

UNITED STATES NUCLEAR REGULATORY COMMISSION
OFFICE OF INVESTIGATIONS

INVESTIGATIVE INTERVIEW
OF DONALD RAY SCARBOROUGH

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INVESTIGATIVE INTERVIEW OF DONALD RAY
SCARBOROUGH, reported by Julia G. Stewart, Court
Reporter and Commissioner for the State of Alabama
at Large, in the Carlile School, Gore, Oklahoma,
on Wednesday, March 12, 1986, commencing at
approximately 4:15 P.M., Central Standard Time.

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APPEARANCES

FOR THE UNITED STATES
NUCLEAR REGULATORY COMMISSION:

Mr. Brooks Griffin, Investigator
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4-86-005

EXHIBIT 39
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1 MR. GRIFFIN: For the record, this is an
2 interview of Donald Ray Scarborough,
3 S-C-A-R-B-O-R-O-U-G-H; is that correct?

4 THE WITNESS: Yes.

5 MR. GRIFFIN: Who is employed by Kerr-McGee.
6 The location of this interview is the Sequoyah
7 Fuels Facility in Gore, Oklahoma. The date is
8 March the 12th, 1986, and the time is 4:15 p.m.
9 Present at this interview are Donnie Scarborough
10 and, for the NRC, William Hutchison and myself, H.
11 Brooks Griffin. This interview is being
12 transcribed by a court reporter.

13 Donnie, I need you to rise, raise your right
14 hand, and I'm going to swear you to the contents
15 of your testimony. Do you swear that the
16 information you're about to give is the truth, the
17 whole truth, and nothing but the truth, so help
18 you God?

19 THE WITNESS: Yes.

20 MR. GRIFFIN: Thank you.

21
22 EXAMINATION

23 BY MR. GRIFFIN:

24 Q. Donnie, how long have you been employed by
Kerr-McGee?

- 1 A. Five years.
- 2 Q. I understand your title is chemical operator; is
3 that correct?
- 4 A. Yes, sir.
- 5 Q. How long have you been a chemical operator?
- 6 A. About four years.
- 7 Q. Which shift are you on?
- 8 A. B shift.
- 9 Q. And who is your supervisor?
- 10 A. Leroy Reid.
- 11 Q. Since the accident in January, you were
12 interviewed by the Kerr-McGee attorneys; is that
13 correct?
- 14 A. Yes.
- 15 Q. Were you interviewed by the NRC inspection team
16 that was on site at that time?
- 17 A. No.
- 18 Q. Were you interviewed by the OSHA representatives?
- 19 A. Yes.
- 20 Q. Donnie, I want you to -- I'm going to ask you to
21 take a minute and describe the method or procedure
22 by which you go about filling a cylinder when
23 you're working in shipping. Let me drop back a
24 minute before I go into that. You're on the B
shift. If I understand correctly, you rotate into

1 the shipping department every six months; is that
2 right, about every six months?

3 A. Yeah.

4 Q. For ~~a~~ thirty-day period?

5 A. Uh-huh. (positive response)

6 Q. And then six months later -- as you rotate through
7 other parts of the plant, six months later you're
8 back in shipping again; is that right?

9 A. (Witness nods head in the affirmative.)

10 Q. And you're familiar with the procedures and
11 requirements and the duties of a chemical operator
12 working in the shipping department; is that right?

13 A. Yes.

14 Q. Okay. Now, back to what I was getting to while
15 ago. Could you explain to me how cylinders are
16 brought in, weighed and filled and sent to the
17 final process where they are ready for shipping?

