Passaic Valley
Sewerage Commissioners

600 WILSON AVENUE
NEWARK, N.J. 07105
(201) 344-1800
Fax: (201) 344-2951

May 19, 1993

CERTIFIED RECEIPT
P 093 843 483

B-Line Trucking
67 Esther Street
Newark, NJ 07105
Attn: Lewis Bryant

RE: NOTICE OF VIOLATION
PERMIT #: 20403500
VIOLATION DATE: APRIL 1993
SECTION VIOLATED: 312.1D SV

Dear Mr. Bryant:

You are put on notice that your company is in violation of Section 312.1D of the PVSC Rules and Regulations for the reasons outlined below:

April 1993

The results of a sample taken by PVSC for PHC on 4/2/93 was 780.53 mg/l. The result of a sample taken by your copmany for PHC on 4/1/93 was 4.6 mg/l. The result of 780.53 mg/l exceeded the daily maximum limit specified in the PVSC Rules and Regulations. In addition, the average of these two samples was 392.51 mg/l which exceeded the monthly average limit of 100 mg/l by 20% or more.

You should be aware that a monthly average of all samples taken either by you or PVSC that is 20% or more above the monthly average limitation for a hazardous pollutant makes the violation a serious violation and that two (2) serious violations in any six month period would make a company a Significant Non Complier (SNC). In addition, four monthly average violations of any amount in any six month period would also make a company SNC. This would subject your company to mandatory minimum fines under the Clean Water Enforcement Act (CWEA).

FJA000044 **844930045**

Based on the above explanation your company has committed one serious violation in a six month period (11/92 - 4/93) which subjects your company to enforcement action. The CWEA stipulates a fine of $1000 for each parameter violated. You may avoid legal action if you remit $1000 to PVSC within 30 days of receipt of this letter. Please make check payable to PVSC and forward to the attention of Carmen DellaPia, Operations Coordinator. If this matter cannot be resolved in an informal manner the case will be referred to the PVSC attorney. If you need further assistance with this matter, please contact Mario Graglia, Supervisor of Monitoring and Surveillance at (201)817-5724.

Very truly yours,

PASSAIC VALLEY SEWERAGE COMMISSIONERS

Carmine T. Perrapato
Executive Director

CTP/sml

cc: Robert Davenport, Deputy Executive Director
Frank P. D'Ascensio
Mario J. Graglia
Carmen DellaPia
City of Newark

FJA000045

844930046

Passaic Valley
Sewerage Commissioners

600 WILSON AVENUE
NEWARK, N.J. 07105
(201) 344-1800
Fax: (201) 344-2951

June 1, 1989

B-Line Trucking, Inc.
67 Esther Street
Newark, NJ 07105

Attn: Lewis Bryant, President

RE: NOTICE OF VIOLATION
PERMIT NO. 20403500
VIOLATION DATE: 5/16/89
SECTION VIOLATED: 312.1 (B)

Dear Mr. Bryant:

On May 16, 1989 a routine inspection was made of your pH monitoring system. The pH recorder charts were reviewed for the period from 4/25/89 to 5/16/89. During that period the pH was out of compliance on 5/8/89 for exceeding one continuous hours on two occasions. Federal Regulations do not permit excursions of more than 1% in any calendar month or more than 1 hour at any particular time. In addition, the pH recorder was found out of calibration by five units. As a result B-Line has violated the PVSC Rules and Regulations as outlined below:

1. 312.1 (B) - refers to the discharge of corrosive waste which could cause damage to the sewer system.
2. 317.3 - refers to the accurate calibration of monitoring equipment.

While you have acknowledged your problem and submitted a description of the proposed improvements in your letter of March 10, 1989, you have not provided PVSC with a definitive plan including a timetable with dated milestones. Please respond to this letter in writing within ten days with the required information. In the meantime, you are reminded that you are still responsible for maintaining your pH on a consistent basis.

Very truly yours,

PASSAIC VALLEY SEWERAGE COMMISSIONERS

Carmine T. Perrapato
Executive Director

CTP/dr

cc: Robert Davenport, Deputy Executive Director
Frank D'Ascensio
City of Newark

844930047

FJA000046

Page 4 Question # 10

DWR-047
3/88

Let's protect our earth

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
DIVISION OF WATER RESOURCES
CN 029
TRENTON, NEW JERSEY 08625

GEORGE G. McCANN, P.E.
DIRECTOR

DIRK C. HOFMAN, P.E.
DEPUTY DIRECTOR

NOTICE OF VIOLATION

DATE JANUARY 24, 1989

METRO
ENFORCEMENT ELEMENT
BUREAU OF REGIONAL ENFORCEMENT
TELEPHONE NO. 201-669-3900

PCWS # _____ TYPE SUPPLY ___ NJPDES # _____ TYPE DISCH SW RCRA# _____
NAME OF FACILITY B L TRUCKING
LOCATION OF FACILITY 67 E[illegible]ET MUN. NEWARK COUNTY ESSEX
FACILITY REPRESENTATIVE AND TITLE MR. MANNY GONZALEZ, V.P. OPERATIONS

You are hereby NOTIFIED that during an inspection of your facility on the above date, the following violations were noted and remedial actions are required:

DESCRIPTION OF VIOLATION/REMEDIAL ACTION:

UNPERMITTED DISCHARGE TO SURFACE WATER.

The above noted violations are in violation of the following N.J. Statutes/Regulation, and will be recorded as part of the permanent enforcement history of your facility:

- [x] New Jersey Water Pollution Control Act (N.J.S.A. 58:10A-1 et seq.) and appropriate Regulations.
- [ ] New Jersey Safe Drinking Water Act (N.J.S.A. 58:12A-1 et seq.) and appropriate Regulations.
- [ ] New Jersey Water Supply Management Act (N.J.S.A. 58:1A-1 et seq.) and appropriate Regulations.
- [ ] New Jersey Solid Waste Management Act (N.J.S.A. 13:1E-1 et seq.) and appropriate Regulations.
- [ ] New Jersey Underground Storage of Hazardous Substance Act (N.J.S.A. 58:10A-21 et seq.) and appropriate Regulations.

Remedial action to correct the violations must be initiated immediately. Within five calendar days of receipt of this Notice of Violation, you shall telephone the investigator issuing this notice at the above number with the corrective measures you have initiated to attain compliance. The issuance of this document serves as notice to you that the Department has determined that a violation has occurred and does not preclude the State of New Jersey or any of its agencies, from initiation of further administrative or judicial enforcement action, or from assessing penalties with respect to this or other violations. Violations of these regulations are subject to penalties of up to $25,000 per day.

Further enforcement action, which will require a written response, may be issued on these violation(s) and any additional violations found during the inspection.

RICHARD WHITE
Investigator, Division of Water Resources, DEP

Violation received by [signature]

White - Original Canary - Bureau File Pink - Criminal Justice Goldenrod - Central File

New Jersey Is An Equal Opportunity Employer

844930050
FJA000050

TIERRA-B-009463

Passaic Valley
Sewerage Commissioners

600 WILSON AVENUE
NEWARK, N.J. 07105
(201) 344-1800
Fax: (201) 344-2951

May 30, 1989

B-Line Trucking, Inc.
67 Esther Street
Newark, NJ 07105

Attn: Lewis Bryant

RE: NOTICE OF VIOLATION
PERMIT NO: 20403500
VIOLATION DATE: 4/06/89
SECTION VIOLATED: 312.1 (D)

Dear Mr. Bryant:

You are put on notice that your company is in violation of Section 312.1 (D) of the Passaic Valley Sewerage Commissioners Rules and Regulations. The results for the sample taken on 04/06/89 was 131 mg/l of petroleum hydrocarbons. This exceeds the 100 mg/l limit specified in the PVSC Rules and Regulations.

