

United States Environmental Protection Agency
Region IV
POLLUTION REPORT

Date: Monday, March 7, 2011

From: Gary Andrew, OSC

Subject: Final RSE POLREP

Broadway Street Lead

Lenoir City, TN

Latitude: 35.7850429

Longitude: -84.2712951

POLREP No.:	2	Site #:	A4ZH
Reporting Period:		D.O. #:	
Start Date:		Response Authority:	CERCLA
Mob Date:		Response Type:	
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

The Broadway Street Lead Site (Site) is located in Lenoir City, Tennessee approximately 25 miles southwest of Knoxville along the banks of the Tennessee River. The Site consists of residential, commercial and public properties located in the vicinity of the former Lenoir Car Works (LCW) facility. Many of the residential properties are located within a few hundred feet of the old foundries.

The LCW began operation some time before 1893 as the Bass Foundry and Machine Shops producing wheels for the railroad. By 1907 the operation had been purchased by Southern Railway and produced hopper cars, initially employing over 500 people. The facility occupied approximately 100 acres and included a machine and blacksmith shop, a wood shop, an erecting shop, and a boiler and engine house. The engine house powered the complex and supplied electricity to parts of Lenoir City. In the mid-1920s wooden freight cars were declared unsafe, and orders decreased, although the steel foundry, the iron foundry, and the old brass foundry continued to produce four to five hundred wheels per day. During World War II the machine shop was converted to a second steel foundry and produced various castings for oceangoing freighters and other craft.

After World War II diesel engines made the old steam engines obsolete, and the iron foundry closed in 1957. Steel and wrought-iron wheels replaced iron wheels and led to the closing of the steel foundry in 1963. The last area to close was a newer, more modernized brass foundry, where journal bearings and insulated glued rail joints were produced. This is likely the only facility at LCW to have had air pollution control devices. These are thought to have been installed in the 1970's according to State records. Prior to this, fumes were vented through the windows of the facilities.

As part of the LCW operation slag and foundry sand were disposed of on site. It is estimated that the property has 180,000 cubic yards of foundry sand on it. The property is now owned by Southern Region Industrial Realty, Inc and is being addressed by the Remediation Division of the Tennessee Department of Environmental Conservation (TDEC). The close proximity of the LCW operations to residential properties in the city prompted an off-site investigation by the Tennessee Department of Health (TDH). At the request of TDH, TDEC conducted sampling in the area. The investigation revealed potential lead and arsenic contamination on residential properties adjacent to the LCW property. TDEC referred the Site to EPA for further delineation.

Current Activities

The Removal Site Evaluation (RSE) identified lead contamination on several residential properties above EPA's Removal Action Level. Discussions between EPA and TDEC about the results of the RSE culminated in a request on May 24, 2010. Andy Binford, Director, Division of Remediation, TDEC and Dan Hawkins, TDEC requested that EPA return the responsibility for further action at this Site to TDEC. Plans for remedial actions on the adjacent industrial property owned by Southern Region Industrial Realty were under negotiation with TDEC. The same potentially responsible party (PRP) was identified for both Sites making it reasonable to consolidate actions under one authority. Letters were

issued to all property owners involved in the sampling for the RSE indicating that TDEC would handle all further actions at the Site and that they would also handle any further inquiries.

Planned Removal Actions

EPA does not anticipate taking any further action at this Site.

Next Steps

All future actions at this site will be determined by TDEC's Division of Remediation.

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