18 A. Okay. First, before we can fill them, we have to
19 have a qualified assurance to check them. Then
20 when he checks them, we tare weight them and we
21 fill out a status sheet on them. Then we bring
22 them in and leak check them, pressure them up to
23 about seventy-five pounds and make sure they don't
24 leak, check the threads and everything. Then we
hook it up and put a heat gun on it, because if

1 that right in there is cold, it will freeze out at
2 six, won't drain. So we put a heat gun on it.
3 And the traps -- well, it depends on how many
4 towers you're running for how much time they are
5 on; but when they get up to a certain amount of
6 pressure, we drain them and put one at the top and
7 one at the bottom, and we notify the control room,
8 and we drop it down and drain it in there. Then
9 when we fill it to 21,150 pounds --

10 Q. This is on a ten-ton?

11 A. Yes. On a ten-ton.

12 Q. Have you ever worked with anything other than
13 ten-ton?

14 A. Yes.

15 Q. You've done fourteen?

16 A. Yes. But mostly we just do ten.

17 Q. Use ten as an example.

18 A. Okay. We fill it to 21,150 pounds and put it in
19 the steam chest for twelve hours to be sampled.

20 Q. Okay. Now, from the brief discussion we had
21 before we went on the record, I understand that
22 you are aware now that the procedure calls for the
23 evacuation of a hundred pounds off that 21,150.

24 A. I knew about it then, but nobody -- well --.

 Q. You knew about it over the years?

- 1 A. Yes.
- 2 Q. Why didn't you do that evacuation?
- 3 A. I don't really know.
- 4 Q. Is it because everybody else wasn't doing it?
- 5 A. Well, I guess the guy that trained me, he didn't
- 6 do it, so --.
- 7 Q. Did you know anybody that did it?
- 8 A. Well, I never went down there when anybody else
- 9 was working; but just when me and that guy were
- 10 there, we never done it.
- 11 Q. Did you ever talk to any of the other operators
- 12 about whether they evacuated that hundred pounds?
- 13 A. No.
- 14 Q. The man that trained you, he didn't drain it?
- 15 A. No.
- 16 Q. Or evacuate it?
- 17 A. Evacuate it.
- 18 Q. I'm sorry. And you didn't either?
- 19 A. No.
- 20 Q. Okay. So all the years that you've worked or the
- 21 four years you've worked in the shipping
- 22 department, when you were working with ten-ton,
- 23 you always loaded it with 21,150?
- 24 A. Yes.
- Q. And then sent it to the steam chest?

1 A. Yes.

2 Q. Have you ever sent one to the steam chest that
3 weighed more than 21,150?

4 A. No.

5 Q. So have you ever loaded a cylinder, a ten-ton or a
6 fourteen-ton cylinder, with more than 21,150?

7 A. Yes.

8 Q. Could you tell me about that incident? Tell me
9 about it, if you would.

10 A. Well, we were draining one. It was on graveyard
11 shift. We had one that was filling up, and we had
12 an empty one over there. When we got the full one
13 filled, I blocked it in and lined the empty one
14 up, but it wouldn't drain. So I went upstairs and
15 blocked the drain leg in off the primary or
16 cleanup erector, whichever it was, and turned it
17 off, tried to evacuate it back out. But it had
18 filled up so much, it wouldn't hardly evacuate
19 out. So to keep from the whole header freezing
20 up, I lined the full cylinder back up, and
21 evacuated the line into it. Then when I got the
22 line emptied out enough, I lined it back up. Then
23 we started evacuating that cylinder out.
24 Q. When you went down and checked the weight, then,
on that cylinder, how much over were you?

1 A. It may have been seven hundred pounds or so. It
2 might have been a little less or a little more. I
3 can't really remember. But it was overweight.

4 Q. Was your supervisor aware of this?

5 A. Yes. I called him down there when that other one
6 wouldn't drain when the header plugged up.

7 Q. This is Reid who came down?

8 A. Yes.

9 Q. What did you do next?

10 A. We started just evacuating it out.

11 Q. Were you able to finish the evacuation during your
12 shift?

13 A. No.

14 Q. The next shift took over the evacuation?

15 A. Yes.

16 Q. Did you ever hear from any of the members of that
17 shift whether that evacuation was complete while
18 it was in the drain facility?

