

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
UP Goodwell Derailment - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region VI

Subject: POLREP #1
Emergency Response Pollution Report
UP Goodwell Derailment
A6EV
Goodwell, OK
Latitude: 36.6091870 Longitude: -101.6029490

To:
From: Adam Adams, OSC
Date: 6/25/2012
Reporting Period: 06/24/2012 -06/25/2012

1. Introduction

1.1 Background

Site Number:	A6EV	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	CERCLA	Response Type:	Emergency
Response Lead:	PRP	Incident Category:	
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	6/24/2012	Start Date:	6/24/2012
Demob Date:	6/25/2012	Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:		Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response / CERCLA.

1.1.2 Site Description

At approximately 1032hrs local time on 24 June 2012, representatives from Union Pacific the reporting party and potentially responsible party (PRP) notified the National Response Center (NRC Report No. 1015531) of an incident that occurred at 1007hrs on 24 June 2012 involving a collision between two locomotives. The incident location was at Milepost 484, approximately 2 miles east of the city of Goodwell, Texas County, Oklahoma (Geographical coordinates 36.609187°N -101.602949°E). According to the PRP at the time of reporting the incident to the NRC the incident was described as a collision between an eastbound train and a westbound train. It was unknown if there was a release of hazardous material from any of the rail cars, but a quantity of spilled diesel from the locomotives had been reported. At the time of the NRC report injuries were expected but there was no information available. The caller also stated that the cause of the collision is under investigation. Supplemental information regarding the incident relayed to EPA included that there was a diesel and cargo fed fire, and there were up to 7 rail-cars containing a hazardous material.

1.1.2.1 Location

2 miles east of Goodwell, Texas County, Oklahoma off State Highway 54, (Geographical coordinates 36.609187°N -101.602949°E).

1.1.2.2 Description of Threat

The east bound and the westbound locomotives were transporting primarily consumer goods, including automobiles, electronics, kitchen supplies, etc. The eastbound locomotive was hauling 7 rail-cars containing a resin with flammable characteristics (hazardous material).

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Most of the fire-water applied to control the fire evaporated due to extremely high temperatures, the incident location is agricultural and there is a limited potential for fire-water to enter a body of water. During initial response activities rail-cars containing HAZMAT were sprayed with water to reduce exposure to heat prior to removal from the incident location.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

After updates from the PRP, the Environmental Protection Agency (EPA) Region 6 Prevention and

Response Branch (PRB) Phone Duty Officer contacted and activated the Response Duty On-Scene Coordinator for mobilization with the updated incident information at approximately 1800 on 24 June 2012. The EPA OSC activated the Region 6 Superfund Technical Assessment and Response Team (START) contractor to conduct a Tier 1 response.

A Tier 1 response criteria includes: provide air monitoring support, document facts regarding cause of the incident, quantify any released material into the environment and affected media, assess the extent of the affected area, document and observe response activities to ensure that all necessary remedial actions are being taken to ensure the protection of human health and the environment.

2.1.2 Response Actions to Date

EPA and START departed Dallas, Texas in the EPA R1 Emergency Response vehicle and arrived at the site at approximately 0330hrs on 25 June 2012. Upon arrival at the site, EPA and START coordinated with PRP Emergency Response Coordinator Mr. Heard for an update regarding current site conditions and response activities. Mr. Heard stated that the fire was under control and fire fighters from Guymon and Goodwell Fire Departments were still applying water in some areas and monitoring site conditions. Heard also stated that at this time a number of rail cars are being demolished by means of heavy equipment to facilitate dousing of remaining isolated fires inside rail cars. He stated that there were seven rail cars containing HAZMAT (a resin, placarded as flammable) that were prioritized for isolation at early stages of the response and were now some distance from the site.

Response activities at this time were focused upon locating three missing Union Pacific employees feared to have been fatally injured in the accident. One employee (a conductor) managed to jump from one of the locomotives moments before the collision and is said to be in stable condition.

Union Pacific environmental contractors, Center for Toxicology and Environmental Health (CTEH), were on-site and had established three air sampling stations consisting of Summa Canisters and SKC pumps with cassettes. In addition to air sampling CTEH had implemented an on-site air monitoring plan and two roving air monitoring teams that were currently assessing conditions down-wind of the plume and in residential neighborhoods. Air monitoring equipment included a RAE Systems 4-gas meter with Carbon Monoxide, Oxygen, Hydrogen Sulfide and Volatile Organic Compound (VOC) sensors, Colorimetric Chlorine and Nitrogen Dioxide gas tech tubes and particulate monitors. CTEH stated that air monitors have shown elevated levels of Carbon Monoxide and sporadic detection of VOC's at the site.

At 0530 hours on 25 June 2012, EPA and START departed the site as low-light and hazardous conditions (isolated fires) impeded site assessment activities pertaining to delineation of affected area and the derailed resin car had been segregated from the fires. At approximately 0930 hours on 25 June 2012, EPA and START returned to the site to complete a comprehensive site assessment. Other agencies at the site included Oklahoma Department of Environmental Quality (ODEQ), Federal Railroad Administration (FRA), and the National Transport Safety Board (NTSB). Current conditions at the site included a number of small isolated fires and smoldering piles of debris, but conditions allowed for increased access to the collision location. PRP contractors continued to stage damaged rail-cars and intermodals on the north side of the railroad tracks and had initiated track repair and replacement. Environmental contractors CTEH continued to collect air samples and conduct air monitoring which is scheduled to be discontinued at approximately 1200 hours provided current site conditions do not deteriorate. EPA OSC Adams coordinated with CTEH and upon availability of air data requested a summary of results/findings.

At 1100 hours, EPA and START conducted a thorough site walk to delineate affected medium. During the site walk no fire water was observed to have migrated off site and burnt vegetation was observed up to 350 feet north of the railroad tracks. At approximately 1200 hours on 25 June 2012, EPA and START demobilized from the site.

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

The PRP is Union Pacific Railroad.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

2.2.1 Anticipated Activities

The PRP will continue response actions until complete.

2.2.1.1 Planned Response Activities

The PRP will continue response actions until complete.

2.2.1.2 Next Steps

Results from the PRP's contractor, CTEH, will be provided to the FOSC.

2.2.2 Issues

NONE

2.3 Logistics Section

N/A

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's response was to ensure the protection of the public and the environment from hazardous substances.
UP conducted a PRP-Lead response effort.

3.2 Cooperating Agencies

ODEQ

FRA

NTSB

County Fire Departments from Guymon and Goodwell, OK

State Troopers

4. Personnel On Site

No information available at this time.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

www.epaossc.org/UPGoodwellDerailment

6.2 Reporting Schedule

No further POLREPs will be provided for this response.

7. Situational Reference Materials

No information available at this time.