

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
CSX - Alma Train Derailment - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IV

Subject: **POLREP #1**
Emergency Response POLREP #1 and FINAL
CSX - Alma Train Derailment

Alma, GA
Latitude: 31.5131000 Longitude: -82.5789000

To:
From: Terry Stilman, OSC
Date: 8/27/2009
Reporting Period: August 8, 2009 - August 10, 2009

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: CERCLA	Response Type: Emergency
Response Lead: PRP	Incident Category: Removal Action
NPL Status: Non NPL	Operable Unit:
Mobilization Date: 8/8/2009	Start Date: 8/8/2009
Demob Date: 8/9/2009	Completion Date: 8/10/2009
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification: 8/8/09
FPN#:	Reimbursable Account #:

1.1.1 Incident Category

Derailment - Involving CSX engine and tank cars, containing diesel fuel and lubricating oil.

1.1.2 Site Description

The derailment occurred at the intersection of a siding and the main CSX line to Waycross Georgia. Three CSX engines, a tank car of lubricating oil, several rail cars and lpg tank cars were involved.

1.1.2.1 Location

The derailment occurred in Alma, Bacon County, Georgia. The area is mostly agricultural with some residences.

1.1.2.2 Description of Threat

At 0100, on 08/08/2009, EPA was notified of a derailment involving an unknown amount of diesel fuel and lubricating oil. At the time of the notification, one of the engines was reported to be on fire. R2 Stilman was dispatched to the scene.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Upon arrival, OSC Stilman met with CSX representatives and State responder Vincent Scott. Approximately 2,000 gallons of diesel fuel from the locomotives involved and 3,000 gallons of lubricating oil from a tank car had been released. The diesel fuel and lubricating oil had impacted over one mile of track and ballast. Lubricating oil from the tank car (23,000 gallon capacity) continued to release, forming pools of lubricating oil on both sides of the track.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

By 1200 the rail line was clear of debris and the leaking tank car of lubricating oil was isolated on a siding to allow for transfer of the remaining oil. CSX, utilizing their response contractor SWS, began recovery of

lubricating oil released at the original derailment scene and transfer of remaining oil. Approximately 8,000 gallons of lubricating oil was estimated to have been released. Through use of soil berms no oil made it to two streams that crossed beneath the rail line.

2.1.2 Response Actions to Date

CSX continued recovery of lubricating oil, completing transfer of oil by 08/09/2009.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

The rail line as well as the engines are owned by CSX.

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
Lubricating oil		23,000		oil recovery	
Diesel fuel		2,000			soil treatment
Waste soil		30 cy			landfill

2.2 Planning Section

2.2.1 Anticipated Activities

SWS continued disposal of the transferred and recovered lubricating oil on 08/10/2009. SWS also arranged for excavation and disposal of saturated soils. For final assessment and remediation CSX has hired AMEC Environmental.

2.2.1.1 Planned Response Activities

AMEC Environmental, under oversight of GA DNR, will address the impacted ballast and residual contamination.

2.2.1.2 Next Steps

EPA activities are complete.

2.2.2 Issues

None.

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

No information available at this time.

3. Participating Entities

3.1 Unified Command

EPA, GA DNR and SWS (CSX Contractor), developed and implemented a response strategy.

3.2 Cooperating Agencies

4. Personnel On Site

EPA - 1
GA DNR - 1
SWS - 10

5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.