19 A. No.

20 Q. Nobody ever came back to you and said, "We
21 finished that one"?

22 A. No.

23 Q. Do you know if that shift had to take it to the
24 heat chest to get it drained?

A. Well, I guess they did because it was sampled. If

1 they hadn't of took it -- if the next shift would
2 have took it, I would have had to sample it.

3 Q. Do you know if they had to take it out and heat it
4 to finish evacuating it back down to the proper
5 weight?

6 A. I don't know for sure.

7 Q. Okay. During that particular incident, during
8 this overfill you've just described, when your
9 shift ended, did Reid stay with the other shift or
10 did he leave at the same time you did?

11 A. Well, the supervisors, they always stay later than
12 we do, but I stayed out at the drain station until
13 my relief came out.

14 Q. When your relief came, did Reid leave with you or
15 did he remain there with the other shift coming
16 in?

17 A. He was upstairs.

18 Q. Okay. Donnie, have you ever had an occasion to
19 take a cylinder out of the steam chest that was --
20 that you discovered was overfilled when you
21 weighed it at the scales?

22 A. Well, most of the time when I take one out of the
23 steam chest, I'll just -- I don't really weigh it
24 then. I hook it all up and start evacuating and
 then figure out what weight I have to evacuate it

1 down to, because we have to have a certain amount
2 in it. Then I'll weigh it.

3 Q. Well, when you hook it up and evacuate it, how
4 much are you evacuating?

5 A. Well, our net gross is 25,500 pounds, and the net
6 amount of six we can have in one is 21,030 pounds.
7 So whatever the tare weight is, we just subtract
8 it from the gross and try to get that net under
9 21,000. We get the net under 21,030 and try to
10 get the gross at 25,500 or close to it.

11 Q. At the times that you've taken cylinders out of
12 the steam chest, have you ever found one that has
13 an excess amount in it that caused you to drain
14 more than, say, two hundred pounds?

15 A. Yes.

16 Q. How often has that happened?

17 A. Well, every now and then you'll get some three or
18 four hundred pounds over.

19 Q. Have you ever had anybody offer you or give you an
20 explanation as to why it was over?

21 A. No.

22 Q. Do you know why it's over?

23 A. No.

24 Q. Is there any other explanation other than it was
overfilled when it was put in the steam chest?

1 A. Well, it may have to do with the tare weights on
2 them, too.

3 Q. Do the tare weights vary between cylinders?

4 A. Yes.

5 Q. How much would you say that variance is?

6 A. From --

7 Q. Just average. What could be the high and the low?

8 A. Well, some of them weighs forty-four hundred, and
9 some of them weigh forty-five hundred. You know,
10 they have like forty-five hundred and sixty-nine
11 or forty-four hundred and thirty, or some can get
12 up to forty-six. It depends on the heel of them,
13 too, what -- now much six is left over in them.

14 Q. What's the most you ever remember having to
15 evacuate at the scales there at the final weigh?

16 A. To evacuate out of the cylinder?

17 Q. Yes. To get down to the shipping weight.

18 A. I believe five or six hundred pounds.

19 Q. If it were six hundred pounds, that would be more
20 than any kind of give and take in the tare weight,
21 wouldn't it?

22 A. Yes.

23 Q. That would be an overfilled cylinder, wouldn't it?

24 A. Yes.

Q. But you never found out why it was overfilled?

1 Nobody ever told you?

2 A. No.

3 Q. Did you have an incident that occurred a year or
4 two ago in which you had a cylinder, a
5 fourteen-ton cylinder, that came out of the steam
6 chest that had high pressure on it?

