
BERLIN-WAAK	Y R-141	<sup>2500 GALS.</sup> OIL-SHIPYARD	GEORGE-CLARK-TRACTOR 11:15
HENRY-HARDINA	B16-836	CARDBOARD-WOOD	HOLIDAY-HOUSE 11:15
EARL-MUELLER	T-403	CARDBOARD-WOOD	MIRRO-ALUM. 11:25
HOWARD ZIMMERMAN	S-256	MATTRESSES	HOTEL-HOWARD. 11:35
EARL-KASBAUM	F-1199	WOOD	MANITOWOC-PRODUCTS 11:40
PAUL ROSSTUECK	N-5	PAPER-POWDER-BARRELS	TAX TRUCK RENTAL. WHITE-HOUSE 11:50
HARRY NICKEL	M2526	TAR PAPER	CRAFTS, ROOFING 12:30
BERLIN-WAAK	Y R-141	<sup>2500 GALS.</sup> OIL-SHIPYARDS	GEO. CLARK-TRACTOR 12:45
EARL-MUELLER	T-403	CRATING NewellNGP000034	MIRRO-ALUM, 1:00

3-8-68

NAME	LICENSE NO.	MATERIAL	COMPANY
J.E. RUGOWSKI	48627	WOOD	50. 10 <sup>TH</sup> ST. GREEN-HOU 1:05
RICH. GAUTHIER		ROOFING	PRIVATE-CAR 1:10
FRED-SCHULER	D8226	CARDBOARD	RAHRS INC. 1:15
BOB-KLIMENT	31-513	CARDBOARD	PUBLIC-UTILITIE 1:20
JIN-O'CONNELL	L-825	CARDBOARD	INVINCIBLE-METAL 1:30 PRODUCTS
DEAN-HARDOW	C-70-175	CARDBOARD	HARDOW-PLUMBING 1:45
EARL-MUELLER	T-403	WOOD-CARDBOARD	MIRRO-ALUM. 2:00
ALEX. KABACECKI		WOOD-PAPER	PRIVATE-CAR 2:10
JOE-REEDY	X-77/P6725 S	LIQUID	SEMI TANKER MIRRO-ALUM. 2:15
BOB-KLIMENT	31-513	CARDBOARD	PUBLIC-UTILITIES 2:20
STAN-ROGELA	M-57-18	CARDBOARD-WOOD	J.W. ALLGER 2:30
ERWIN-WILKE	B-16-836	BEAVER-BOARD	HOLIDAY-HOUSE 2:35
GERARD-SICKINGER	E-2163	LIQUID	ALUM. SPECIALTY 2:45
EARL-MUELLER	T-403	BAILED-PAPER	MIRRO-ALUM. 2:50
DON-GALLAGHER	B-14-805	CARDBOARD	WESTPHALLS 2:55
WALTER-RUETER	H-1674	CARDBOARD	TRUCK #20 MID CITY MALL 3:00
STAN-ROGELA	M-57-18	CARDBOARD	J.W. ALLGER 3:05

3-6-68

V.A.M.E	BICENCE NO.	MATERIAL	COMPANY
STAN-ROBELLA	M-5718	CARDBOARD	J.W. ALLGER 3:30
MERLIN-WAAK	Y R 141	<sup>2500</sup> OIL-SHIPYARDS	GEO. CLARK-TRACTO 3:45
EARL-MUELLER	T-403	WOOD	MIRRO-ALUM 4:00
FLENN-THUERWACHTER	B-54-593	CARDBOARD	MANITOWOC NEWS 4:05
MERLIN-WAAK	Y R 141	<sup>2500</sup> OIL-SHIPYARDS	GEO. CLARK-TRACTO 4:30
STAN-ROBELLA	M-5718	CARDBOARD	J.W. ALLGER 4:40
RICHARD HAGENOW	C4335	TIRES-CARDBOARD	COPPS, MONTGOMERY WARD 5:40
MERLIN-WAAK	Y R 141	<sup>2500</sup> OIL-SHIPYARDS	GEO. CLARK-TRACTO 6:15

3-7-68

(43)

NAME	LICENSE NO.	MATERIAL	COMPANY
T.W. ALLGER	M5718	CARDBOARD	MANITOWOC-PRODUCTS. 7:30
T.W. ALLGER	M5718	CARDBOARD	ALUM. SPECIALTY. 8:20
HAROLD-GUSE	B38-318	CARDBOARD	BREY'S-FOOD-STORE 8:30
EARL-MUELLER	T-403	STRAPPING-CARDBOARD	MIRRO-ALUM. 8:40
WAYNE-VANDEHEY	E4318	CARDBOARD	JOHNSON-HILLS. 8:50
T.W. ALLGER	M5718	CARDBOARD-WOOD	MTW. SHIPYARDS. 9:00
EARL-MUELLER	T-403	CARDBOARD	MIRRO-ALUM. 9:05
HAROLD-GUSTAFSON	N-5	CARDBOARD	JAX-TRUCK RENTAL WHITE-HOUSE-MILK 9:10
HENRY-SIERACKE	G1211	WATER-OIL	MTW. ENGINEERING 9:15
ARNOLD-LEMKE	K3018	WOOD	NORTHERN-PRODUCE 9:30
EARL-MUELLER	T-403	WOOD-CARDBOARD	MIRRO-ALUM. 9:45
EARL-KASBAUM	F-1199	CARDBOARD	MANITOWOC-PRODUCT 10:00
ERWIN-SCHUETTE	E-1950	CARDBOARD	DAN-HASSE. 10:30
EARL-MUELLER	T-403	PAPER-LIQUID	MIRRO-ALUM. 10:45
VILAS-WHITE	B15-141	CARDBOARD-PAPER	NAPP-OFFICE-SCHOOL 11:15 SUPPLY.
EARL-MUELLER	T-403	CARDBOARD	MIRRO-ALUM. 11:25
JIM O'CONNELL	E2241	CARDBOARD-PAINT	INVINCIBLE, 11:30

