



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

Subject: Situation Report #6
Norfolk Southern Train Derailment
Graniteville, SC

To: Don Rigger, Chief
Emergency Operations Section, ERRB

From: Kevin Misenheimer, OSC
Incident Commander

Date: January 10, 2005

Operational Period: January 9, 2005 07:00 - January 10, 2005 07:00

The following tasks have been completed during the last operational period:

January 9, 2005 07:00 - 19:00:

- EPA and START continued operation and maintenance on the Area Raes. ERT and REAC arrived on site with 11 additional Area Raes; they were sent to the staging area located at a funeral home in the exclusion zone for calibration and later deployment.
- The Unified Incident Command Post was established. Members of all agencies represented will have a representative present 24 hrs a day to handle questions and requests.
- Norfolk Southern examined the sodium hydroxide car and determined that it was empty. They also applied a temporary patch to the punctured chlorine car and began the process of pumping the contents and producing bleach. GST provided air monitoring support.
- Members of the BellSouth hazmat team arrived on site to investigate their phone line terminus located near the crash site. They were concerned that their 911 service might not be functional. They conducted their entry and determined that no corrosion was present and the equipment was operational. Bell South will continue to monitor this situation.
- Norfolk Southern contractors continued to add lime-slurry to the incident scene area. This operation was to aid in prevention of chlorine releases from the soils near the damaged chlorine tanker rail cars.

- CTEH took samples from the creek downstream of the derailment to test the impact of the hazardous chemicals on the creek. This was also to support DHEC sampling conducted earlier in the incident.

January 9, 2005 19:00 – January 10, 2005 07:00:

- EPA established locations for the 11 additional Area Raes (for a total of 16) and put 11 into place. Currently receiving data from 10. Set up repeater towers. Borrowed a generator to power the repeater tower. Level B entry required to place new Area Raes into hot zone. Several Raes placed on the periphery to evaluate public health outside immediate work zone. The system went offline at 0600 and the problem appears to be software.
- Norfolk Southern contractor staging equipment for morning operations. During the evening, Norfolk Southern contractor continued to sparge chlorine gas from breached tank into sodium hydroxide. GST monitored health and safety at decontamination areas in operation.
- Norfolk Southern scheduled the turning of the breached chlorine car for morning operations.

Next Steps

- Continue to provide over-site of NS response activities and continue air monitoring. NS will also set up for transfer operations on the two full and intact chlorine rail cars.
- Continue to support Unified Command.