7 A. Well, it was either leaking by or had high
8 pressure on it. I don't know for sure.

9 Q. Tell me what you remember about that particular
10 incident. When was it, first off?

11 A. When was it? I can't really remember, but it
12 was --

13 Q. About how long?

14 A. Maybe a couple of years ago. We filled a bunch of
15 CapCo cylinders, and they are still up there. We
16 never have shipped them out. But when I got it
17 out of the steam chest, I put it on the cart, the
18 scale cart, and I went to hook it up. I started
19 taking the cap off of it, and it started smoking
20 pretty bad, so I put the dust collector hose over
21 it and kept easing the cap off. When I got it
22 about half off, the cap kind of blew on off. But
23 I had the hose up there, and it contained all the
24 six. I can't really remember how much overweight
it was or if it was overweight.

1 Q. Did you ever figure out why -- what was causing it
2 to blow? Was it high pressure or just a defective
3 cap?

4 A. I never figured it out, but a lot of those
5 cylinders, the -- leak by. The stem leak by, and
6 it gets trapped in between the cap and that stem
7 after it leaks by so much. And when you start
8 taking that cap off, that pressure releases off of
9 it.

10 Q. How did you solve that problem? Were you able to
11 get it down to where it wasn't smoking anymore?

12 A. Yes. I just kept that dust collector hose on it.

13 Q. So it just finally got down to where it wasn't
14 smoking anymore?

15 A. Yes.

16 Q. Did you ever figure out whether that was an
17 overfill?

18 A. I can't remember if it was overfilled or if it had
19 just leaked by.

20 Q. Did you tell Reid about this one?

21 A. No.

22 Q. He wasn't involved? He didn't come out to the --

23 A. No. I didn't tell him.

24 Q. Did you ever tell anybody so they could fix that
leak?

1 A. No. We just sucked it down, sampled it and put it
2 out to get a vacuum on it.

3 Q. Is that the type of problem Reid would have
4 expected you to call him on?

5 A. Maybe. I don't really know.

6 Q. The reason I'm asking you about your shift
7 supervisor is that we know these hundred-pound
8 overfills are going to the steam chest. I'm sure
9 you've seen that procedure since then.

10 A. Yes. About do not heat an overfilled cylinder?

11 Q. Yes.

12 A. Yes.

13 Q. And so what we're trying to get a handle on is how
14 closely associated with your activities when
15 you're working in the shipping department these --
16 how closely were these supervisors working with
17 you and how much were they aware of problems that
18 developed and how often or to what degree were you
19 keeping them aware of what is going on down
20 there? Did Reid -- did you call Reid when you
21 had a problem?

22 A. When I had one I didn't think I could handle, I'd
23 call him, but most of the time I'd just try to do
24 it myself.

Q. Did you ever have any people working on other

1 shifts that left you problems regularly like
2 overfills and stuff like that?

3 A. Well, you'd get one every now and then.

4 Q. But, were there any people on the other shifts that
5 were bad to do it?

6 A. No, not really.

7 Q. They didn't leave you in a fix or something?

8 A. No.

9 Q. Donnie, have you ever seen a chemical operator
10 working in the shipping department take a cylinder
11 out and put it in the steam chest that you knew
12 was overfilled beyond that hundred pounds?

13 A. No.

14 Q. I've probably already asked you this. Let me ask
15 you again, though. Have you ever had a discussion
16 with Reid about why you guys are leaving that
17 hundred pounds in there and taking it to the steam
18 chest that way?

19 A. No. I never told him that I was leaving a hundred
20 pounds in.

21 Q. But you do record that 21,150 on that cylinder
22 status sheet when you fill it out, don't you?

23 A. Yes.

24 Q. And he sees that sheet, and he signs it, doesn't
he?

1 A. Yes.

2

3

EXAMINATION

4

BY MR. HUTCHISON:

5

Q. When do you put that figure?

6

A. The 21,150?

7

Q. When you're filling out the document, the status record, when do you put the figure on there?

8

9

A. Right when you finish draining it.

10

Q. At the end of the drain?

11

A. Yes.

12

Q. Where is the figure taken from?

13

A. Off the scales.

14

Q. Let me just clarify a couple of other points. You said that you were trained on the job by someone.

15

16

A. Yes.

17

Q. What year was that?

18

A. Let's see. Probably '82.

19

Q. 1982?

20

A. Uh-huh. (positive response)

21

Q. And you are, from what I understand, in the shipping department working filling cylinders twice a year, because it's once every six months you're in there; is that correct?