You are hereby directed to take immediate steps to correct this condition, up to and including the installation of a suitable pretreatment system. In addition, you are also directed to take one sample per week during a representative working day and have it analyzed until you have demonstrated compliance on three consecutive samples. If this sampling program exceeds 30 days, a monthly status report is to be submitted by the 1st of each month until compliance has been demonstrated. Failure to do do could result in fines and other penalties.

If you have any questions concerning this matter, please call Mario Graglia at (201) 344-1800 ext. 238.

Very truly yours,

PASSAIC VALLEY SEWERAGE COMMISSIONERS

Carmine T. Perrapato
Executive Director

CTP/dr

cc: Robert Davenport, Deputy Executive Director
Frank D'Ascensio
City of Newark

FJA000164

INDUSTRIAL VIOLATION INFORMATION

...: 20403500.

... NAME: B LINE TRUCKING

... 67 ESTER STREET COMMUNITY: NEWARK

... DATE: 04/06/89. SECTION VIOLATED: ...

... EXCEEDED PHC LIMITS FORMAL NOTICE SENT: ...

... DUE: __/__/__. ACTUAL RETURN: 071789

... 071789 COMMENT1: Samples Submitted In Compl.

... __/__/__. COMMENT2:

... __/__/__. COMMENT3:

... __/__/__. COMMENT4:

... REC_DATE: ___ FINE: END DATE:

