



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

**Subject:        Situation Report #7**  
**Norfolk Southern Train Derailment**  
**Graniteville, SC**

**To:                Don Rigger, Chief**  
**Emergency Operations Section, ERRB**

**From:            Kevin Misenheimer, OSC**  
**Incident Commander**

**Date:             January 11, 2005**

**Operational Period: January 10, 2005 07:00 - January 11, 2005 07:00**

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

January 10, 2005 07:00 - 19:00:

- EPA, GST, START and CTEH finalized the placement of the Area Raes. Operation and maintenance on the Area Raes continued throughout the day. This included battery replacement, repeater tower placement and repositioning if needed. The highest reading recorded today was 1.4 ppm in the park next to the derailment.
- Norfolk Southern began the set-up for the transfer of the chlorine from the damaged car. The sodium hydroxide car was also moved during this time period away from the derailment scene.
- DHEC continued their sampling of the water bodies and streams in the area of the derailment. A reported fish kill was reported in Langley Pond. The fish may have been washed downstream from the creek that runs near the derailment and into the pond. DHEC along with South Carolina Department of Natural Resources will further investigate the kill in Langley Pond during the next operational period.
- ATSDR, CTEH, Norfolk Southern and DHEC began working on a reoccupation fact sheet that can be distributed to the public when they will be let back into their homes. It will describe the precautions they need to take as well as explain how chlorine affects the environment.

- NTSB completed and entry into the exclusion zone to examine the engines. Further investigation will be conducted by them once the engines are moved to a secure location, most likely after the hazmat portion of the response is complete.
- Members of the BellSouth hazmat crew arrived to further investigate the central office which located approximately 200 yds. from the derailment. Their team, dubbed the Saber team, consists of technicians who can more accurately conduct an assessment of just what needs to be done to the equipment to maintain functionality of the system.

January 10, 2005 19:00 – January 11, 2005 07:00:

- A natural gas leak detected in the area near where the air monitoring equipment is staged temporarily disrupted EPA activities. EPA ERT was unable to monitor Area Raes for the period that the fire chief requested evacuation while the gas lines and man hole were assessed. This caused a delay in the placement of additional Area Raes until early morning.
- Norfolk Southern contractor began liquid transfer from the northern tank. During the evening, Norfolk Southern contractor continued to sparge chlorine gas from breached tank into sodium hydroxide.

#### Next Steps

- Continue to provide over-site of NS response activities and continue air monitoring.
- Norfolk Southern decided to scrap the proposed lead patch and go back to the steel patch. The patch will be placed on the car during the next operational period.
- ATSDR, CTEH, NS and DHEC will finalize the reoccupation fact sheet as well as translate it into Spanish and then submit it for review and distribution.
- Continue to support Unified Command.