22

23

24

A. Yes, now, it is. But I worked there for about a

1 year straight.

2 Q. Straight?

3 A. Yeah.

4 Q. So you worked for one solid year straight as a
5 chemical operator involved in fills?

6 A. Yes.

7 Q. And now it's approximately one month every six
8 months or thirty days every six months?

9 A. Well, it's like we go around three shifts,
10 graveyard, evenings and days. We work seven days
11 at a time. We switch when we get back around.
12 Like on the first evening, we'll work around, then
13 switch. That covers about, you know -- it will be
14 twenty-one working days. But counting the days
15 off and everything, it comes up to about a month.

16 Q. In 1985, last year, how many times did you work in
17 the shipping department on filling cylinders?

18 A. Probably twice.

19 Q. And for each time how long a period?

20 A. The three shifts each time. Days, evenings and
21 graveyard each time.

22 Q. You said before that you had a recollection of
23 cylinders that had been overfilled in excess of
24 the one hundred pounds.

A. Yes, when we get them out of the steam chest.

1 Q. You said every now and then. In 1985 you were
2 there for thirty days at a stretch twice during
3 that year. During those two thirty-day stretches,
4 what is it that you mean by every now and then?

5 A. You might go two or three weeks and get one four
6 or five hundred pounds overweight.

7 Q. In a thirty-day stretch at that point during 1985,
8 you might have run into one of those instances?

9 A. Yes. One or two.

10 Q. One or two?

11 A. Uh-huh. (positive response)

12 Q. At any time in the past, in your experience at
13 Sequoyah, do you have any knowledge of a cylinder
14 having bulged?

15 A. No.

16 Q. And you have knowledge of a rupture, and that was
17 the rupture that is the event we're talking about?

18 A. The only other thing -- I was thinking that they
19 had a little dump trap that somebody hooked the
20 heat tape on to evacuate it out and fed the line
21 up to the cylinder, and it kind of -- the top blew
22 off of it.

23 Q. Okay. And the only rupture you have any knowledge
24 of is the event that has been discussed with you
that took place in January of 1986?

1 A. Yes.

2

3

EXAMINATION

4

BY MR. GRIFFIN:

5 Q. Donnie, let's talk about this Revision 6 of the
6 procedure for handling those cylinders. When did
7 you first become aware of Revision 6 that
8 prohibits the heating of overfilled cylinders?

9 A. I've seen the old procedures before, and it states
10 about the same thing; but I never remembered
11 seeing that part that they had in there about
12 heating an overfilled cylinder. I hadn't seen it
13 in writing, but our supervisor had told us -- had
14 told me.

15 Q. When did he tell you?

16 A. Well, it's been maybe two or three years ago.

17 Q. Okay..

18 A. But I had never seen it in writing before until
19 after this.

20 Q. After the accident?

21 A. Yes.

22 Q. Okay. Well, the revision that I'm referring to --
23 and I'm telling you this -- was written in January
24 of 1985, and a lot of the people that I've talked
to so far had never seen that until after the

1 accident. Have you seen it since the accident?

2 A. Yes, I've seen it since then.

3 Q. Now, you were saying that somebody told you about
4 the procedure several years ago.

5 A. I've seen it before, but then it didn't have wrote
6 in there do not heat an overfilled cylinder.

7 Q. It just described how to handle cylinders?

8 A. Yes. About the same thing, but didn't have that.

9 Q. Did anybody ever warn you before that if you
10 heated an overfilled cylinder you might have a
11 rupture?

12 A. Well, my supervisor told me. Leroy Reid said
13 never to put one in there.

14 Q. When did he say that?

15 A. It's been maybe two or three years ago. But I
16 hadn't seen it in writing until after the
17 accident.

18 Q. When Reid told you this two or three years ago,
19 were you in a class, or did he just tell it to you
20 personally?

