

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



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region VI

**Subject:** POLREP #1  
Final POLREP BNSF Derailment, Gallup, NM  
BNSF Train Derailment

Gallup, NM  
Latitude: 35.5339220 Longitude: -108.6492750

**To:**  
**From:** Warren Zehner, FOSC  
**Date:** 10/23/2015  
**Reporting Period:** 10/23/2015

## 1. Introduction

### 1.1 Background

<b>Site Number:</b>	A6MH	<b>Contract Number:</b>	
<b>D.O. Number:</b>		<b>Action Memo Date:</b>	
<b>Response Authority:</b>	CERCLA	<b>Response Type:</b>	Emergency
<b>Response Lead:</b>	PRP	<b>Incident Category:</b>	Removal Assessment
<b>NPL Status:</b>	Non NPL	<b>Operable Unit:</b>	
<b>Mobilization Date:</b>	10/23/2015	<b>Start Date:</b>	
<b>Demob Date:</b>	10/23/2015	<b>Completion Date:</b>	
<b>CERCLIS ID:</b>		<b>RCRIS ID:</b>	
<b>ERNS No.:</b>		<b>State Notification:</b>	
<b>FPN#:</b>		<b>Reimbursable Account #:</b>	

#### 1.1.1 Incident Category

Emergency Response to train derailment

#### 1.1.2 Site Description

Railroad and railroad right-of-way on the eastern edge of Gallup, McKinley County, NM. Area is sparsely populated and of mixed use. No waters of the U.S. or residents nearby or threatened by the spill. The R6 RRT DOI representative verified through an email that the local BIA office determined that the spill location was not on or threatening Navajo Nation land.

##### 1.1.2.1 Location

Exit 26 off of I-40, East of Gallup, NM

##### 1.1.2.2 Description of Threat

Leaking tank car of liquid asphalt and an undetermined amount of other consumer products in small containers of unknown hazards as a result of a train derailment.

#### 1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

EPA Region 6 received notification from R9 FOSC Nattis who was working on a Site in the Navajo Nation of a train derailment in EPA 6 jurisdiction near Gallup, NM. EPA 6 START was tasked to respond to the train derailment and gather available facts about the incident and brief FOSC Zehner, currently located near Grants, NM, on the Site conditions. Initial reports were leaking asphalt from a partially rupture tanker car. No fires, explosions, or evacuations were reported as a result of the derailment. Due to the proximity to the Navajo Nation (R9 jurisdiction), R9 was notified by R6. START arrived on Site and met with representatives of the PRP (BNSF) which had taken responsibility for the spill and was actively conducting clean-up operations. START documented the conditions at the Site and updated FOSC Zehner. Based on information obtained from the PRP, an estimated volume of <500 gallons liquid asphalt had been discharged from the partially rupture tank care onto the surface soils. START did not observe any active leaks from the tank car that was the source of the leak. In addition to the asphalt discharge, at least 100 gallons of a consumer grade ethanol solution (beer) were discharged to the surface soils in the area when the packaging was ruptured as a result of the derailment. FOSC determined based on the START briefing that no further actions were required by EPA on the Site, and McKinley County had made no request for assistance, the FOSC demobilized the START.

## 2. Current Activities

### 2.1 Operations Section

#### 2.1.1 Narrative

EPA Region 6 START responded to a reported train derailment near Gallup, NM that was reported by R9 FOSC Nattis who was working on a Navajo Nation Site in the general area. START assessed the situation and briefed the FOSC on the current conditions. FOSC evaluated the facts and determined that the situation posed a limited threat to the general public health and the environment, the PRP was actively conducting clean-up operations, and there was no request for additional assistance from the local government authorities, START was demobilized.

#### 2.1.2 Response Actions to Date

EPA Region 6 START conducted Site visit to photo document current site conditions and potential hazards associated with the derailment.

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

BNSF is the owner of the train and is actively conducting clean-up operations.

#### 2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
asphalt	soil	<500 gallons			
ethanol solution	soil	unknown			

### 2.2 Planning Section

#### 2.2.1 Anticipated Activities

No additional activities

#### 2.2.1.1 Planned Response Activities

No planned response activities based on information obtained by START

#### 2.2.1.2 Next Steps

None

#### 2.2.2 Issues

None

### 2.3 Logistics Section

Not Applicable

### 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

BNSF and BNSF contractors

### 3.2 Cooperating Agencies

Gallup and McKinley Co. officials

## 4. Personnel On Site

Adam Lee - BNSF Incident Commander

Blake Jenniges - BNSF Safety Officer

## 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.