Closed

10/25/89
D.E

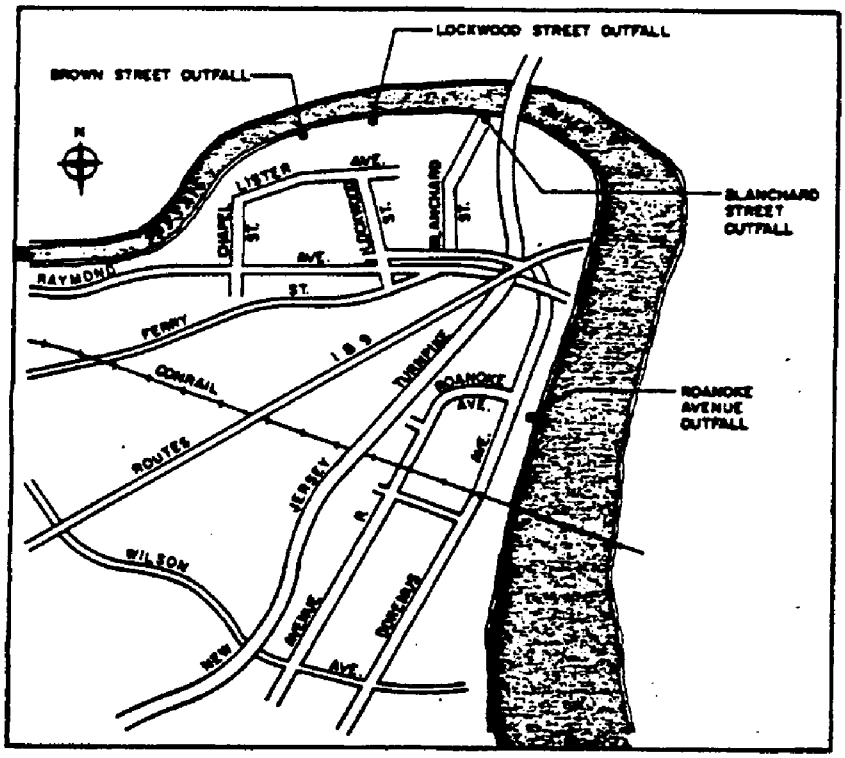
FJA000165

TIERRA-B-009466

City of Newark, New Jersey

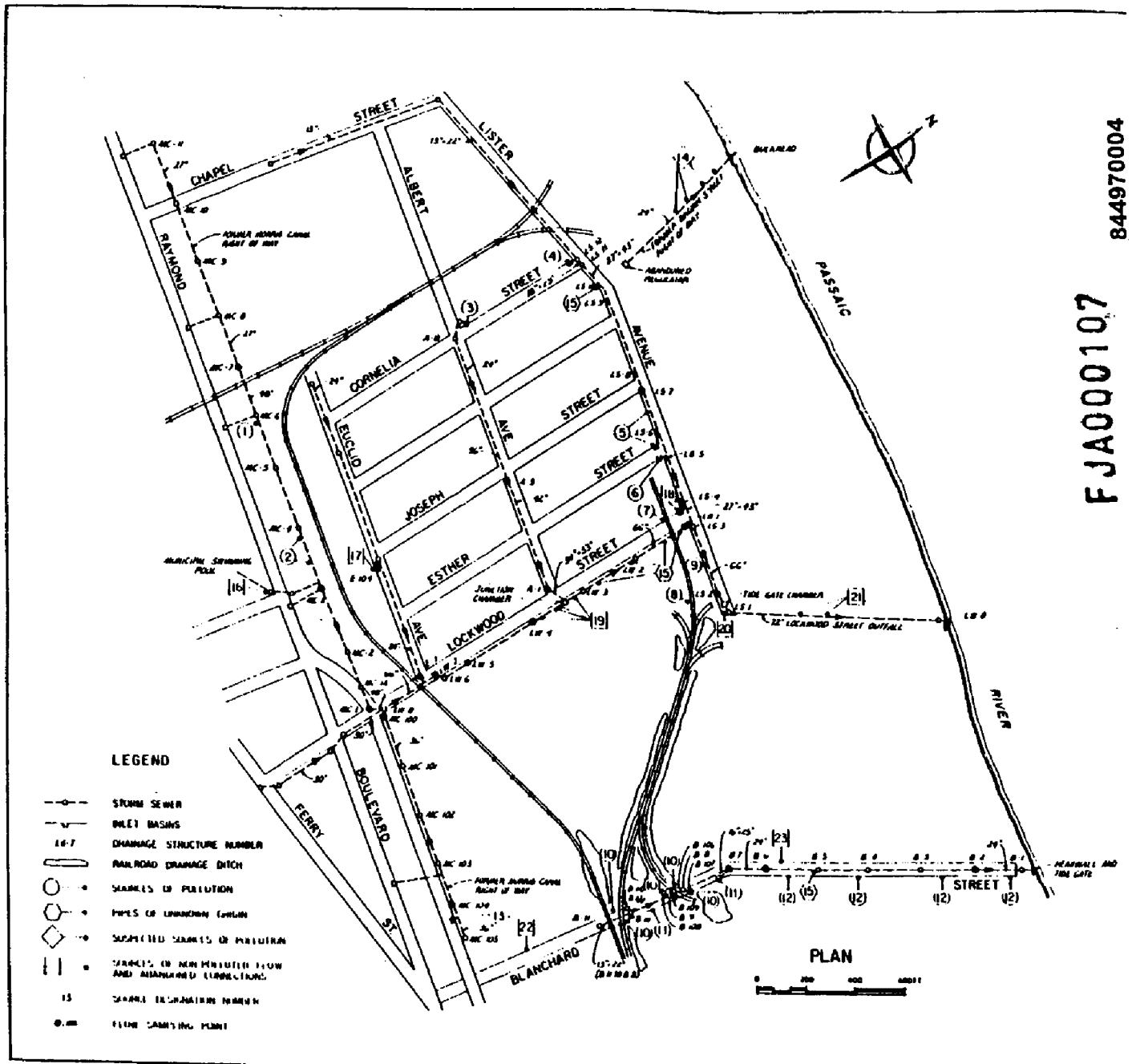
Feasibility Study

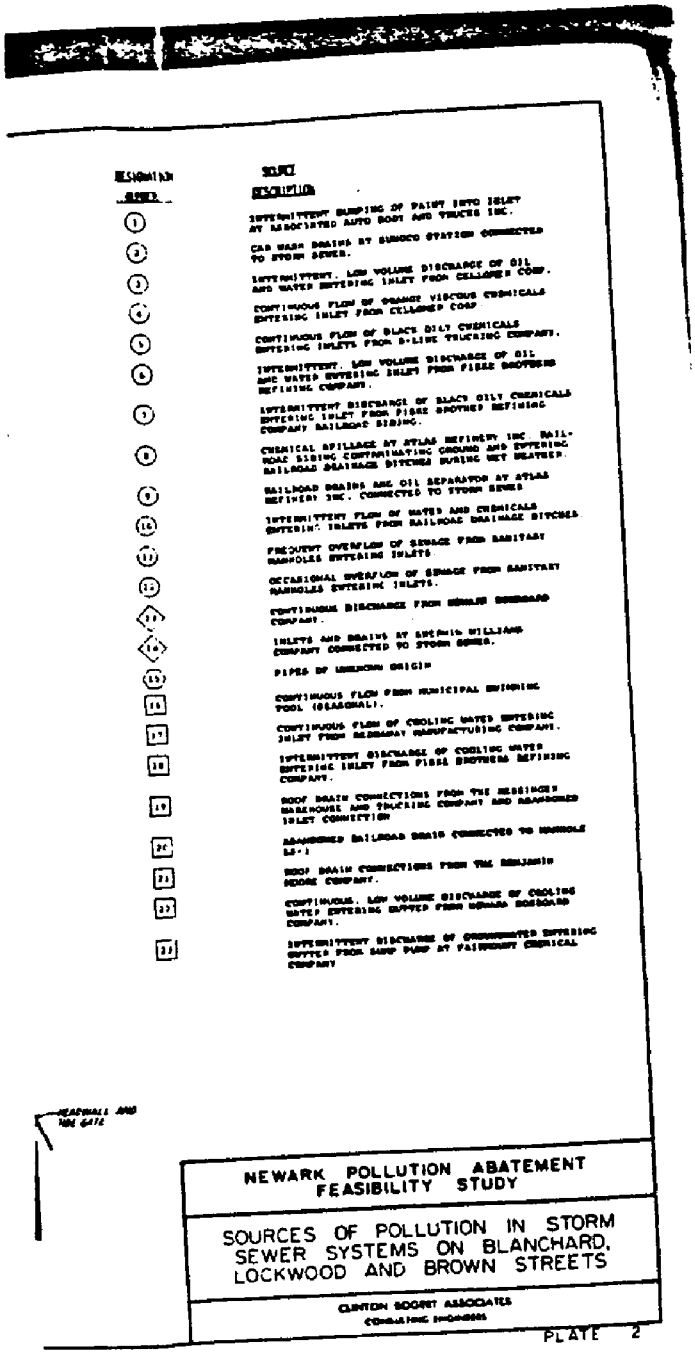
POLLUTION ABATEMENT PROGRAM



Clinton Bogert Associates
Consulting Engineers

September, 1978
Revised January, 1979


STREET
CHAPEL
LISTER
ALBERT
RAYMOND
CORNELIA
AVE
STREET
EUCLID
JOSEPH
ESTHER
LOCKWOOD
AVENUE
PASSAIC
RIVER
FERRY
BOULEVARD
BLANCHARD
ST
LEGEND
STORM SEWER
INLET BASINS
DRAINAGE STRUCTURE NUMBER
RAILROAD DRAINAGE DITCH
SEAWALLS OF PULVERIN
PIPES OF UNKNOWN ORIGIN
SUSPECTED SEAWALLS OF PULVERIN
SEAWALLS OF NON PULVERIN TYPE AND ABANDONED CONSTRUCTION
SEAWALL DESIGNATION NUMBER
SEDIMENT SAMPLING POINT
PLAN
FJA000107
844970004



DESIGNATION NUMBER	SOURCE DESCRIPTION
1	INTERMITTENT DUMPING OF PAINT INTO INLET AT ASSOCIATED AUTO BODY AND TRUCKS INC.
2	CAR WASH DRAINS AT SUNOCO STATION CONNECTED TO STORM SEWER.
3	INTERMITTENT, LOW VOLUME DISCHARGE OF OIL AND WATER ENTERING INLET FROM CELLOMER CORP.
4	CONTINUOUS FLOW OF ORANGE VISCOUS CHEMICALS ENTERING INLET FROM CELLOMER CORP
5	CONTINUOUS FLOW OF BLACK OILY CHEMICALS ENTERING INLETS FROM B-LINE TRUCKING COMPANY.
6	INTERMITTENT, LOW VOLUME DISCHARGE OF OIL AND WATER ENTERING INLET FROM PIERS BROTHERS REFINING COMPANY.
7	INTERMITTENT DISCHARGE OF BLACK OILY CHEMICALS ENTERING INLET FROM PIERS BROTHER REFINING COMPANY RAILROAD SIDING.
8	CHEMICAL SPILLAGE AT ATLAS REFINERY INC. RAILROAD SIDING CONTAMINATING GROUND AND ENTERING RAILROAD DRAINAGE DITCHES DURING WET WEATHER.
9	RAILROAD DRAINS AND OIL SEPARATOR AT ATLAS REFINERY INC. CONNECTED TO STORM SEWER
10	INTERMITTENT FLOW OF WATER AND CHEMICALS ENTERING INLETS FROM RAILROAD DRAINAGE DITCHES
11	FREQUENT OVERFLOW OF SEWAGE FROM SANITARY MANHOLES ENTERING INLETS
12	OCCASIONAL OVERFLOW OF SEWAGE FROM SANITARY MANHOLES ENTERING INLETS.
13	CONTINUOUS DISCHARGE FROM HOWARD HOSEBOARD COMPANY.
14	INLETS AND DRAINS AT BENJAMIN MILLIARD COMPANY CONNECTED TO STORM SEWER.
15	PIPES OF UNKNOWN ORIGIN
16	CONTINUOUS FLOW FROM MUNICIPAL SWIMMING POOL (SEASONAL).
17	CONTINUOUS FLOW OF COOLING WATER ENTERING INLET FROM HERSHEY MANUFACTURING COMPANY.
18	INTERMITTENT DISCHARGE OF COOLING WATER ENTERING INLET FROM PIERS BROTHERS REFINING COMPANY.
19	ROOF DRAIN CONNECTIONS FROM THE HESSINGER WAREHOUSE AND TRUCKING COMPANY AND ABANDONED INLET CONNECTION
20	ABANDONED RAILROAD DRAIN CONNECTED TO MANHOLE LS-1
21	ROOF DRAIN CONNECTIONS FROM THE BENJAMIN MOORE COMPANY.
22	CONTINUOUS, LOW VOLUME DISCHARGE OF COOLING WATER ENTERING SUMPED FROM HOWARD HOSEBOARD COMPANY.
23	INTERMITTENT DISCHARGE OF UNDESIGNATED SUMPING SUMPED FROM SUMP PUMP AT FAIRMOUNT CHEMICAL COMPANY