21 A. I can't remember if we were in a safety meeting or
22 if he just had told me personally, but I remember
23 him telling me.

24 Q. Do you have a particular recollection or a
specific recollection he told you it might rupture

1 if it was overfilled and you heated it?

2 A. No.

3 Q. He just said not to do it?

4 A. Yes.

5 Q. Back when you used to work in the shipping
6 department full time, did you ever see people back
7 then putting overfills into the steam chest?

8 A. No.

9 Q. Did you ever see overfills coming out of the steam
10 chest back then?

11 A. Yeah.

12 Q. Was Reid aware that overfills were coming out of
13 the steam chest?

14 A. I don't know.

15 Q. Did you ever talk to him about it?

16 A. No. All we done was, you know, evacuate it down
17 to the weight and sample it.

18 Q. Since the accident, have you attended classes
19 where they talked about Revision 6? It's the one
20 that's got those things written in there about
21 don't overfill.

22 A. No. I haven't been to a class yet.

23 Q. But somebody showed you the procedure?

24 A. Uh-huh. (positive response)

Q. Did anybody give you a procedure right after the

1 accident? Did anybody give you a copy of it?

2 A. Right after the accident? No.

3 Q. Anybody ever like leave it in your locker and then
4 tell you, "Hey, it's in your locker; I want you to
5 read it"?

6 A. No.

7 Q. Donnie, have you ever had any problem or noticed
8 any problems with the scales?

9 A. Well, one time the north scale, it was hanging up
10 a while, and we reported it and they got it fixed.

11 Q. How long ago was this?

12 A. It's probably two or three years ago.

13 Q. It was hanging up and then --

14 A. Yes.

15 Q. Would it give an accurate reading?

16 A. Well, you'd be draining in it, but it wouldn't be
17 showing nothing; and all of a sudden it would jump
18 up thirty or forty pounds, you know.

19 Q. I see. When that scale was hanging up like that,
20 did any overfills result that you remember?

21 A. About the same.

22 Q. Same amount?

23 A. Yes.

24 Q. Now, is this -- this is the scale in the drain
station, right?

1 A. Right. The north drain station. That's the only
2 one I can remember ever having any problems with.

3 Q. When you said the same amount, what amount is
4 that?

5 A. Well, two, three, four. It depends on how much --

6 Q. Two or three, four hundred pounds over?

7 A. Yeah.

8 Q. Were those evacuated out?

9 A. Yes.

10 Q. Before they went to the steam chest?

11 A. No.

12 Q. After?

13 A. After.

14 Q. Did that happen to you?

15 A. I'm talking about after you got them out, they
16 would be over two or three.

17 Q. I see. Okay.

18 MR. HUTCHISON: Were any of those in excess
19 of five hundred pounds.

20 THE WITNESS: No. Most, you know, were two
21 or three hundred pounds, four.

22 Q. Donnie, did you identify any problems related with
23 the filling of these cylinders or what I'll call
24 gross overfills to the Kerr-McGee attorneys that
we haven't talked about today?