3-7-68

NAME	License NO.	MATERIAL	COMPANY
HAROLD-STAUPINGER	E3103	TIRES	FRANK'S-AUTO 11:35
W. ALLGER	M5718	CARDBOARD	MANITOWOC-EQUIP. 11:40
FWPHREY-CHECK	C20-528	WOOD-CARDBOARD	CHECK-CONST. CO. 11:45
AVE-COEN	J2412	CARDBOARD-WASHER	MULLENS, 11:50
ESTER-WETENKAMP	F3036	OIL	EASTMANN, 11:55
JOHN-MILLS	Y K, 463	CARDBOARD-WOOD	SCHNEIDERS+TRACTOR, WEIERHAUSER, 12:30
D-SAYVE	S94-164	WOOD-CARDBOARD	PRIVATE-CAR, 12:45
EARL-MUELLER	T-403	CRATING-CARDBOARD	MIRRO-ALUM, 1:40
RICH-GAUTHIER		ROOFING-LIMBS	PRIVATE-CAR, 2:00
D-SAYVE	S94-164	CARDBOARD-WOOD	PRIVATE CAR, 2:20
J.W. ALLGER	M5718	WOOD-CARDBOARD	MTW. ENGINEERING, 2:30
EARL-MUELLER	T-403	BALLED-PAPER	MIRRO-ALUM, 2:35
FRANK-HOLLER	G79-562	CARDBOARD	NATIONAL-LIQUOR, 2:45
ELMER-SCHULTZ	D9980	CARDBOARD	ELMER-SCHULTZ 3:30
DON-MAERTZ	M2526	ROOFING	CRAFT-ROOFING 3:45
STAN-ROBEA	M5718	CARDBOARD	J.W. ALLGER, 4:00
EARL-MUELLER	T-403	WOOD-CARDBOARD	MIRRO-ALUM, 4:05

3-7-68

NAME	LICENSE NO.	MATERIAL	COMPANY
DON-GALLAGHER	B14-805	CARDBOARD	WEST HALL 4:10
D-SAUVE	S94-164	WOOD-CARDBOARD	PRIVATE-CAR 4:15
D-KALISTA	G13-764	CAR-SEATS-ETC.	PRIVATE-CAR 4:30
STAN-ROBELA	M5718	CARDBOARD-WOOD	J.W. ALLGER 4:45
MILTON-GROELLE	C6974	PAPER-CARDBOARD	GROELLE-BUILDER 5:10
STAN-ROBELA	M5718	CARDBOARD	J.W. ALLGER 5:15
BARBARA-RISKE	23-6030	TREES-LIMBS	NAVADA-PRIVATE-CA 5:45
BOB-BRANDL	40862	WOOD-CARDBOARD	PRIVATE-TRUCK 6:25
RICH. HAGENOW	C4335	TIRES-CARDBOARD	COPPS, MONTEOMERY-WARD 6:35



3-8-68

64

NAME	LICENSE NO.	MATERIAL	COMPANY
W. ALLGER	M5718	CARDBOARD-WOOD	ALUMINUM-SPECIALTY 7:15
EMER-HABLEWITZ	K2137	WOOD	CONVENT HAN ANN-CONST. CO 7:30
W. ALLGER	M5718	CARDBOARD-WOOD	MTWC PRODUCTS 8:00
TIN-CONNELL	E7241	PAINT-CARDBOARD	INVINCIBLE-METAL PRO 8:10
AROLD-GUSE	B38-318	CARDBOARD-WOOD	BREYS-FOOD-STORE 8:35
J.W. ALLGER	M5718	PAPER	HENRYS-HAMBERGER 8:40
AYNE-VANDE-HEY	E4318	CARDBOARD	JOHNSON-HILLS 8:45
SHERMAN-LONG	086-269	WOOD	PRIVATE-CAR 8:50
FRANCIS-BRUNNER	F1526	CARDBOARD-PAPER	SCHMITTMAN-CARPER 9:00
BARHARD-SICKLINGER	E2163	WOOD-CARDBOARD	ALUM. SPECIALTY 9:05
VILAS-WHITE	B15-141	CARDBOARD-	NAPP.OFFICE-SCHOOL 9:10
EARL-MUELLER	T-403	STRAPPING <del>SEPAR</del> CARDBOARD	MIRRO-ALUM. 9:15
DAVE-KORTE	PICKUP-TRUCK 66851	CARDBOARD-WOOD	LUTHERIN-HIGHSCHOOL 9:20
EARL-MUELLER	T403	CARDBOARD-	MIRRO-ALUM. 9:45
J.W. ALLGER	M5718	WOOD-CARDBOARD	ALUM. SPECIALTY 10:00
RICH-SWETLIK	NH198	CARDBOARD-TIN	PRIVATE CAR, CONTRACTOR 10:05
DON-ELY	B32-602	CARDBOARD	BILL-RASSMUSSE 10:10

3-8-68

NAME	LICENSE NO	MATERIAL	COMPANY
RALPH-BERTLER	D 7805	CARDBOARD-WOOD	GUASHUS-BROS. MID-CITY-MALL. 10:15
BRYN-ROSINSKY	E3849	LIMBS	LUCKOW-LAND 10:20
EARL-MUELLER	T-403	WOOD	MIRRO-ALUM. 10:25
ED-KADOW	G3219	CARDBOARD	KADOW-BROS. 10:30
HUCK-LEIKER	C23-883	WOOD	PRIVATE-TRUCK. 10:40
TIM-HOOPEER	E2129	CARDBOARD	HOOPEER-MUSIC. 10:45
J.W. ALLGER	M5718	WOOD-CARDBOARD	MTW. SHIP BUILDING. 10:50
VALTER-RUETHER	H1674	CARDBOARD	MID-CITY-MALL. 10:55
JON-ELY	B32-602	WOOD-CARDBOARD	BILL-BASSMUSSEN. 11:00
BERNARD-SANZ	M1474	WOOD-PAPER	KERSCHER-METAL-EO 11:05
TOM-SCHLEUR	U.S. GOVERNMENT P139430	PAPER-CARDBOARD	U.S. MAIL, 11:10
ELIX-BUSHMAN	E32-678	WOOD-PAPER	PRIVATE-CAR. 11:15
RICH-SWETLIK	B4198	CARDBOARD	PRIVATE-CAR 11:15
EARL-MUELLER	T-403	WOOD	MIRRO-ALUM 11:20
IRCHIE-BUDZIEN	Y48-302	LIMBS	PRIVATE-CAR 11:20
LOYD-SCHULTZ	F2447	PAPER	WETENKAMP-TRANSI 11:25
FARHARD-SICKINGER	E2163	WOOD-CARDBOARD NewellNGP000041	ALUM-SPECIALTY. 11:45