HEADWALL AND TIDE GATE

NEWARK POLLUTION ABATEMENT FEASIBILITY STUDY

SOURCES OF POLLUTION IN STORM SEWER SYSTEMS ON BLANCHARD, LOCKWOOD AND BROWN STREETS

CLINTON BOGERT ASSOCIATES
CONSULTING ENGINEERS

PLATE 2

FJA000108

844970005

IV. Blanchard Street

A. Physical Inspection Findings

Blanchard Street is served by separate storm and sanitary sewers. The 24-inch storm sewer (see Plate 2), constructed in 1917, discharges to the Passaic River. In 1970, the storm sewer was extended and the sanitary sewer was rebuilt. The sanitary sewer connects to a trunk sewer in Raymond Boulevard. The sanitary sewer is clogged by grease, tallow, paper and black oily waste. Several sanitary manholes were observed to surcharge and overflow into the street. These overflows usually occurred between 11:00 a.m. and 3:00 p.m. on weekdays. The frequency of overflow varies depending on industrial discharge rates. It does not appear to be related to rainfall events. Overflows were observed at least once a week and were noted on ten consecutive weekdays in April 1978. Intermittent overflows may have occurred during the last few years. These sanitary overflows are a major source of pollutants in the Blanchard Street storm sewer. City forces had been cleaning the Blanchard Street sanitary sewer when backups and overflows were reported. Equipment breakdowns and manpower shortages caused a suspension of cleaning operations in 1978.

Prior to cleaning, the storm sewer contained between 1.0 and 1.5 feet of primarily granular sediment mixed with black oil. The oil, which comes from the overflowing sanitary sewer, coats the inside of the pipes and manholes. Several inlets were filled with debris and sediment. The tide gate is mounted on a headwall on the river bank. The gate was being held open by sediment and debris during the first field inspection. The gate appeared to be fully operational after City personnel removed the sediment in April 1978. In subsequent inspections floating debris had lodged again under the gate indicating the need for frequent maintenance. A continuous waste

discharge was noted. Dry weather flow rates, varying between 10,000 gpd and 100,000 gpd were estimated using depth measurements. The source of this flow appears to be groundwater. Dry weather flow was observed above manhole B-7 only when the sanitary sewer was overflowing or the drainage ditches along the Conrail industrial spurs were flooded.

Inlets B-106, B-107, B-108, B-109, B-110 and B-111 receive flow from the railroad spurs and sidings. The ditches along these tracks drain wet lands which were observed to contribute continuous flow for up to two weeks during wet periods. Chemical spillage was observed on the tracks and in the adjacent ditches. The source of the chemicals appears to be leakage from railroad tank cars. No leaking cars were observed, however. Major spills were noted from the Atlas Refinery Inc. railroad siding. Rain washes some of this spillage through the drainage ditches and railroad ballast into the Blanchard Street storm inlets. Since no leaking cars were found on the Conrail spurs, it is not possible to link other specific industries to the spillage. Valves may not always be closed when the cars are unloaded and chemicals may drip out while the cars are standing on the spurs in a totally random pattern. The Fairmount Chemical Company, the Benjamin Moore Company, Atlas Refinery Inc, and the Fiske Brothers Refining Company all receive tank cars through this railroad spur.

Four pipes were observed along the railroad tracks west of Blanchard Street. Two of the pipes drain the Delissa Pallet storage area and are not sources of pollution. The other two are filled with earth and appear to be old railroad culverts. Railroad drainage ditches are connected to inlets B-106 and B-108 by pipes. The pipe at B-108 is clogged with earth; this causes partial flooding of the siding during rainfall events. Leaks were found in the walls and under the frames of inlet B-106 and B-107 when the ground was saturated. The sanitary sewer is adjacent to inlet B-107 at an elevation lower than the leaks observed. The inlet was inspected in dry

weather when the sanitary sewer was surcharged and no leakage was observed. During another inspection made during a rainfall event, the sanitary sewer was not surcharged but the inlets walls were leaking, implying that the leakage in inlet B-107 is not caused by sanitary sewer exfiltration. Inlet B-106 is on the opposite side of the street and has the same type of leakage, implying that the leakage is groundwater.

Two minor sources of flow were observed. Neither is believed to be a significant source of pollution. Newark Boxboard Company discharges a small volume of cooling water into the gutter adjacent to their loading dock area. A sump pump at Fairmont Chemical Company intermittently discharges groundwater into the gutter near manhole B-6. The City of Newark is aware of this discharge and had previously inspected the facility. No discharging was observed during the field inspections but water was noted along the curb. The water was clear and there was no evidence of chemical contamination. Algal growth was noted in the water along the curb.

B. Dry Weather Sampling and Flow Rates.

Samples were obtained at the following locations:

B-2 300 feet south of the Passic River
B-6 1100 feet south of the Passic River
B-7 1300 feet south of the Passaic River

Samples were obtained at B-2 and B-6 on May 2, 1978 and at B-2, B-6 and B-7 on June 14, 1978. The May samples were taken two hours before low tide with tide water in B-2. The June samples were obtained at low tide while the Passaic River level was below the invert of the discharge pipe. Appendix A shows the results of laboratory analysis of the samples. The May samples show higher levels of pollution at B-6 than at B-2 downstream. This difference can be attributed to dilution of the pollutants by tide water at B-2. (note chloride concentrations) There was no tidal flow in the line when the June samples were taken. The pollutant concentrations at B-6 and B-7 were similar. There was a substantial increase in pollutants at B-2. This increase may result from leaching from abandoned septic tanks in the area. The sanitary sewer was not overflowing and the storm sewer was not receiving flow from the railroad drainage ditches when the samples were obtained. The flow rate during both sampling operations was estimated at 50,000 gpd.

C. Smoke Testing

Smoke testing of the entire storm and sanitary sewer system was planned. However, the sanitary sewer was surcharged and badly clogged with grease so that smoke could not be pumped through it. The sanitary sewer could not be dye tested to observe exfiltration due to the oil and hardened grease sealing the manholes above the top of the pipe. The entire storm sewer was smoke tested at low tide. Smoke did not pass between manholes and was observed only at inlets connected to points where smoke was blown in. It appeared that there were blockages or severe misalignments in the storm sewer. No smoke entered industrial facilities and no smoke was observed at roof drains. The absence of smoke in adjacent buildings does not preclude the existance of illegal connections with water traps.

