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FOLLOW-UP INTERVIEWS CONTINUED

MICHAEL JACKSON FOLLOW-UP INTERVIEW HELD JANUARY 26, 1998:

[REDACTED]

MICHAEL JACKSON was contacted at his residence, [REDACTED] by Richard C. Grabill, private investigator, and agreed to be reinterviewed. Mr. JACKSON furnished the following descriptive information:

Date of Birth: [REDACTED]

SSN: [REDACTED]

Address: [REDACTED]

Work: [REDACTED]

Mr. JACKSON requested that his address be kept confidential because his mother, [REDACTED] is residing with him as the result of serious domestic problems with her husband, [REDACTED]. They do not want [REDACTED] nor other relatives to know their location.

Results of previous interviews in 1992 and 1993 were reviewed with Mr. JACKSON. He furnished the following information:

1980

Mr. JACKSON advised that he began working part-time at the Welsh Road Site when he was fifteen. He may have done some odd jobs at the Site when he was fourteen. The Site was still operating as a landfill at that time. He worked mostly as a picker on residential routes and some commercial stops in New Holland, Terre Hill and Honey Brook Township. At age 16, he became full-time and later drove on the Cumru Township and Mohnton routes. He worked at the Site until SCA took over in 1983. He continued working for ERNEST BARKMAN at the Montaintop facility and did not work for SCA.

Mr. JACKSON advised that he does not remember all of the companies he picked up from and that he only occasionally picked up trash from the Lancaster and New Holland

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routes. Mr. JACKSON made some pickups from Unisys New Holland, Sonic in Downingtown and Penquin Industries in Coatsville. He did not pick up from Alcoa in Lancaster nor Howmet in Lancaster. These two companies were usually serviced by roll-off drivers. Roll-off drivers in the late 1970s were:

BUD THOMPSON
JIMMY GOOD
JOE HOFFMAN
BARRY TOWNSEND
PAUL TOWNSEND

Mr. JACKSON advised that he started hanging around the Site when he was ten years of age and was there frequently in the late 1970s. Sometimes he rode on a bulldozer with ERNEST BARKMAN when BARKMAN was digging trenches. Some of his observations occurred

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during this period and prior to working at the Site.

During the late 1970s and possibly the early 1980s, Alcoa in Lancaster was a "big" customer for ERNEST BARKMAN and the employees talked a lot about Alcoa. This was because the roll-off drivers picked up liquid from Alcoa and brought it to the Site where it was buried in trenches. The trenches were usually dug by ERNEST BARKMAN using a bulldozer and were back filled by GEORGE WOLFE and BOB LAUER, SR. Mr. JACKSON doubts that GEORGE WOLFE knew exactly what was in the trenches since he was a mechanic who was called in on an as-needed basis. However, Mr. WOLFE would have heard about the liquid from other employees who talked about it a lot.

Mr. JACKSON advised that JIMMY GOOD told him that the stuff would burn your skin. The drivers pestered ERNEST BARKMAN to buy gloves for them but he did not do so. The drivers complained a lot about the liquid from Alcoa when they got together first thing in the mornings. Mr. JACKSON recalls hearing the words "solvent", "chemicals" and "liquid that burns." The drivers also felt that they were getting "screwed" by ERNEST BARKMAN regarding pay for night runs but he does not know how this worked. Mr. JACKSON recalls that he frequently observed BUD THOMPSON, JIMMY GOOD and PAUL TOWNSEND hauling in liquid from Alcoa in the "sealed can" and dumping it in open trenches. He estimates the period to be the late 1970s and early 1980s when he observed this. He estimates that 3 to 4 loads a week came in for a 3 to 4 year period.

Mr. JACKSON stated that ERNEST BARKMAN kept two sets of books. One for the State and one for his own records. Mr. JACKSON doubts that any of the liquid transactions appear in the book for the State. Also, ERNEST BARKMAN used landfill tickets somehow, to bill customers for landfill dumping fees for liquid and other wastes,

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when the wastes were actually buried at the Welsh Road Site. Mr. JACKSON believes that ERNEST BARKMAN made a lot of money this way.

Mr. JACKSON stated that Unisys New Holland was another "big" customer for ERNEST BARKMAN and that they hauled just about everything from this company. This included steel, wooden skids and general trash from the plant. The steel and wood were usually hauled separate from the general trash. The general trash often included paint spray cans, 1 gallon cans of paint and 35 gallon drums of paint. The paint was yellow, blue, red and some brown primer. The cans and drums were usually open and sometimes had 2 or 3 inches of paint in the bottom and residue on the cans. Mr. JACKSON estimates that the paint containers were brought in with the regular trash once a month for 4 years prior to 1980 and possibly after 1980. They were buried in trenches along with regular wastes. Mr. JACKSON does not recall who may have hauled in the trash containing the paint containers but it was usually one of the roll-off drivers.

Mr. JACKSON stated that he was not familiar with the term "paint wash water" but in his opinion, if it came from Unisys-New Holland, it was hauled to the Site by BARKMAN drivers.