3-8-68

NAME	License No.	MATERIAL	COMPANY
W. ALLGER	M5718	WOOD-CARDBOARD	MTW. SHIPYARDS, 12:15
VICK-HABLOWITZ	B32-105	CARDBOARD	No. 9 <sup>TH</sup> ST. MTW. SAUSAGE-CO. 12:30
BICH-GAUTHER		SHINGLES-ROOFING	PRIVATE-CAR, 12:45
MINI X-YOUNG	G3338	PICKED-UP-TIRES	BELOIT-WIS. PRIVATE TRUCK, 1:10
LEORCHEKOWSKI	N-5	INFLAMMABLE LIQUID CARDBOARD	WHITE-HOUSE-MILK, 1:20
F.W. ALLGER	M5718	CARDBOARD	MTW. SHIPYARDS, 1:25
WALTER-RUETHER	H1674	CARDBOARD	MID-CITY-MALL 1:30
EARL-KASBAUM	F1199	WOOD	MANITOWOC-PRODUCTS 1:35
EARL-MUELLER	T403	WOOD-PAPER	MIRRO-ALUM. 2:00
JOE-DUNGHEK	D4758	CARDBOARD	SHIMEK, 2:15
OSCAR-DENK	E3969	BRUSH-WOOD	OSCAR-DENK, 2:25
STAN-ROBELA	M5718	PAPER-WOOD	HENRY'S-HAMB, 2:30
BOB-KONSELLA		WOOD	PRIVATE-TRUCK, 2:40
NORM-ENGELBRECHT	C16-419	PAPER	RAHR'S-SUPPLY, 2:45
ART-PAUTZ	W31-521	PAPER-CARDBOARD	COLOR-CRAFT, 2:50
EARL-MUELLER	T403	BALED-PAPER	MIRRO-ALUM. 2:55
JOHN-JIROCH	D10-655	CARDBOARD	LULLOFF-FURNIT. 3:00

3-8-68

NAME	License NO.	MATERIAL	COMPANY
BEN-SCHMIDT.	S26-318	WOOD	PRIVATE-CAR. 3:45
STAN-ROGELA. W. ALLGER.	M5718	PAPER-WOOD	ALUM-SPECIALTY 3:15
ELMER-SCHULTZ	D9980	CARDBOARD	SCHULTZ'S TRUCK. 3:30
EARL-MUELLER	T-403	WOOD-CARDBOARD	MIRRO-ALUM. 3:45
HARRY-FUNK.	K-2137	WOOD	HAMANN-CONST. 4:00
WALTER-RUPERTER	H-1674	CARDBOARD	MID-CITY-MALL. 4:05
TOM-NEWTON	DEALER 426R	CARDBOARD-WOOD	HAMACHEK. 4:10
ELMER-HABLEWITZ	E14-836	WOOD	HAMANN-CONST. 4:15
WILTON-SCHULTZ	B13-494	CARDBOARD	BREWER-FURNITURE 4:30
STAN-ROGELA	M5718	PAPER	SHIPYARD'S-OFFICE 4:30
STAN-ROGELA	M5718	CARDBOARD	MTW. SHIPYARD'S 5:25
RICH-HAGENDW.	C4335	WOOD-TIRES	WORD'S COPPS-MONTGOMERY 5:30
TAN-ROGELA	M5718	WOOD-CARDBOARD	MTW. SHIPYARD'S. 6:30
END	OF	DAY	3-8-68

3-9-68

48

NAME	LICENSE NO	MATERIAL	COMPANY
W. ALLGER	M5718	CARDBOARD-PAPER.	ALUM-SPECIALTY, 7:00
LEM-ZIPPER	F1719	PAPER-CARDBOARD.	BURGER-BOAT-CO., 8:00
OM-HALLER	C79-562	CARDBOARD.	LOWIES-SPORTING-GOOD 8:10
DOUG-TOTTEN	J2185	CARDBOARD-WOOD.	LAPCOR-PLASTICS, 8:15
ARL-MUELLER	T-403	STRAPPING.WOOD	MIRRO-ALUM., 8:20
HAROLD-GUSE.	B38-318	WOOD-CARDBOARD	BREYS-FOOD-STORES, 8:30
FERRY-STROUFF.	F4318	CARDBOARD	JOHNSON-HILLS, 8:35
EN-LODL	S33-732	WOOD	PRIVATE-CAR., 8:45
INNART-STADINGER	V13-112	CARDBOARD.	PRIVATE-CAR., 8:55
EARL-MUELLER	T403.	PAPER-WOOD	MIRRO-ALUM., 9:00
ELMER-SCHULTZ	D9980	CARDBOARD	SCHULTZ'S-TRUCK. 9:25
EARL-MUELLER	T-403	WOOD	MIRRO-ALUM., 9:45
MEL-ANTONIE.	D4514	WOOD-CARDBOARD	J. J. SCHMITT-LUMBER 10:15
ELMER-SCHULTZ	D9980	CARDBOARD	SCHULTZ'S-TRUCK, 10:25
EARL-MUELLER	T-403	BALED-PAPER	MIRRO-ALUM., 10:45
LES-GRABEL	C14-270	FURNITURE	RED-SHIELD-STORE 11:00
ELMER-SCHULTZ.	D9980	CARDBOARD NewellNGP000044	SCHULTZS-TRUCK, 11:15

3-9-68

NAME	License NO.	MATERIAL	COMPANY
ROBERT-LONG.	F28-616	WATER-HEATER	PRIVATE-CAR. 11:25
EARL-JUNK	F3626	CARDBOARD	MANITOWOC-PAPER-Bo. 11:30
EARL-LADWIG	L49-820	TREE-LIMBS.	PRIVATE-CAR. 11:45
WAYNE-SCHUETZ E.	M22-465	PLASTER.	PRIVATE-CAR. 12:15
ELMER-SCHULTZ	D9980	CARDBOARD	SCHULTZ'S-TRUCK. 12:20
LEN-ZIESMER.	A-931	WOOD-CARDBOARD	BUERSTATTE-DRUG. 12:25
EDWALLGER	M5718	PAPER-WOOD	MTW. SHIPYARDS. 12:30
ED-KOHLIS.	J,2561	CARDBOARD	SCHLITZ-DISTRIBUTER. 12:35
BILL-TAYLOR.	B286	TIRES.	PRIVATE-TRUCK. 12:45
GAL-STEIN.	W39-075	WOOD	PRIVATE-CAR. 1:00
ARMOND-KUETER	B16-836	TREES.	HOLIDAY-HOUSE 1:10
ELMER-SCHULTZ	D9980	CARDBOARD	SCHOLTZ'S-TRUCK 1:15
J.W. ALLGER.	M5718	WOOD-CARDBOARD.	MTW. SHIPYARDS. 1:30
CHARLES-DAUGLES.	D4514	PAPER-WOOD	PRIVATE-TRUCK. 1:50
GIL-ROCHON	P13-683	WOOD-	PRIVATE-CAR. 1:55
DAVE-HEINCEN	D3557	CARDBOARD-PAPER,	HERALD-TIMES, 2:00
RAY-BLANCHARD	G13-764	WOOD	PRIVATE-CAR. 2:05