D. Television Inspection

Illegal connections were suspected downstream of manhole B-7. Television inspection was planned for 1250 feet of 24-inch storm sewer between manholes B-1 and B-7. The line required cleaning with bucket machines prior to the television inspection. The bucket machine operation encountered obstructions in the pipe which caused the buckets to become lodged frequently. In no single section could a 24-inch tool be passed. Openings varying between 12-inch and 18-inch were cleared. Most of the sediment was removed, but pieces of the 24-inch pipe were also brought out in the buckets which caused suspension of this operation. The obstructions encountered could be the result of joint misalignments, partial cave-ins and pipe fragments lodged in the line. Further cleaning operations could have caused collapse of the street.

Television inspection was attempted without further cleaning. Several attempts were made to pull the camera through various portions of the line. In every case but one, the camera went under water within 10 feet of the manhole and the skids lodged on obstructions. The first 45 feet of line downstream of manhole B-2 were visible. The pipe was cracked and a partial collapse was observed approximately 45 feet downstream of the manhole. Pieces of pipe had fallen into the line and the camera could not pass over them. An 8-inch connection was found in manhole B-5 below the sediment level during the cleaning operations. This connection was filled with sediment and was inactive. The problems encountered during cleaning and television inspections operations are described in greater detail in Appendix B. The 24-inch storm sewer is not structurally sound. This sewer was constructed in 1917 and has been subjected to very heavy truck traffic for the last several decades. A partial collapse of the street could occur as this pipe continues to deteriorate.

E. Conclusions and Recommendations

1. The frequent overflow of sanitary sewage may be considered the most serious source of pollutants found in the storm sewer. The 2500 linear feet of sanitary sewer should be cleaned to prevent future surcharging and overflows. Contracting this work would cost approximately $10,000. Area industries should be required to conform to discharge quality standards and cease discharging grease, tallow, paper and oil into the sanitary sewer. After cleaning, the sanitary sewer should be dye tested to determine if sewage is exfiltrating into the storm drainage system.

2. Industries that receive and ship chemicals in railroad tank cards should be required to control spillage and leakage. All tank car valves should be closed prior to moving the unloaded cars back onto the Conrail spurs. Atlas Refinery should be required to clean up the spillage at its siding and prevent future spills.

3. The 24-inch storm sewer, downstream of manhole B-7, should be replaced. The problems encountered during the cleaning and television work indicate that the sewer is cracked, misaligned, and partially collapsed in places. Sizing a new sewer is beyond the scope of this study, however, a 30-inch replacement was assumed for estimating purposes. The 1978 construction cost of 1300 linear feet of 30-inch storm sewer, manholes, tide gate chamber, and headwall would be approximately $450,000. Replacing this sewer will prevent the collapse of the roadway, locate any illegal connections, and eliminate the infiltration of contaminated groundwater.

4. The existance of illegal connections could not be verified because the condition of the storm sewer prevented internal inspection. Illegal connections may exist downstream of manhole B-7. However, because of the age and condition of the 24-inch storm sewer, its proximity to abandoned septic fields and high groundwater in the area, contaminated groundwater is also a probable source of pollutants in the storm sewer. Pollutants may also be leaching directly into the river. Further studies should be made of groundwater pollution in the entire study area.

5. The Fairmount Chemical Company should be required to redirect its sump pump discharge into an inlet.

6. The connection found in manhole B-5 should be sealed.

V. Lockwood Street Outfall

A. Physical Inspection Findings

The storm sewers in Lockwood Street, Lister Avenue, Chapel Street, Albert Avenue, Euclid Avenue and the Morris Canal Right-of-Way all drain through the Lockwood Street outfall (see Plate 2). Drainage from parts of Raymond Boulevard, Ferry Street, and the Pulaski Skyway ramp are also connected to the Lockwood Street system. Separate sanitary sewers serve the entire area. All storm manholes and inlets in the study area were inspected. The limits of tidal flow were identified and all sources of dry weather flow were isolated. Chemical spills at industrial facilities were noted. The Morris Canal storm sewer west of Lockwood Street (LW-8 to MC-11) was lamped.

(1) Lister Avenue Sewer

The manholes, inlets and pipes on Lister Avenue were coated with a black oily material. Sediment depth varied between 0.5 and 1.5 feet. The source of the oil was spillage at the B-Line Trucking Company. Tank trucks are allowed to drain while parked at this facility. Black oily chemicals flow into inlets on Lister Avenue and Esther Street. The flow into Esther Street is continuous and the curb has been broken out to facilitate it.

A continuous flow of viscous orange chemicals was observed entering an inlet on Cornelia Street. This material came from leaking drums stored on the Cellomer Corporation property. These chemicals were entering the Lister Avenue storm sewer. Intermittent spillage of black oily chemicals was noted at the Fiske Brothers Refining Company railroad siding and a very small volume of water and oil from that industry was being discharged into Esther Street. Both flows

were entering the Lister Avenue storm sewer. A cooling water discharge pipe from Fiske Borthers was found at the inlet on the southwest corner of Lockwood Street and Lister Avenue. A 2-inch ± connection was found entering inlet LS-10. Because of its diameter, it is improbable that this line contains wastes. It was not flowing when inspected. The only building near LS-10 is occupied by the State Produce Company. No dry weather flow was observed upstream of manhole LS-12 and no sources of pollution are suspected above that point.

(2) Morris Canal Sewers

Continuous flow was observed in the Morris Canal storm sewers east and west of Lockwood Street. The flow in the easterly line (LW-8 to MC-105) was traced to the Newark Boxboard Company. This flow was estimated at 0.16 mgd using depth measurements. The municipal swimming pool on Waydell Street was discharging an estimated 0.07 mgd into the westerly line upstream of manhole MC3. The car wash drains at the Sunoco Station on Raymond Boulevard were found to be connected to the storm sewer between manholes MC3 and MC-4. Personnel at Associated Auto Body and Trucks Inc. were observed dumping paint into the storm sewer between manholes MC-6 and MC-7. Manhole MC-7 is the limit of tidal influence and no dry weather flow was observed upstream of that point. A partial blockage was found in the invert of manhole MC-2. Sediment varying in depth between 0.5 and 1.0 feet was noted between manholes LW-8 and MC-7.

(3) Euclid Avenue Sewer

The flow in the Euclid Avenue storm sewer, estimated at 0.02 mgd, was traced to the Reddaway Manufacturing Company's cooling water discharge at inlet E-104.

(4) Albert Avenue Sewer

Tidal flow was observed in the Albert Avenue storm sewer up to manhole A-3. A minor, intermittent flow of water and oil from Cellomer enters the Cornelia Street gutter and flows to the Albert Avenue storm sewer. However, no dry weather flow was actually observed upstream of manhole A-3.

(5) Lockwood Street Sewer

No dry weather flow was observed in the Lockwood Street storm sewer upstream of manhole LW-8. There is no indication of pollutant sources above that point. The cross-connections shown on the sewer plans were inspected and found to be sealed. A railroad drain on the south side of the Messinger Trucking and Warehouse Corporation building appeared to be connected to the Lockwood Street sanitary sewer. Major spillage of chemicals was observed at the Atlas Refinery Inc. railroad siding. The eastern portion of this siding drains into railroad drainage ditches that are connected to the Blanchard Street storm sewer system. The discharges from Newark Boxboard, the municipal swimming pool, and Reddaway Manufacturing produce a base discharge of approximately 0.25 mgd.

