

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

Date: Saturday, January 25, 2003

From: Marc Callaghan

To: Dan Opalski, USEPA
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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.:	3	Site #:	10AM
Reporting Period:	Saturday Jan 18-Saturday Jan 25 2003	D.O. #:	03-01-0004/0006
Start Date:	1/9/2003	Response Authority:	CERCLA/OPA
Mob Date:	1/9/2003	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

On January 9, 2003, a train derailment occurred on Union Pacific Railroad (UPRR) tracks adjacent to the Columbia River and Interstate 84 approximately 1 mile west of The Dalles, Oregon. The freight train consisted of 94 cars. 52 cars were involved in the derailment. Five derailed cars contained hazardous materials including phenol (one tank car), anhydrous ammonia (2 cars - residue only, arsenic acid (one tank car) and vinyl chloride (one car). In addition, 14 tank cars consisting of oil (soybean, salad) were involved. None of the hazardous materials tank cars leaked, and all but the phenol tank car were able to be safely removed. Four of the soybean oil tank cars breached and lost at least a portion of their contents to the soil. The derailment occurred partially within the Crate's Point culturally sensitive site. The archaeological site is administered by The U.S. Forest Service on behalf of the Columbia River Gorge Commission. The derailment and spilled soybean oil are within approximately 100 yards of the Columbia River. The EPA and Oregon DEQ are overseeing the safe transfer and removal of phenol from the damaged phenol tank car, and the cleanup and removal of soybean oil contaminated soils that present a threat of migration to the Columbia River.

Unified Command is managing the various site interests. Unified Command consists of the EPA On-Scene Coordinator, the Oregon DEQ On-Scene Coordinator, Wasco County Planning and Development, 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 at least 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 Friday, 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

Saturday, January 18, 2003: OSC Weigel and START contractor demobilized from site. Backfilling of the excavated area began today and should be completed on Sunday January 19, 2003. No other activities

will occur until the bid for continued recovery, site restoration and salvage is awarded.

Wednesday, January 22, 2003: One START contractor mobilized back to the site. The bid process for Site salvage, recovery and restoration was awarded to Rick Franklin Corporation (RFC). RFC began mobilizing personnel and equipment back to the site today (RFC was released by the UPRR on Friday January 17, 2003.) Contractors continued the process of heating the derailed oil tankers #306 and 352 for product off load and eventual car removal. To date, 4 of the 14 oil-containing rail tankers have had some portion of their contents transloaded to over-the-road transport trucks. RMCat is on site setting up additional materials to support the phenol car transfer. The actual transfer rail car arrived in the Dalles and is being staged at Kerr Mcgee Chemical until Monday. The wreck loader rail car, where the damaged Phenol tank will eventually be placed after the transload, is still in route.

Rick McClure, Marge Dryden, Dr. Rick Minor, and Ken Karsmizski with the Historic Properties Technical Advisory Group (HPTAG) were on site today to discuss next steps. The HPTAG for this site has included the following archaeologists and historic properties specialists: Rick Minor and Bob Wenger from Heritage Research Associates, Inc.(consultants for UPRR); Rick McClure and Marge Dryden, Forest Service and representing the Columbia River Gorge National Scenic Area; Ken Karsmizski Director for the Discovery Center; Dr. Dennis Griffin, Oregon Parks and State Historical Preservation Office (SHPO)contact; Bert Rader USACE; Todd Cornett and Clint Wertz from Wasco County Planning and Development.

Thursday, January 23, 2003: OSC Callaghan. and START personnel (1) on site. RMCat was working with UPRR to install the heating unit on the Phenol Tank. Heating of the tank was initiated Thursday evening. The phenol car will be transloaded and shipped to the purchaser in Portland, OR. The damaged phenol car will be loaded on a rail wrecker and shipped to JLM Chemical, the Phenol manufacturer in Chicago where it will be cleaned and scrapped. Heating and transloading of derailed oil tankers 306 and 352 continued. Four of the 14 oil tankers have had some portion of their contents removed. All 14 cars remain on site.

Wasco County Planning and Development acting as the HPTAG informed the UPRR that they will need to hire a qualified consultant to address restoration issues at the site. Wasco explained the requirements and process and forwarded a list of qualified contractors to the UPRR. Wasco was invited to participate within the Unified Command structure with the existing members: (USEPA, ODEQ, UPRR, and FS), to ensure that all historic preservation issues are addressed during the restoration process. Heritage Research Associates will provide an on-site monitor for daily activities.

Randy Kearn (UPRR)and Carolyn Larson (attorney for UPRR) attended the Wana Pa Koot Koot (people working together on the river), meeting in Portland this morning. Randy briefed the committee members on the history of the derailment as well as the response. He also answered questions from the Tribal committee members.

Friday, January 24, 2003: EPA (1) and START (1) personnel on site. Product removal from oil tank cars continued. All 14 oil cars remain on site. Preparations for the phenol transfer, heating and air monitoring were initiated. Air monitoring points were established near the phenol car by Dr Glenn Millner with the Center for Toxicology and Environmental Health (CTEH). Multi-raes and long term samplers are collecting data 24 hrs a day. The multi-raes (4) are providing real time data every 11 seconds and have been placed in 4 separate locations around the phenol car. Readings have been 0.00 parts per million, (action level is 5 ppm). In addition to the Multi-Raes four long term exposure air samplers are collecting data at 4 hour intervals. These will be submitted to the lab for analysis and results provided to START.

Stockpiled material may be historically significant and needs to be secured. The landfill operator has requested a more definite plan for soil stockpiled at their facility. Randy Kearn will contact the landfill manager and request an extension beyond the 60 days (March 11th).

Saturday, January 25, 2003: EPA (1) and START (1) personnel on site. Product removal from oil tank cars continued. Thirteen of the 14 oil cars remain on site. Preparations for the phenol transfer, heating and air monitoring continued. The phenol car was heated to its proper temperature by mid day. No more heating will occur until Sunday evening. Air monitoring will continue 24 hours a day. CTEH personnel will not be on-site 24 hours a day but will check site conditions on 4 hour intervals.

Planned Removal Actions

- 1) Continue product removal from remaining 13 oil tankers on site.
- 2) Initiate product removal from phenol tank.

Next Steps

- 1) UPRR must hire a qualified consultant to address restoration issues on-site.
- 2) Historic Preservation Technical Advisory Group (HPTAG) will develop plan to address oil soiled material being staged off site.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
RST/START	\$55,000.00	\$27,500.00	\$27,500.00	50.00%
Intramural Costs				
USEPA - Direct (Region, HQ)	\$37,000.00	\$20,000.00	\$17,000.00	45.95%
Total Site Costs				
	\$92,000.00	\$47,500.00	\$44,500.00	48.37%

* 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.

Disposition of Wastes

Waste Stream	Quantity	Manifest #	Disposal Facility
Oil contaminated soils	1000 tons		Secured at an off-site location
Phenol Tank Contents	UNK until trasload event on Monday Jan 27, 2003		Transloaded product will be shipped to purchaser in Portland, OR
Damaged Phenol Tank Car			JLM Chemical in Chicago

response.epa.gov/UPRRTheDalles

POLREP #3 Last Updated 1/31/2003