3-9-68

AL-STEIN	W39-075	WOOD	PRIVATE-CAR 2:10
VILLARD-MEYER	<sup>No</sup> L. PLATES.	LIMBS	PRIVATE-CAR 2:10
W. ALLGER	M5718	CARDBOARD	ALUM-SPECIALTY 2:10
LIMER-SCHULTZ	D9980	CARDBOARD	SCHULTZ'S-TRUCK 2:15
OWARD-SCHAEDEDER	D16-454	LIMBS	PRIVATE-CAR 2:45
HILARY-KOCH	H3541	LIMBS	MANITOWOC-PLUMBING 3:00
OBERT-MAEDKE	E30-939	LIMBS	PRIVATE-CAR 3:15
ROYEL-SCHMIDT	F26-216	PAPER	PRIVATE-CAR 3:45
P.W. ALLGER	M5718	PAPER-WOOD	MANITOWOC-PRODUCTS 4:15
ED-KOHLIS	J2561	CARDBOARD	SCHLITZ-DISTRIBUTOR 4:20
PAT-MC-NAMARA	K2139	WOOD	HAMANN-CONST. 4:45
RICH-HABENOW	C4335	CARDBOARD-WOOD	PRIVATE-TRUCK 5:00
J.W. ALLGER	M5718	WOOD-CARDBOARD	MTW.SHIPYARDS 5:30
BILL-NEUSER	V24-438	WOOD	PRIVATE-CAR 6:30



January 11, 1993

MEMO TO: CITY ATTORNEY PAT WILLIS

FROM: MICHAEL E. HAWLEY, P. E. *MEH*  
Director of Public Works and City Engineer

SUBJECT: Gravel Pit

File Search

Jean Campbell and Carol Adler searched the Engineering Department files for any material on the Gravel Pit, and couldn't find anything pertaining to industrial dumping. Mostly found old yearly crushing reports.

Tony Scherer searched the files at the Street Department, and found the attached report dated March 4, 1968, outlining materials and companies hauling to the Gravel Pit.

Company Drivers

We have only been able to come up with names of three drivers, one of whom we haven't been able to locate.

<u>Name</u>	<u>Name of Company</u>	<u>Address</u>	<u>Phone</u>
Erwin C. Musial	Manitowoc Company	2115 Madison	684-3274
Earl A. Mueller	Mirro Aluminum	944 So.26th	684-3727
Richard Budnik	Invincible	Unable to Locate	
(Mrs. Gladys Budnik might be his mother)		922 So.30th	682-2643

OFFICE OF DEPARTMENT  
OF PUBLIC WORKS  
AND ENGINEERING

Michael E. Hawley  
Director of Public Works  
and City Engineer

MEH:ca  
Attached

CITY HALL  
817 Franklin Street  
P.O. Box 1597  
Manitowoc, WI 54221-1597  
Phone: (414) 683-4410  
FAX: (414) 683-4424



March 4, 1968

WASTE MATERIALS HAULED TO CITY GRAVEL PIT  
BY VARIOUS INDUSTRIAL PLANTS

MANITOWOC ENGINEERING CO.

CLEANING SOLVENT WATER SOLUBLE -- 600 Gal. @ week  
(noninflammable)

CUTTING and DRAIN OILS -- 200 Gal. @ week (inflammable).

MANITOWOC SHIPBUILDING INC.

WASTE FUEL OIL -- 1000 Gal. about four times a year Fall & Winter.  
(inflammable).

MIRRO ALUMINUM CO.

12,000 Gal. each two months of a 95% water, 5%  
soluble oil solution.

500 Gal. @ month of various combustibile oils.

500 Gal. @ year of used gear box oils.

2,700 Gal. each six weeks of 80% water, 20%  
Sulphuric acid solution.

1,000 Gal. of naptha on very rare occasions

(Obtained from D.P.W. Street Dept. files)

NewellNGP000048

March 4, 1968

WASTE MATERIALS HAULED TO CITY GRAVEL PIT  
BY VARIOUS INDUSTRIAL PLANTS

INVINCIBLE METAL FURNITURE CO.

PAINT SLUDGE--- 55 Gal. @ week and 550 Gal. every third week.  
(inflammable)

MANITOWOC PRODUCTS CO.

PAINT SLUDGE -- 5 Cu. Yds. @ week (inflammable).

HERESITE & CHEMICAL CO.

WASTE ALCOHOL -- 25 Gal. to 30 Gal. @ week (inflammable).

IMPERIAL EASTMAN CORP.

WASTE OIL -- 200 Gal. @ week (inflammable).

WATER SOLUBLE COOLANT -- 100 Gal. @ week (noninflammable).

WHITE HOUSE MILK DIV.

CLEANING SOLVENT -- 20 Gal. @ Week (inflammable).

ALUMINUM SPECIALTY CO.

DRAIN OIL -- 110 Gal. @ week (inflammable).

PAINT STRIPPER -- 55 Gal. @ week (inflammable).

PAINT THINNER -- 55 Gal. @ week (inflammable).

(Obtained from D.P.W. Street Dept. files)

NewellNGP000049



RECEIVED  
CITY OF MANITOWOC  
FEB 11 1993

February 4, 1993

MEMO TO: CITY ATTORNEY PAT WILLIS

FROM: MICHAEL E. HAWLEY, P.E. *MEH*  
Director of Public Works  
and City Engineer

SUBJECT: Gravel Pit



OFFICE OF DEPARTMENT  
OF PUBLIC WORKS,  
ENGINEERING

1. Yesterday, Ken Kalscheur overheard June Fetzter's Care-Van driver, Orlando Fehrmann, mentioning to June that he used to drive tanker trucks from Mirro to the Gravel Pit a couple times a week during the early 1960's (61-62). Ken mentioned that he seemed eager to talk about it.
2. I only have copies of letters to four industries that you sent out - Imperial Eastman, Manitowoc Company, Heresite Protective Coatings Inc. and Invincible Metal Furniture Company. If you sent letters to Aluminum Specialty or Mirro, I don't have them.