(6) Lister Avenue Tide Gate

There was no evidence of chemical attack or deterioration of the concrete chamber. Sediment in the invert of the chamber prevents the Lister Avenue tide gate from closing completely. The gate allows inflow during the rising tide. Assuming a five foot tidal range and an open tide gate, approximately 270,000 gallons of river water enters with each incoming tide, mixes with pollutants being discharged into the system and flows back into the river as the tide falls. A typical diurnal flow pattern at the tide gate is shown on Plate 9. If

the tide gates were to close completely, the discharge from the system of any polluted flow would be restricted to a relatively short period around low tide.

(7) Lockwood Street Outfall

An abandoned railroad drain was found connected to manhole LS-1. The last 25 feet of the 72-inch outfall was exposed and showed evidence of chemical attack. Portion of the crown had completely deteriorated. The headwall was not deteriorated and there was no evidence of chemical attack below the spring line of the pipe.

B. Dry Weather Flow Sampling and Flow Montoring

Sources of dry weather flow and limits of tidal influence were noted during the physical survey. Those sewers in which flow was observed were subdivided for sampling. The first set of samples was obtained on May 2, 1978. The second set was taken on June 14, 1978. The laboratory analysis of these samples is shown in Appendix A. Both sets of samples show high levels of pollution on Lockwood Street, Lister Avenue, Albert Avenue, and the easterly portion of the Morris Canal storm sewer. The samples in the Euclid Avenue sewer fell within water quality standards. Because of tidal action, it was not possible to confirm that all high pollutant readings were caused by discharges near the respective sampling points. A discharge of pollutants anywhere in the system within the tidal range could be mixed and carried to distant sampling points. Samples were obtained at the following locations.

LW-0	Lockwood Street Outfall at the Passaic River
LS-2	Lister Avenue upstream of the tide gate chamber
LS-4	Lister Avenue upstream of Lockwood Street
LS-7	Lister Avenue at Joseph Street
LW-1	Lockwood Street upstream of Lister Avenue
LW-4	Lockwood Street upstream of Albert Avenue
LW-7	Lockwood Street downstream of the Morris Canal
A-1	Albert Avenue at Lockwood Street
A-3	Albert Avenue at Joseph Street
E-1	Euclid Avenue at Lockwood Street
E-104	Euclid Avenue (cooling water connection at inlet)
MC-1	Morris Canal at Lockwood Street (west side)
MC-3	Morris Canal 500 ft. west of Lockwood Street
MC-7	Morris Canal 1400 ft. west of Lockwood Street
MC-100	Morris Canal at Lockwood Street (east side)
MC-104	Morris Canal 800 ft. east of Lockwood Street

Euclid Avenue was eliminated from further study because of sampling results. The cooling water discharged at Reddaway Manufacturing was sampled at inlet E-104. The Morris Canal storm sewer west of Lockwood Street (LW-8 to MC-11) was eliminated on the basis of physical inspection, lamping and sampling. The intermittent sources of pollution at the Sunoco Car Wash and Associated Auto Body have been identified. The high levels of pollutants detected at manhole MC-1 in the May 2 sampling is attributed to these sources. Sediment downstream caused flow to pool at manhole MC-7 and remain there as the tide went out. Pollutants from downstream appear to have been carried into that manhole by the tide causing the contamination detected in the MC-7 sample on June 14. The 72-inch Lockwood Street Outfall was not televised because there was no evidence of pollutant sources in the line. The Benjamin Moore Company is the only industry adjacent to the outfall. Maps provided by the City of Newark show the roof drains from one building connected to the outfall. The Benjamin Moore laboratory is located in that building but there are no chemical process facilities. The plant engineer indicates that all other surface and roof drainage is pumped directly into the Passaic River. All other storm sewers in which flow was observed were scheduled for television inspection.

C. Smoke Testing

The storm and sanitary sewers on Lockwood Street, Lister Avenue, Albert Avenue, and the easterly portion of the Morris Canal right-of-way were smoke tested. No problems were observed when the storm sewers were tested. The pipe connecting to manhole LS-1 was found to terminate in an embankment along the nearby railroad spur. This pipe may have functioned as a railroad drain before the track elevation was lowered; it serves no purpose now. The effectiveness of the smoke testing may have been reduced in the larger storm sewers. Blowers were used to force smoke into the pipes under pressure. The volume of the Lockwood Street storm sewer (66-inch) and the number of inlet openings reduced the pressure behind the smoke and may have prevented it from reaching remote connections.

Three inflow sources were detected when the sanitary sewer was smoke tested. All observed roof and area drains at Atlas Refinery Inc. were connected to the sanitary sewer. These drains are a major source of inflow and should be reconnected to the storm sewer. A cross connection was found at the intersection of Joseph Street and Lister Avenue. The storm inlet at the southwest corner of the intersection is connected to the adjacent sanitary manhole. The sanitary sewer elevation is lower than the inlet invert. Sanitary sewage could enter the storm sewer if a blockage occurred. Smoke also escaped from the site of a demolished building at the southwest corner of the Lockwood Street-Albert Avenue intersection. It appears that the building connection was not sealed. No smoke was observed escaping from plumbing vents. It is probable that all connections to the storm and sanitary sewer have line traps which would prevent the passage of smoke.

D. Television Inspection

The following lengths of storm sewer were inspected using closed circuit television.

Lister Avenue	LS-1 to LS-3
Lister Avenue	LS-4 to LS-11
Lockwood Street	LS-3 to LW-8
Albert Avenue	A-1 to A-3
Morris Canal	LW-8 to MC-104

The inspection of the Lister Avenue line revealed an oil separator at Atlas Refinery Inc. connected to the 66-inch storm sewer approximately 120 ft. upstream of manhole LS-2. This connection is believed to be a major source of pollutants. There is a railroad siding drainage system connected to this oil separator. Tank cars containing chemicals are unloaded at the siding daily and spills are frequent. Much of the spillage is believed to pass through the separator and enter the Lister Avenue storm sewer. No other sources of flow were found during the television inspection of Lister Avenue. Significant settlement was noted between LS-4 and LS-11. The television camera went under water frequently and came out at inlets and manholes. Most lengths of pipe had settled more than 15 inches. Based upon the portions of line that could be seen and the relatively recent date of construction (1970), no illegal connections are suspected. The pollution in the line results from spillage at B-Line Trucking and Cellomer, as well as pollutants washed in by the tide. The flow from the Atlas oil separator, immediately downstream, could cause high pollutant concentrations in the Lister Avenue storm sewer.

Several connections were found in the Lockwood Street storm sewer between manholes LW-4 and LW-3. Pipes were located 34 ft., 92 ft., 104 ft., 133 ft., 143 ft. and 200 ft. downstream of manhole

LW-4. The pipes at 92 ft. and 104 ft. are shown on old plans as connections to inlets at the intersection. These inlets were connected to the new Albert Avenue storm sewer in 1970. The pipes at 34 ft., 143 ft. and 200 ft. appear to be roof or floor drain connections to the Messinger Trucking and Warehouse Corporation building. There are no wastes eminating from this facility. The connection at 143 ft. may also be a concrete spall; the pipe could not be seen clearly. The connection at 133 ft. comes from the west side of the street in the vicinity of the Albert Avenue intersection. This pipe is not shown on the storm sewer plans, but it may be an abandoned inlet connection. These connections were not flowing when the pipe was televised.

