

**United States Environmental Protection Agency
Region X
POLLUTION REPORT**

Date: Tuesday, January 21, 2003

From: Marc Callaghan

To: Dan Opalski, USEPA
Marc Callaghan, EPA
Terry Eby, EPA
Mike Szerlog, EPA
Natalie Koch, CFMC

Greg Weigel, EPA
Chris Field, EPA
Mike Renz, Oregon DEQ
Hildebrand Robert, NPFC
Rick McClure, U.S. Forest Service

Subject: Interium Pollution Report
The Dalles UPRR Derailment
1 mile West of The Dalles along I-84, The Dalles, OR
Latitude: 45.6481920
Longitude: -121.2076340

POLREP No.:	2	Site #:	10AM
Reporting Period:	1/14 - 1/17/2003	D.O. #:	
Start Date:	1/9/2003	Response Authority:	CERCLA/OPA
Mob Date:		Response Type:	Emergency
Demob Date:		NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:	ORN001002426	Contract #	
RCRIS ID #:		Reimbursable Account #	
FPN#	E03008		

Site Description

See POLREP #1 for general site and incident description. On Tuesday, January 14, 2003, Unified Command was established to manage the various site interests. Unified Command consists of the EPA On-Scene Coordinator, the Oregon DEQ On-Scene Coordinator, and a Union Pacific Railroad (UPRR) representative. Site cleanup activity is focused on two primary areas of concern: 1) soils contaminated with soybean oil from four tank cars that lost at least a part of their contents in an area at the west end of the derailment, and; 2) a damaged phenol tank car towards the east end of the derailment that must be off-loaded prior to being removed. Because most of the derailment, including the area where the soybean tank cars breached, is on the Crate's Point culturally sensitive site, all soil disturbing activities must be reviewed by a qualified archeologist. On Wednesday, January 15, 2003, a Federal Project Number (FPN) was opened to address under the Oil Pollution Act the portion of the site dealing with cleanup of soils contaminated with soybean oil that pose a threat of migration to the Columbia River.

Current Activities

Tuesday, January 14, 2003: Two EPA and three START contractor personnel on site. EPA OSC Weigel mobilized on-site to provide relief to initial responding OSC Callaghan. Unified Command decided, without objection by trustee agency and Confederated Tribe representatives, that removal of soybean contaminated soil must continue to mitigate threat of migration to the Columbia River. Excavation must be subject to archeologist oversight, and excavated soil will be sequestered at landfill awaiting decision regarding archeological treatment.

Wednesday, January 15, 2003: One EPA and two START contractor personnel on site. Resumed excavation of soybean oil contaminated soil, with archeologist oversight. FOSC Weigel and SOSC Renz met with UPRR representatives and their technical consultants to discuss alternatives, requirements and workplan schedule for off-loading of damaged phenol tank car. UPRR provided notice that their cleanup contractor, Rick Franklin Corp., is being let go and will demobilize after completion of soybean oil contaminated soil cleanup.

Thursday, January 16, 2003: One EPA and two START contractor personnel on site. Continued excavation of soybean oil contaminated soils in pit area, which are hauled to the landfill where they are being staged and secured pending decision on treatment. UPRR contractor began off-loading of soybean oil tank cars. UPRR provided workplan for off-loading of phenol tank car. Unified Command reviewed workplan and provided comments to UPRR.

Friday, January 17, 2003: One EPA and two START contractor personnel on site. Completed cleanup of soybean contaminated soils in pit area to a level that satisfies visual inspection. START collected 5 samples from bottom of pit, which were taken to a lab in Portland for analysis. Total soil excavated from pit area is reported as approximately 1,000 tons, or approximately 750 cubic yards equivalent. Completed off-loading of 3rd soybean oil tank car. Off-loading of additional derailed tank cars will require that they be heated and/or rolled. Unified Command received satisfactory response to comments on workplan for phenol tank car off-load. Unified Command agreed to stand down at end of day pending mobilization of new UPRR cleanup contractor next week. Unified Command agreed that ongoing activities in the interim may include backfill of excavated pit with approved backfill material, heating and continued off-loading of additional edible oil tank cars, and construction of a pad for phenol tank car trans-load operation. No other activities may occur on site without Unified Command approval.

Saturday, January 18, 2003: OSC Weigel and START contractor demobilized from site.

Planned Removal Actions

Unified Command will reconvene on Wednesday or Thursday, January 21 or 22, 2003, to provide direction for continued site work. Phenol tank car work plan calls for heating of tank car to begin on January 24 or 25 for trans-load operation to be conducted on Monday, January 27, 2003.

Next Steps

Once the remaining edible oil tank cars are removed, a decision must be made regarding any necessary soil cleanup of oil contaminated soils under the tank cars. Conduct phenol tank car trans-load, with appropriate monitoring and EPA oversight.

Key Issues

Decision must be made regarding archeological treatment and ultimate disposition of stockpiled soybean oil contaminated soils.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Intramural Costs				
Total Site Costs	\$0.00	\$0.00	\$0.00	0.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

response.epa.gov/UPRRTheDalles

POLREP #2 Last Updated 1/31/2003