MEH:ca

Michael E. Hawley  
Director of Public Works  
and City Engineer

CITY HALL  
817 Franklin Street  
P.O. Box 1597  
Manitowoc, WI 54221-1597  
Phone: (414) 683-4410  
FAX: (414) 683-4424

**RUST** ENVIRONMENT & INFRASTRUCTURE

*Fax Transmittal*

4738 North 40th Street • Sheboygan, WI 53083  
Tel: (414) 458-8711 • Fax: (414) 458-0550

**Confidential - please deliver to Mr. Willis only.**

Date: February 21, 1995

Time: 11:45

To: Mr. Pat Willis

Company: City of Manitowoc

City/State: Manitowoc, WI

Fax Number: 414 683 4331

From: Mike Crosser

Employee Number: 736

Job/Project No.: 70416.205

Total Pages Including This Page: 2

Comments: Please see attached regarding Newton Gravel Allocation

**RECEIVED**  
FEB 21 1995  
**CITY ATTORNEY**

*For Originator:*

Return Original  Yes  No  Pickup

*For Operator:*

Date Sent 2-21-95 Time 1:00 By Betty

**RUST ENVIRONMENT &  
INFRASTRUCTURE****MEMORANDUM****DATE:** February 21, 1995**TO:** Pat Willis**COPIES:****FROM:** Mike Crosser**RE:** Allocation of Responsibility - Newton Gravel Pit

At our recent meeting you gave me a copy of the file listing of disposal amounts by area businesses into the Newton Gravel Pit. You also gave me an "opening position" allocation based on volumes. I have the following thoughts on that information based on our investigation results and proposed remedy:

- 1 The waste alcohol from Heresite is probably not much of a problem. It is very water soluble and degradable and is probably long gone. It may have had impurities in it since it is called "waste" alcohol, but there is no information on this.
2. Muro Aluminum reports 2,700 gallons every six weeks of a sulfuric acid solution. This likely was neutralized by limestone in the gravel and is not much of a problem. The recommended remedy does not deal with sulfuric acid, so they could make a case that it should not be included in the total.
- 3 The "water soluble" cleaning solvent from Manitowoc Engineering may not be a direct problem. We would need to know what it is. It may just be silicates or polyphosphates which are not toxic. However, it would have made the other contaminants at the site more water soluble and therefore more mobile. That would be a valid indirect contribution to the problem.

All the others rate directly to the problem and the remedy; although, I suppose they could argue the numbers a bit.

If you would like to discuss this, please call me.

Thanks.

*Fax Transmittal*

4738 North 40th Street • Sheboygan, WI 53083  
Tel: (414) 458-8711 • Fax: (414) 458-0550

Date: February 21, 1995

Time: 10:45AM

To: Mr. Pat Willis

Company: City of Manitowoc

City/State: Manitowoc, WI

Fax Number: 414 683 4331

From: Mike Crosser

Employee Number: 736

Job/Project No.: 70416.205

Total Pages Including This Page: 11

Comments: Pat, attached are overheads I propose to use at the meeting. Please review and let me know if you want any changes or something added. Please let me know if the date for the circled item on the first slide is correct.

Thank you.

*For Originator:*

Return Original  Yes  No  Pickup

*For Operator:*

Date Sent 2-21-95 Time 11:12 By Betty



NEWTON GRAVEL PIT  
HISTORY OF ENVIRONMENTAL ACTIVITIES

<u>ACTIVITY</u>	<u>DATES</u>
DISPOSAL OF INDUSTRIAL WASTE	EARLY 1960s TO EARLY 1970s
INITIAL CONTACT OF CITY BY WDNR	JULY 9, 1991
REQUEST FOR CLARIFICATION BY CITY	AUGUST, 1991
WDNR RESPONSE CONCERNING SPECIFIC COMPLAINT UNDER INVESTIGATION	AUGUST 19, 1992
ENFORCEMENT CONFERENCE	OCTOBER 21, 1992
INITIAL WORK PLAN SUBMITTED	JANUARY 1993
INITIAL INVESTIGATION REPORT	AUGUST 1993
WORK PLAN FOR PHASE 2 SUBMITTED	JANUARY, 1994
PHASE 2 REPORT	JANUARY, 1995