A connection of unknown origin was observed in the Lockwood Avenue storm sewer 53 ft. downstream of manhole LW-3. Inlet connections were also observed 170 ft. and 183 ft. downstream of LW-3. The pipe at 53 ft. connected on the east side and may be from Atlas Refinery Inc. A pipe crossing broken into the crown of the 66-inch line and running perpendicular to it was noted at 201 ft. These pipes were not flowing when televised. A 2-inch $\pm$ connection located approximately 10 ft. upstream of manhole LW-2 has been observed by City personnel. This connection comes from the east side of the street and was discharging flow when observed. This connection appeared to originate at Atlas Refinery Inc.

Three connections were noted between manholes LW-2 and LW-1 in the Lockwood street storm sewer. Pipes were observed 149 ft., 159 ft. and 215 ft. downstream of manhole LW-2. The connection at 159 ft. is believed to be from an inlet that was removed during construction of a new building at Atlas Refinery Inc. The connection at 149 ft. appeared to be a large pipe 24-inch $\pm$ surrounded by roots. It could also be a connection crossing the 66-inch line. The connection at 215 ft. was from the westerly side of the street. It

could not be seen clearly and may be a concrete spall. No flow was observed from any of these pipes.

No improper connections were found in the Albert Avenue storm sewer or in the Morris Canal line between manholes LW-8 and MC-104. The pollutants detected in the Albert Avenue line appear to have been carried in by tidal action. Two sources of pollutants are suspected in the Morris Canal sewer east of Lockwood Street. The limit of tidal influence is downstream of manhole MC-104. Yet, pollutants were detected in the sample obtained at that manhole. Newark Boxboard discharges the flow sampled at MC-104 and that flow is polluted. However, the concentration of pollutants downstream, at manhole MC-100, is three times greater than at MC-104. Some pollutants may settle into the sediment during the high tide periods. Flow from Newark Boxboard may flush some of this material and carry it into the Lockwood Street storm sewer.

E. Conclusions and Recommendations

1. Several improvements are required at Atlas Refinery Inc. The firm should be required to connect its oil separator to the sanitary sewer rather than to the storm sewer. The spillage at the railroad siding should be cleaned up and procedures developed to prevent future spills. Roof and area drains should be connected to the storm sewer rather than to the sanitary sewer as at present. The plant has been expanded several times over the years and complete plans of the piping systems are not available. The Lockwood Street storm sewer is located under the sidewalk in front of the Atlas plant. Connections could have been made without excavation in the street. Connections of unknown origin between manholes LW-3 and LW-1 appear to lead to drains in the Atlas plant complex. Fiske Brothers Refining Company, the industry across the street, is a less likely point of origin since they would have had to excavate the street and cross the sanitary sewer to make connections to the storm sewer. Atlas should be required to evaluate its piping and identify connections to the storm sewer. Any sanitary facilities, chemical processes, or drains that accept polluted flow should be reconnected to the sanitary sewer. Authorized discharges to the storm sewer should be made through a manhole or chamber to allow monitoring by the City.

2. Fiske Brothers Refining Company should be required to cease discharging oil and water into Esther Street and to prevent spills at their railroad siding. Fiske Brothers should be required to identify existing connections to the storm sewer. Connections that accept pollutants should be reconnected to the sanitary sewer. Connections that carry

nonpolluted flow should be made through a chamber to facilitate monitoring by the City.

3. After Atlas and Fiske Brothers have evaluated their piping and reconnected lines as necessary, the remaining connections of unknown origin between LW-3 and LW-1 should be sealed as a precaution. Initially, temporary plugs should be installed. If the lines are active, a backup will be reported. If no problems occur after one month, the connections should be permanently sealed. The connections observed between LW-4 and LW-3 are believed to be roof drains from the Messinger Warehouse and abandoned inlet connections. They should not be sealed.

4. B-Line Trucking Company should be required to cease discharging black oily waste into Lister Avenue and Esther Street. The spillage that has already occurred should be cleaned up. This flow is believed to be the major source of black oil in the system.

5. Newark Boxboard Company should be required to evaluate its internal piping. Only nonpolluted flow should be discharged into the Morris Canal storm sewer. Polluted flow should be discharged into the Blanchard Street sanitary sewer after that line is cleaned. The City should monitor the flow at manhole MC-104 to assure compliance.

6. Associated Auto Body and Trucks, Inc. should be prohibited from dumping paint or other wastes into the Morris Canal storm sewer.

7. The car wash drains at the Sunoco Station should be reconnected to the sanitary sewer. Suitable grit removal and oil separation facilities should be provided.

8. Cellomer Corporation should be required to clean up the spillage on their property and cease discharging oil into Cornelia Street. It should be noted that Cellomer was informed of this problem and cleanup operations were underway.

9. Sources of inflow should be eliminated. The cross connection at the intersection of Joseph Street and Lister Avenue should be sealed. The railroad siding drain on the south side of the Messinger Warehouse should be disconnected from the sanitary sewer. The Atlas roof and area drains have already been discussed.

10. The Lister Avenue storm sewer, west of Lockwood Street should be cleaned of debris, sediment and oily wastes.

STREAM CONTAMINATION REPORT

District No.: 10 Report Date: 5/9/79 Inspector: Tomaro

Company Name: B LINE TRUCKING CO.

Address: 67 Esther St., Newark

Name and Title of Person Contacted: William Orth, Owner

Telephone No: 589-7701

Nature of Business: Trucking

Sampled - yes [ ] no [*] Date: _____ Time: _____ Temp.: _____

Polluting - yes [X] no [ ] Nature of Pollution: sloppy condition

Discharge to Storm Sewer - yes [ ] no [ ] NDPES Permit - yes [ ] no [ ]

Violation: Date: 5/3/79 Time: 10:00 a.m. Description:

dark greyish liquid and truck oil drippings from yard area entering storm catch basin on Esther St.

Weather: clear Air Temp.: _____

Color: _____ Odor: _____ pH: _____ Test Paper

Turbidity:

Collection on Bank - Describe: _____

Surface Scum, Foam or Oil: _____

Distance Visible Downstream: Approximately _____ Ft.

Width across stream: Approximately _____ Ft.

REMARKS: _____

FJA000301

TIERRA-B-009491

While on assignment in district 10, in Newark on 5/9/79 at 1:00 p.m. I checked the above company and found the condition in yard area same as reported on 5/3/79.

I contacted Mr. William Orth owner of trucking company, he stated he had contacted Mr. Paul Steneki contractor from Kearny , (997-3696) to excavate the yard area and spread crushed stone to correct the sloppy condition.

Yard area will not be corrected for two or three weeks, before contractor will be available to do the job.

Inspector in district will keep company under observation to see that job is done.

Re: to 5/3/79 report.

Michael Tomaro

Michael Tomaro
River Inspector

FJA000302

JOL

STREAM CONTAMINATION REPORT

District No.: 10 Report Date: 5/9/79 Inspector: Tomaro.

Company Name: B-Fine Trucking Co.

Address: 67 Esther St. Newark. NJ.

Name and Title of Person Contacted: William Orth Owner.

Telephone No: 589-7701

Nature of Business: Trucking

Sampled - yes ☐ no ☑ Date: _____ Time: _____ Temp.: _____

Polluting - yes ☑ no ☐ Nature of Pollution: Sloppy condition

Discharge to Storm Sewer - yes ☐ no ☐ NDPES Permit - yes ☐ no ☐

Violation: Date: 5/3/79. Time: 10:00 A.M. Description:

Dark greyish liquid & trash. oil drippings from yard area entering storm catch basin on Esther St.