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MICHAEL JACKSON INTERVIEW HELD JANUARY 26, 1998 CONTINUED:

MICHAEL JACKSON advised that many loads of trash were hauled in to the Site from Redmonds Trailers of Honey Brook and he hauled in some of these loads. Some of these loads included glue in 5 gallon cans and 35 gallon drums. On one occasion, he observed SAMMY GOOD separate the glue containers from the trash and bury approximately 70 containers on the SHANK property. This was near the old GOOD property, located immediately adjacent to and to the East of the boundary for the Welsh Road Site. The containers were not sealed and some were almost filled with glue and others had residue from the glue. The location of the buried glue was marked by Mr. JACKSON previously as indicated on Attachment A, Investigative Report dated October 2, 1992, Interim Report dated October 9, 1992.

Mr. JACKSON stated that pails of sulfur were also buried on the Welsh Road Site. He did not see them buried and he does not recall where they came from but he could smell the strong odor of sulfur and also heard about the sulfur from other employees. With regard to the burial of "chemicals", indicated by Mr. JACKSON on the Site Drawing, Attachment A, Investigative Report dated October 2, 1992, Mr. JACKSON stated that wastes from Alcoa, Redmonds and Sonic are buried at that location. He believes, to the best of his memory that toxic wastes from other companies are also buried there but he does not recall the names of the other companies.

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The following company names associated with the Welsh Road Site were discussed with Mr. JACKSON and his comments are set forth below for those names which were familiar. Those names with no comments were not familiar to him:

Alcoa -- see comments above
Budd -- was a customer from Downingtown, however he does not recall the type of wastes
Blosenski -- To his knowledge, Blosenski did not haul anything to the Welsh Road Site and he never observed any Blosenski vehicles at the Site.
Dart Container -- Trash consisted of Styrofoam waste and was hauled to the Site and buried. Most of it was hauled to the Lancaster Landfill.
Howmet -- Mr. JACKSON retains the impression that Howmet was a customer but does not know the nature of their wastes.
Kalas
Penquin -- Recalls that Penquin was a customer and that he may have picked up a few loads of trash from them but he does not recall the nature of their wastes.
Schick -- They were a customer but he knows nothing about them.
Science Press
Sherex Chemical
Skyline -- Manufactured trailer homes and was located near Denver, PA. BUD THOMPSON drove this route. Waste consisted of debris from the manufacture of trailers and may have contained some glue.

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MICHAEL JACKSON FOLLOW-UP INTERVIEW HELD JANUARY 26, 1998
CONTINUED;

Sonoco -- Mr. JACKSON hauled wet paper pulp from this company located in Downingtown.
Sun Oil Company
SCA -- After SCA took over the Welsh Road Site, they paid ERNEST BARKMAN to run some of the operations. The Site was used as transfer station. Trash and wastes were hauled in, dumped on the ground and later loaded onto trucks for disposal at various landfills.
Unisys-New Holland -- see comments above.
Waste Management

Mr. JACKSON advised that SAMMY GOOD is his mother's brother. In his opinion, shared by his mother, SAMMY GOOD would not furnish any worthwhile information
████████████████████ SAMMY GOOD would know a lot about the operation of the

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Site and the type of wastes buried there. [REDACTED]

Mr. Jackson's brother, BILLY JACKSON, JR. is now driving a roll-off for ERNEST BARKMAN. Mr. JACKSON does not know what he hauls but it is rumored that ERNEST BARKMAN is back in the waste disposal business. JIMMY GOOD is still crushing cars at Montaintop.

Mr. JACKSON further advised that BILLY DEIHM, the stepson of ERNEST BARKMAN, has sold his waste disposal business to a larger company, possibly BFI. Mr. JACKSON stated that a number of people in the area think that ERNEST BARKMAN had a financial interest in BILLY DEIHM'S company. JIMMY GOOD told Mr. JACKSON that ERNEST BARKMAN has a truck leasing company named Geneses and has leased trucks to DEIHM. Mr. JACKSON advised that ERNEST BARKMAN goes to truck auctions frequently and buys trucks. Mr. JACKSON has personally delivered 4 trucks from auctions to BILLY DEIHM. To the best of his knowledge, these trucks were purchased by BARKMAN.

Mr. JACKSON stated that ERNEST BARKMAN has several businesses in names other than ERNEST or GRACE BARKMAN and uses the Narvon Post Office for some business and the Honey Brook Post Office for other business. He has heard that he bought out Smith's Disposal and A-1 Disposal, the later from Boyertown. There are 4 green trucks sitting in the Welsh Road Site bearing the letters A-1.

Mr. JACKSON advised that the BARKMAN residence, located on Welsh Road, is now in the name of MICHAEL BARKMAN, the son of ERNEST BARKMAN'S brother
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FOLLOW-UP INTERVIEW CONTINUED:

BARKMAN. He has heard that A-1 is in the name of ERNEST BARKMAN, JR.

With regard to the term "sealed can", paragraph 1, page 4, Mr. JACKSON described this as a "modified roll-off dumpster" used to haul liquids since ERNEST BARKMAN did not have tankers. Mr. JACKSON'S description of the "sealed can" is similar to the description of the "modified box" furnished by other employees.

Mr. JACKSON could furnish no further information of value and the interview was terminated.

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