NEWTON GRAVEL PIT  
INVESTIGATION ACTIVITIES

PHASE 0 - PRE WORK PLAN DEVELOPMENT ACTIVITIES

TEST PITS

PHASE 1

PRIVATE WELLS SAMPLING

BOREHOLE SOIL SAMPLING

BOREHOLE GROUNDWATER SAMPLING

MONITORING WELL INSTALLATION AND SAMPLING

SURFACE WATER SAMPLING

PHASE 2

TEMPORARY WELL POINTS

SOIL BORINGS

HYDROPUNCH SAMPLING

TEST PITS

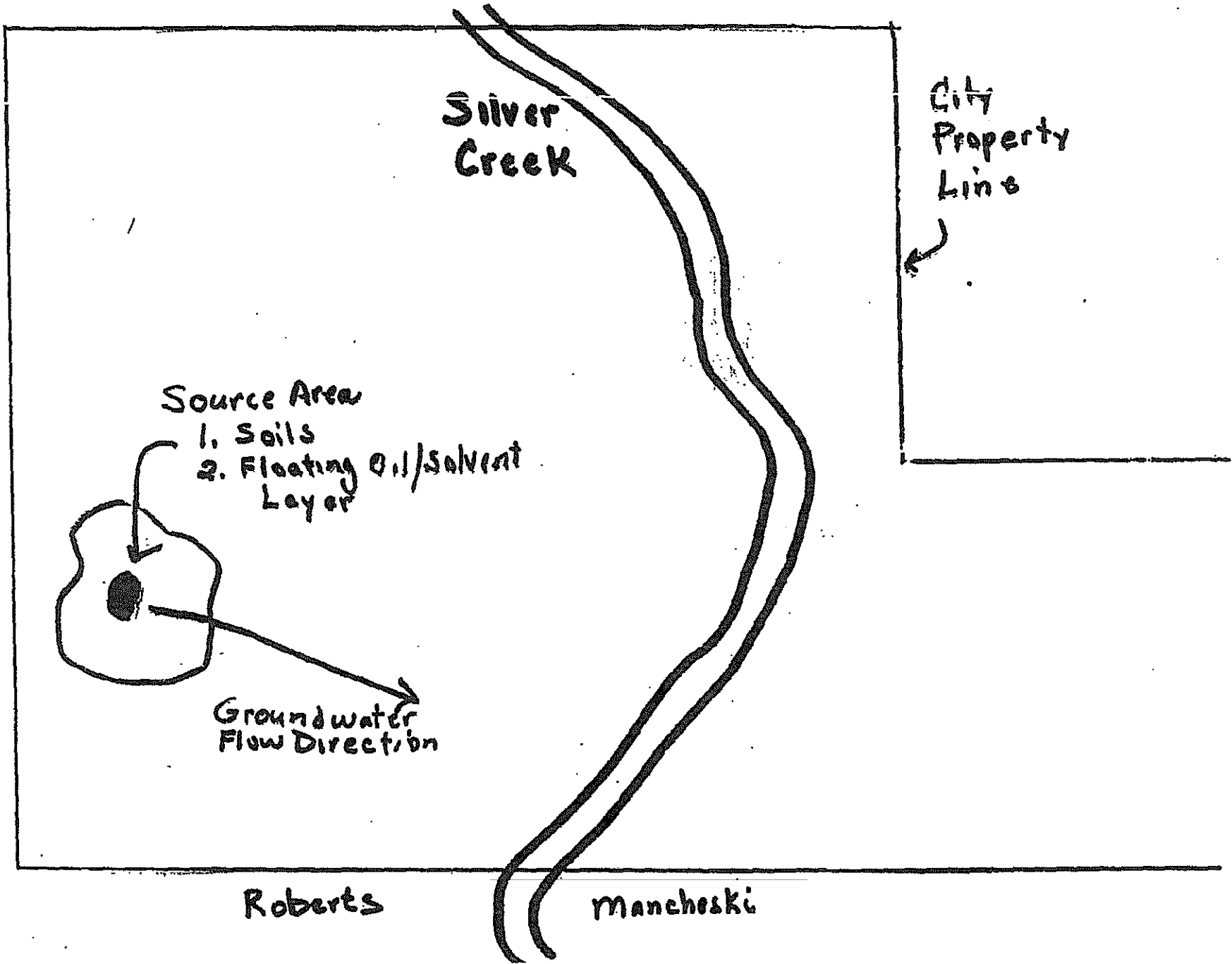
GEOPHYSICS

INSTALLATION OF PERMANENT MONITORING WELLS(PARTIAL)