Weather: clear. Air Temp.: _____

Color: _____ Odor: _____ pH: _____ Test Paper

Turbidity:

Collection on Bank - Describe: _____

Surface Scum, Foam or Oil: _____

Distance Visible Downstream: Approximately _____ FJA0003603

Width across stream: Approximately _____ Ft.

REMARKS: While on assignment in District # 10 in Newark on 5/9/79 at 1:00 P.M. I checked the above company & found the condition in yard area soon

reported on 5/3/79.
I contacted Mr. William Orth owner of trucking Co.,
he stated he had contacted Mr. Paul Stinski contractor
from Kearny N.J. (997-3696) to excavate the
yard area and spread crushed stone to correct the
sloppy condition.

Yard area will not be corrected for two or
three weeks before contractor will be ~~available~~
available to do the job.

Inspector in district will keep company
under observation to see that job is done.
R: to 5/3/79 report.

Resident Insp.
Michael Tomaro

FJA000304

STREAM CONTAMINATION REPORT

District No.: 10 Report Date: 5/3/79 Inspector: Mc Laughlin/ Tomaro

Company Name: B LINE TRUCKING CO.

Address: 67 Esther St., Newark

Name and Title of Person Contacted: William Orth, Owner

Telephone No: 589-7700

Nature of Business: trucking

Sampled - yes [x] no [ ] Date: 5/3/79 Time: 10:00 a.m Temp.:

Polluting - yes [x] no [ ] Nature of Pollution: ph 11

Discharge to Storm Sewer - yes [x] no [ ] NDPES Permit - yes [ ] no [ ]

Violation: Date: 5/3/79 Time: 10:00 a.m Description:

~~dark greyish liquid runoff~~ from yard area entering storm catch basin ~~on Esther St.~~

Weather: ~~fair~~ Air Temp.: 60

Color: ~~dark grey~~ Odor: ind. PH: 11 Test Paper

Turbidity:

Collection on Bank - Describe: none

Surface Scum, Foam or Oil: ~~trace of oily film~~

Distance Visible Downstream: Approximately none Ft.

Width across stream: Approximately none Ft.

REMARKS:

FJA000306

While on assignment from Asst. Supt. L. Cuccinello in City of Newark we observed a dark grey liquid along curbside of Esther St. which had apparently been a recent runoff from B Line property. Upon further inspection with Mr. William Orth, Owner of B Line, it was determined this liquid originated from B Line property.

Mr. Orth was unable to provide us with an explanation, however, he said a driver could possibly have released some caustic solution from a tank trailer in the yard, thus accounting for the ph 11 factor.

Mr. Orth said he would clean up area and deposit crushed stone, also to instruct his drivers not to release any liquids from tank trailers at any time.

Suggest this violation be followed up by inspectors assigned to district 10.

Respectfully,

John K. Mc Laughlin
River Inspector

Michael Tomaro
River Inspector

FJA000307

STREAM CONTAMINATION REPORT

District No.: 10 Report Date: 5-3-79 Inspector: McLaughlin Tomaro

Company Name: B-Line Trucking Co.

Address: 67 Esther ST. Newark, N.J.

Name and Title of Person Contacted: William Orth, owner

Telephone No: 589-7700

Nature of Business: Trucking

Sampled - yes ✓ no ___ Date: 5-3-79 Time: 10:00 A.M. Temp.: —

Polluting - yes ✓ no ___ Nature of Pollution: pH 11

Discharge to Storm Sewer - yes ✓ no ___ NDPES Permit - yes __ no __

Violation: Date: 5-3-79 Time: 10:00 A.M. Description: dark greyish liquid runoff from yard area entering storm catch basin on Esther ST.

Weather: Fair Air Temp.: 60°F

Color: Dark grey Odor: Ind. pH: 11 Test Paper

Turbidity:

Collection on Bank - Describe: none

Surface Scum, Foam or Oil: Trace of oily film

Distance Visible Downstream: Approximately none Ft.

Width across stream: Approximately none Ft.

REMARKS: While on assignment from Asst. Supt. L. Cuccinello in City of Newark we observed a dark grey liquid along curbside of Esther St. which had apparently been a recent

TIERRA-B-009497

runoff from B-Line property. Upon further inspection with Mr. William Orth, owner of B-Line it was determined this liquid originated from B-Line property.

Mr. Orth was unable to provide us with an explanation, however he said a driver could possibly have released some caustic solution from a tank trailer in the yard, thus accounting for the pH 11 factor.

Mr. Orth said he would clean up area and deposit crushed stone, also to instruct his drivers not to release any liquids from tank trailers at any time.

Suggest this location be followed up by Inspectors assigned to Dist #10.

Respectfully,
John K. McLaughlin
Michael Tomaro

A-021601

State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Northern Bureau of Water Compliance and Enforcement
1259 Route 46, Building 2
Parsippany, New Jersey 07054-4191
Telephone (973) 299-7592 Fax (973) 299-7719

Robert C. Shinn, Jr.
Commissioner

October 27, 1999

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. David Shaeffer, Vice President
B Line Trucking
67 Esther Street
Newark, N.J. 07105

Re: Unpermitted Discharge to Surface Water (Passaic River)
B Line Trucking
Newark/Essex County

Dear Mr. Shaeffer:

A representative of the New Jersey Department of Environmental Protection ("NJDEP" or "Department") conducted a New Jersey Pollution Discharge Elimination System (NJPDES) Compliance Evaluation and Assistance Inspection at the B Line Trucking, Inc. (B Line) industrial facility located at 67 Esther Street, Newark, New Jersey 07105 on October 13,1999.

The inspection revealed that B Line's industrial activity is in the proximity of storm drains discharging to the Passaic River, and as such has the potential of causing an unpermitted discharge of contaminated stormwater associated with industrial activity to the surface waters of the State. Such a discharge is governed by the New Jersey Water Pollution Control Act N.J.S.A. 58:10A-1 *et seq.*, and the regulations promulgated thereunder N.J.A.C. 7:14A-11 *et seq.*

The Department has reason to believe that your facility (SIC Code 4213) should be regulated under a General Stormwater Permit. You are therefore required to submit, an application for the General Stormwater Permit pursuant to N.J.A.C. 7:14A-11.5(b) as defined under N.J.A.C. 7:14A-1.2 to the Bureau of Non-Point Pollution Control, 401 East State Street, Trenton, New Jersey 08625, with a copy sent to this Bureau, within thirty (30) calendar days of receipt of this letter. Permit application information and forms may be obtained by contacting the Bureau of Nonpoint Pollution Control at (609) 633-7021.

FJA000374

Please direct any questions on this correspondence to this writer by phone at (973) 299-7592, or by letter through this Bureau. Thank you for your continued cooperation in the prevention and control of water pollution in New Jersey.

Very truly yours,

Theophilus Ashie
Principal Environmental Specialist
Northern Bureau of
Water Compliance and Enforcement

E29:G26

Enclosure

c: Janet Jessel, Supervisor, BNPC
City of Newark health Department
Joseph M. Mikulka, Bureau Chief, NBWCE

FJA000375