1 A. No. The only thing they asked is me where I was
2 at that day and did I talk to OSEA or NRC.

3 Q. I see. They didn't ask you about heating
4 overfills?

5 A. (Witness shakes head to the negative.) They just
6 wanted to know if I had seen that procedure.
7

8 EXAMINATION

9 BY MR. HUTCHISON:

10 Q. If I have this correct, sometime back you were
11 warned by your supervisor, Reid --

12 A. Yes, sir.

13 Q. -- that it was not -- that you were not to put
14 overfills into the heat chest?

15 A. Yes.

16 Q. Am I also correct that you did continue to do
17 that?

18 A. You mean that 21,150?

19 Q. Yes.

20 A. I didn't really call that overfilled.

21 Q. That was my question.

22 A. Yes. Well, yes, I continued to do that.

23 Q. But you didn't consider that an overfill?

24 A. No.

Q. Why wouldn't you consider that an overfill?

1 A. I don't know.

2 Q. Okay.

3 A. It's on all the status sheets. That's what
4 everybody always filled them to. You never seen
5 on one where they had -- anybody had evacuated it
6 out. I don't know if they evacuated out or didn't
7 write it down or just didn't evacuate it out, but
8 I always seen 21,150.

9 Q. How long would it have taken you to evacuate it
10 out at the fill station, at the drain station?

11 A. At the drain station? I don't know. I never had
12 evacuated the hundred pounds out at the drain
13 station. But inside the scale room, you can
14 evacuate them out in thirty or forty-five minutes.

15

16

EXAMINATION

17

BY MR. GRIFFIN:

18

19 Q. Now, Donnie, you said you didn't evacuate the
20 hundred pounds out, but didn't you have instances
21 where you'd gone over and you'd have to evacuate
22 to get down to the 21,150?

22

23 A. No. Just the one time when it got --

23

24 Q. That's the only time you ever missed the mark?

24

A. Yes.

EXAMINATION

BY MR. HUTCHISON:

Q. Do you know why you missed the mark on that date?
Is that, as you mentioned, the one the valve
stuck?

A. Yes. The empty one wouldn't drain, and the header
was plugged up.

Q. When you're filling the cylinders, where do you
normally -- what's your position? Where are you
located?

A. At the drain station?

Q. Yes.

A. I stay at the drain station and get somebody to
drop it down to me. Or if I'm upstairs and one's
pressured up, I teller for somebody to line me up
on the bottom, and I'll drop it down to them.

Q. While it is actually filling, while the filling
procedure is taking place, do you leave that
station at all?

A. Sometimes.

Q. Where would you go?

A. Well, if I have to knock off a cell pressure or
something or reset a breaker.

Q. To go --

A. Reset a breaker. Sometimes -- the breaker room is

1 across from the station. They'll holler at
2 somebody to reset a breaker.

3 Q. Would you leave that station to do anything else
4 other than small pieces of work at various
5 locations?

6 A. No. To catch a sample of something, hook one up;
7 just run in there and catch a sample and come
8 back.

9
10 EXAMINATION

11 BY MR. GRIFFIN:

12 Q. Donnie, what are your initials?

13 A. DS.

14 Q. DS?

15 A. Right.

16 Q. Is it printed DS?

17 A. (Witness nods head in the affirmative.)

18 Q. I had pulled some examples here on B shift, but I
19 don't see your initials on any of them.
20

21 EXAMINATION

22 BY MR. HUTCHISON:

23 Q. Who is the area supervisor?

24 A. Leon McCoy.

Q. Leon McCoy?

1 A. Yes.

2 Q. How often do you have contact with Leon McCoy
3 while you're on that thirty-day duty as a shipping
4 operator?

5 A. About shipping?

6 Q. Yes.

7 A. Well, just when he sends out a list of cylinders
8 that's got to be shipped out or something. He'll
9 send them out, and you have to go down and check
10 all the vacuums on them and make sure the vacuums
11 are below eleven or greater, or if he wants you to
12 do something special. Usually I don't see him.
13 He'll tell the supervisor over us, and he'll tell
14 us what to do.

15
16 EXAMINATION

17 BY MR. GRIFFIN:

18 Q. Donnie, sometimes when those cylinders come out of
19 the steam chest, the tare weights vary, don't
20 they?

21 A. Yes.

22 Q. As much as -- what would you say? Two hundred
23 pounds, one hundred, two hundred pounds?

24 A. Somewhere around there.

Q. I'm still having some difficulty understanding why

1 they vary.