NewellNGP000056

like  
ravel  
it



Fricke



Source Area



Silver Creek



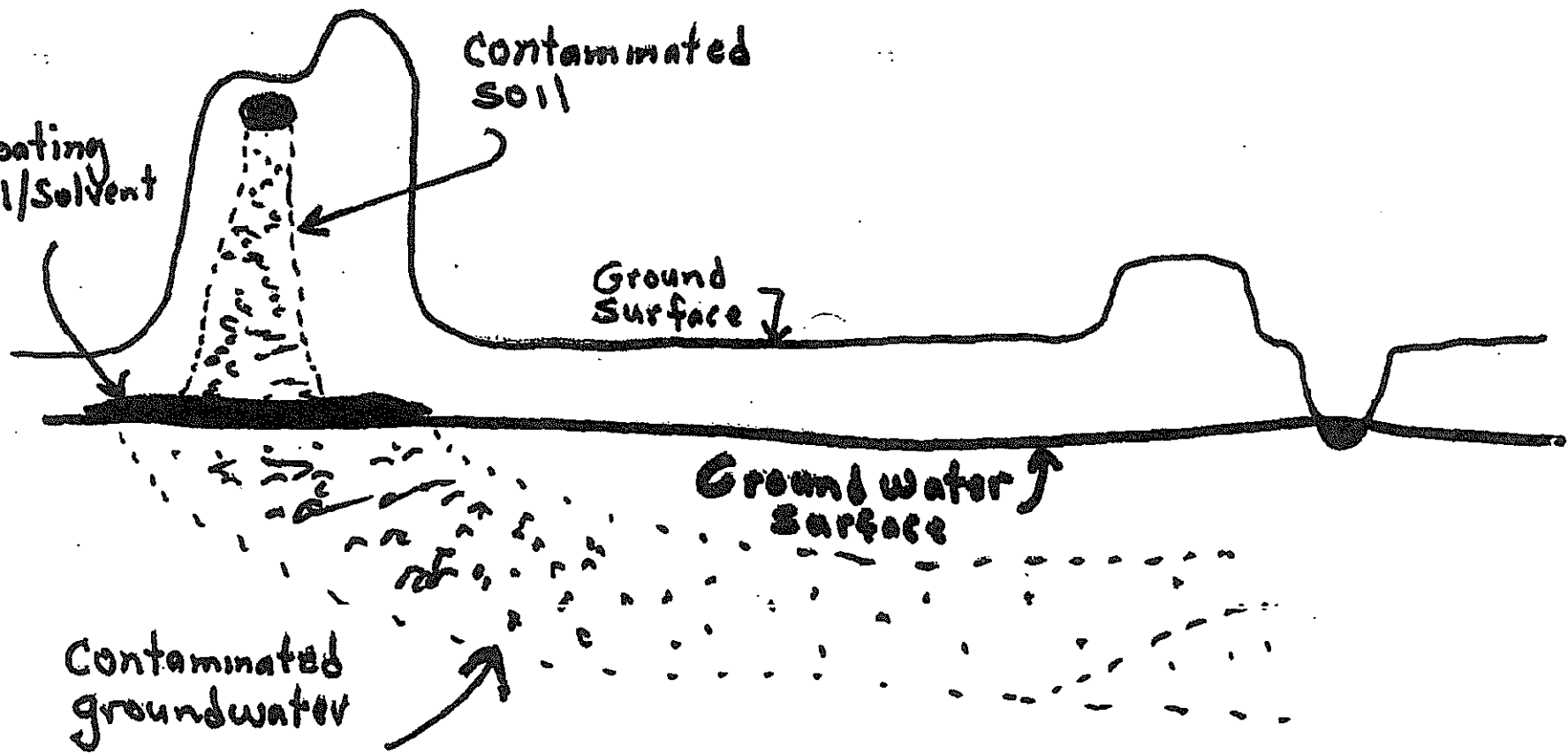
Floating Oil/Solvent

Contaminated soil

Ground Surface

Groundwater Surface

Contaminated groundwater



5

**NEWTON GRAVEL PIT  
INVESTIGATION RESULTS**

- 1. THERE IS A FLOATING ORGANIC LIQUID AT GROUNDWATER TABLE AT WESTERN SOURCE AREA.**
- 2. THERE IS SOIL CONTAMINATION AT THE WESTERN SOURCE AREA. IMPACT EXTENDS FROM 5 BELOW GROUND SURFACE TO WATER TABLE (APPROXIMATELY 35 FEET BELOW GROUND SURFACE).**
- 3. THERE IS BURIED DEBRIS AT THE WESTERN SOURCE AREA. IT CONSISTS OF METAL, CORRODED 5-GALLON METAL CANS, DRUM FRAGMENTS AND WOOD.**
- 4. SOIL AND GROUNDWATER AT SOURCE IMPACTED BY CHLORINATED ORGANICS, BENZENE, TOLUENE AND ETHYLBENZENE.**
- 5. GROUNDWATER CONTAMINANT PLUME EXTENDS EAST-SOUTHEAST FROM THE SOURCE.**
- 6. PLUME APPEARS TO END AT SILVER CREEK.**
- 7. CONCENTRATION OF CONSTITUENTS IN PLUME DECREASES WITH DEPTH AND DISTANCE FROM THE SOURCE - NO SINKERS.**

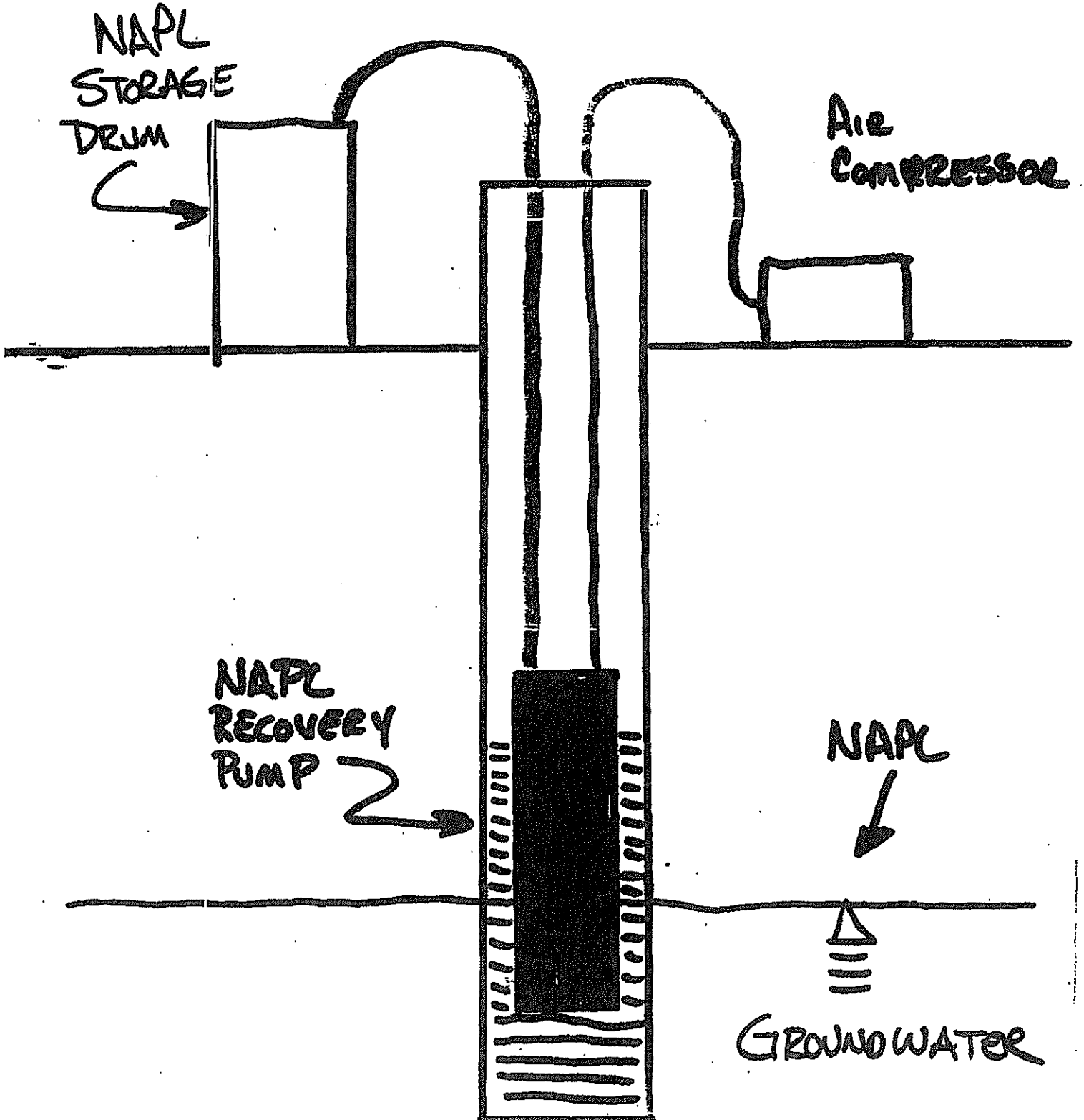
**NEWTON GRAVEL PIT  
RECOMMENDED REMEDY**

- \* **PUMP ORGANIC PHASE AND DISPOSE OFF SITE**
  
- \* **SOIL VAPOR EXTRACTION AT SOURCE**
  
- \* **CAP SOURCE AREA**

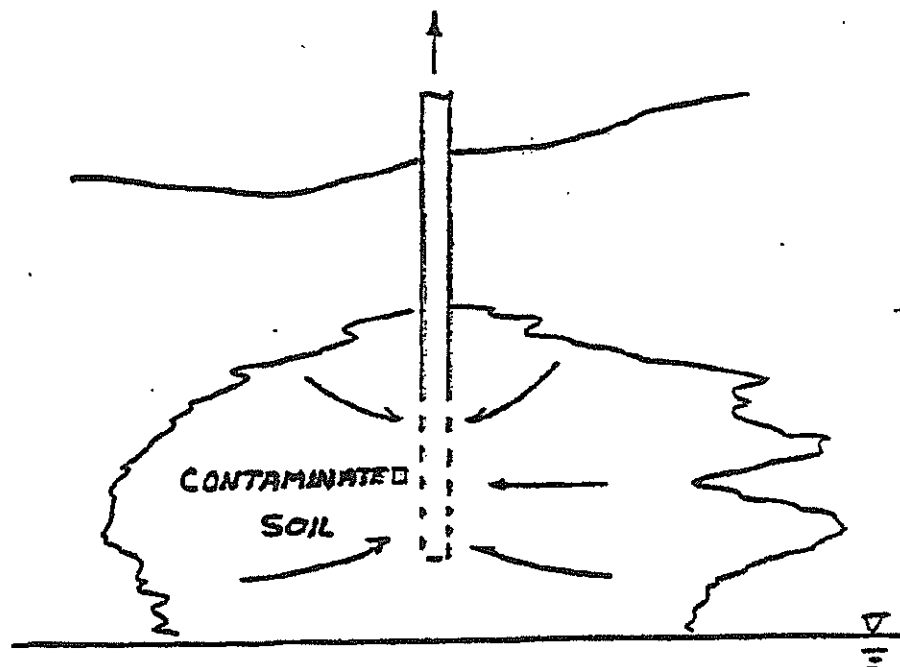
**NEWTON GRAVEL PIT  
REASONS FOR SELECTING REMEDY**

1. **ADDRESSES SOURCE OF CONTAMINANTS TO GROUNDWATER AND WILL PROMOTE GROUNDWATER CLEANUP BY DILUTION AND NATURAL ATTENUATION.**
3. **PROTECTIVE OF GROUNDWATER USERS. THEY ARE NOT IMPACTED NOW AND SOURCE REMOVAL WILL PROVIDE ADDITIONAL IMPROVEMENT.**
2. **LOWEST COST REMEDY THAT HAS REASONABLE CHANCE OF ACCEPTANCE BY WDNR.**
3. **TECHNOLOGY WIDELY USED; THEREFORE, PREDICTABLE IMPLEMENTATION.**

# NAPL RECOVERY SYSTEM



## THE CENTRAL IDEA



- A) Soil gas containing vapors is removed at well.
- B) Flow of clean air into the contaminated zone is induced.
- C) Clean air picks up chemical vapors from adsorbed, dissolved, and liquid chemical.

**NEWTON GRAVEL PIT  
UNCERTAINTIES AND RISKS**

1. **WE ARE PROPOSING NO ACTIVE GROUNDWATER REMEDY AND WILL RELY ON DILUTION AND NATURAL ATTENUATION TO ACHIEVE GROUNDWATER CLEANUP REQUIREMENTS FOLLOWING REMOVAL OF SOURCE CONTAMINANTS. IF WDNR REQUIRES ACTIVE GROUNDWATER REMEDY, COSTS WILL INCREASE.**
2. **COST FOR ORGANIC PHASE DISPOSAL ASSUMES VOLUME OF 5000 GALLONS BASED ON MEASUREMENT IN ONE WELL AND ASSOCIATED CALCULATIONS. ORGANIC LAYER MUST BE TREATED TO REDUCE PCB CONCENTRATION PRIOR TO RECYCLING A FUEL. COST IS SENSITIVE TO VOLUME AND MARKET COST FOR TREATMENT AT TIME OF DISPOSAL. IF ACTUAL VOLUME IS GREATER THAN 5000 GALLONS OR IF MARKET COST INCREASES, REMEDY COST WILL INCREASE.**
3. **COST ASSUMES THAT WDNR WILL ACCEPT A REASONABLE LONG TERM MONITORING PROGRAM AND WILL REQUIRE NO ADDITIONAL INVESTIGATION PRIOR TO IMPLEMENTING REMEDY.**
4. **COST IS BASED ON REMEDY REACHING ACCEPTABLE SOURCE CLEANUP GOALS IN 5 YEARS AND LONG TERM MONITORING ENDING AFTER 10 YEARS.**
5. **COSTS ASSUME THAT ACTUAL SITE CONDITIONS ARE REASONABLY CLOSE TO CONDITIONS PREDICTED FROM INVESTIGATION.**
6. **COSTS ASSUME THAT THE EVOLVING NR 700 SERIES REGULATIONS WILL NOT INTRODUCE COMPLICATIONS.**



## CORRESPONDENCE/MEMORANDUM

DATE: 12/09/13 FILE REF: 02-36-000268

TO: DNR, Tauren Beggs

FROM: Nancy Voelker

SUBJECT: Reply to information request about dumping/disposal practices in and around City of Manitowoc Newton Gravel Pit

Nancy contacted me to discuss what she knew about historic activities done on the site. Nancy lives at [REDACTED] and has lived around that area, either at her current home or at her former parent's home [REDACTED] for 60 years (East of Gravel Pit). Her parents moved to the area in 1948. Only about five years elapsed that she did not live in the area. From 1961 to current, her residence has an elevated view of approximately a half mile of the road, gravel pit, and woods within the gravel pit. Her residence is in the Township of Manitowoc Rapids which borders the Township of Newton on the north. Her parents are deceased and their home was sold to Mike Rogers.

When she was a kid, her and her friends played in the gravel pits. She mentioned a caretaker named Adam Schelthelm, who lived with his kids at the former 2 ½ story house on site and took care of the gravel pit. She also mentioned a barn full of memorabilia from the Rahrs Museum, a grainery building, a chicken coop, and a dog pound all in the area of the former house. In addition, she said there were vineyards and apple orchards historically at the site.

For areas of dumping, she mentioned two main areas, a western pit area and dumping of chemicals just northwest of the house & barn area. In the western pit area she stated that soil was being pushed to form mounds, and raw sewage was released via "opening the spicket" from City tanker trucks for many years. In the northwest area by the house, she remembers many trucks from Mirro Aluminum hauling and dumping chemicals via "opening the spicket." Her husband always referred to these trucks as the "honeywagons" when he saw from their front window of their house them dumping the chemicals on many occasions. She recalls the chemicals flowed downhill and was getting into Silver Creek. Also, on the higher ground, Nancy said that furniture, garbage, tv sets, tires, etc. were being stockpiled and burnt all the time. She referred to a newspaper article, which she will be mailing me a copy of. In general, the main things she saw being dumped was furniture, garbage, rubber tires, oil, sewage, and chemicals.

Recently she spoke to Patty Raether [REDACTED] and Mrs. Zarnik about concerns of private wells. Her well water has in the past few years started to stink like sulfur. I told her that is unlikely to be related with the contaminants of concern.