2 A. Why they vary?

3 Q. Yes. Is it just that the scales there are
4 measuring total weight, the gross weight?

5 A. Well, when you drain one, you just set the scales
6 on zero. They are on zero. But on the ones in
7 the scale room, you set them -- we've got a tare
8 weight cylinder that weighs forty-five hundred and
9 three pounds.

10 Q. You've already done your test?

11 A. What?

12 Q. You did your test cylinder?

13 A. Yes.

14 Q. On the final weigh --

15 A. On the final weight, we just usually bring the
16 final weight in when we're getting it ready to
17 ship. Just before we get it ready to ship, we'll
18 bring the one in. It weighs 25,509 pounds. We'll
19 bring it in, set the scales with it, and then
20 bring the cylinder in and weigh it. That's the
21 weight we put down for the final weight to check
22 it.

23 Q. Okay. But these tare weights vary as much as --

24 A. Yes. Well, like on the tare weights, if one
 weighs forty-four hundred pounds, then like when

1 we weigh it again, it might weigh forty-four
2 hundred and thirty pounds. But we go by the
3 original tare weight, the forty-four hundred.

4 Q. This, thirty would be the heel?

5 A. Yes. We don't count the heel. We just go by the
6 original tare.

7 MR. GRIFFIN: Do you have anything else,
8 Bill?

9 MR. HUTCHISON: No.

10 Q. Donnie, other than some of these large overfills
11 that we've already talked about, what's the
12 largest overfill on a cylinder you've ever seen or
13 heard about, heard anybody talking about?

14 A. The largest that anybody has --

15 Q. The biggest overfill.

16 A. I can't -- the most would be probably four or five
17 hundred pounds that anybody I've ever heard has
18 had to evacuate one out of the steam chest.

19 Q. Have you ever heard of anybody getting such an
20 overfill out of the drain station and it started
21 to cool enough where they couldn't evacuate it
22 back out? Have you ever heard of a sequence like
23 that?

24 A. I heard them talking about it on this one that
blowed up. That's the only time I --

1 Q. That's the only time you've ever heard that
2 particular type of problem?

3 A. Yes.

4 Q. Okay. Donnie, have Mr. Hutchison or I threatened
5 you in any manner or offered you any rewards in
6 return for this statement?

7 A. Who's that? No.

8 Q. Have you given this statement freely and
9 voluntarily?

10 A. Yes.

11 Q. Is there anything that -- any questions I should
12 have asked you relative to safety problems or
13 overfilled or heating overfilled cylinders that I
14 didn't, any incidents that you should tell me
15 about?

16 A. No.

17 Q. Is there anything further that you would care to
18 add for the record?

19 A. That's about all I know.

20 Q. I appreciate you coming up here. I know you had a
21 long day. Nice to meet you.

22 * * * * *

23 THIS CONCLUDES THE INTERVIEW

24 * * * * *

REPORTER'S CERTIFICATE

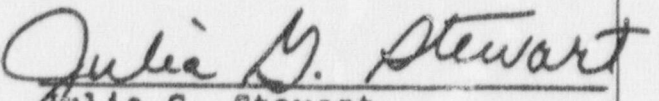
STATE OF ALABAMA

MONTGOMERY COUNTY

I, Julia G. Stewart, Court Reporter and Commissioner for the State of Alabama at Large, hereby certify that on Tuesday, March 12, 1986, in the Carlile School, Gore, Oklahoma, I reported the INVESTIGATIVE INTERVIEW OF DONALD RAY SCARBOROUGH, who was first duly sworn or affirmed to speak the truth, the whole truth and nothing but the truth, and that the foregoing thirty-one typewritten pages contain a true and accurate transcription of the examination of said witness.

I further certify that I am neither of kin nor of counsel to any of the parties to said cause, nor in any manner interested in the results thereof.

This 12th day of March 1986.


Julia G. Stewart
Reporter and Commissioner
State of Alabama at Large