

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

Date: Thursday, January 30, 2003

From: Marc Callaghan

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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.:	4	Site #:	10AM
Reporting Period:	January 26-30	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. 53 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

Sunday, January 26, 2003: EPA (1) and START (1) personnel on site. Unified Command held the 0930 meeting. The 1500 meeting has been canceled. Product removal from oil tank cars continued. Phenol operations are on standby. The tank and its contents may need to be heated again later this evening in preparation for Monday's transload. 24 hour air monitoring continues. Readings indicate 0.00 ppm (5ppm action level).

Archaeologist, Bob Wenger with HRA, continued to oversee daily activities per the request of the Historic Properties Technical Advisory Group (HPTAG). Bob Wenger and Dr Minor will be on site Monday to oversee debris recovery operations.

Monday January, 27, 2003: EPA(1) and START (1) personnel on site. Unified Command held 0930 and 1500 meeting. Archaeologists representing the Historic Preservation Technical Assistance Group (HPTAG) as well as the UPRR were on site today overseeing site salvage operations. The Restoration Specialist, a Wasco County permit requirement still has not been hired. EPA, DEQ, RFC and FS met with Dean Large to discuss options for the stockpiled oil contaminated soil that has been secured off-site. Currently 5 options are being evaluated by the Unified Command

Phenol operations started at 0630 this morning. A release of phenol occurred at approximately 0900. Air monitoring indicated 0.50 ppm (action level is 5.00 ppm). The released material appeared to be contained within the plastic sheeting secondary containment and along the rail car. The cause of the release of approximately 10-25 gallons was due to a PVC stinger pipe that folded due to excessive heating. A steel stinger was installed and used to complete the transfer. The trans-loaded rail car was shipped off site today. The newly loaded rail car was sent to Hikle in Hermiston, Oregon, for product weighing and will subsequently go to the original purchaser in Portland. Approximately 105 gallons remain on-site in the damaged phenol car. The damaged phenol car and residual material is scheduled to be moved off site Wednesday morning. CTEH demobilized from the site at approximately 1630 hours. No further air monitoring is scheduled.

Tuesday, January 28, 2003. EPA(1) and START (1) personnel on site. Unified Command held 0930 and 1500 meetings. Archaeologists representing the HPTAG as well as the UPRR were on site today overseeing site salvage operations. The Restoration Specialist, a Wasco County permit requirement for resource damage and restoration has not been retained yet by the UPRR. The Unified Command members strongly suggested that UPRR fulfill this obligation.

The damaged phenol car containing residual phenol is scheduled to be removed from the site tomorrow. The damaged car will be loaded on a flat bed rail car by crane operations and shipped back to The Dalles. Derailed oil cars containing edible oils continue to be heated and trans-loaded into over-the-road trucks. The site remains secured 24 hours a day, 7 days a week. Daily updates regarding culturally sensitive issues are being forwarded to the SHPO, tribes (Warm Springs, Yakama, and Umatilla), and USACE by the US Forest Service.

Wednesday, January 29, 2003. EPA(1) and START (2) personnel on site. Unified Command held meeting at 0930. RFC notified Unified Command that UPRR has hired a restoration specialist from CH2M Hill. They will be on site Friday, January 31, 2003 for the 0930 meeting. Camel Crane was on site to remove the phenol car today. The car was successfully removed and is secured in The Dalles awaiting transport to JLM chemical in Chicago. Derailed oil cars containing edible oils continue to be heated and trans-loaded into over-the-road trucks. The oil cars have derailed in two distinct areas designated as Eastern and Western locations. The Western location has 5 cars remaining on site that contain approximately 80,000 gallons of oil total. To date 140,000 gallons have been trans-loaded from this location. Operations at the West End should be completed by Friday January 31. Daily updates regarding culturally sensitive issues are being forwarded to the SHPO, tribes (Warm Springs, Yakima, and Umatilla), and USACE by the US Forest Service.

Thursday, January 30, 2003. EPA(1) and START (1) personnel on site. Unified Command held 0930 meeting. HRA and USFS archaeologists continue to oversee site activities. Work continued in the western area transloading the contents of the derailed oil cars into over-the-road trucks. Katherine Topels, Senior Archaeologist, and Dr. Rick Minor both with HRA, plan to be on site Tuesday, Feb. 4th, to begin an assessment of the on-site pile stored at the west end of the derailment area. Their assessment will help identify options for the 1,000 tons of material being stored at a secured off-site location. HRA is also working with the USFS to collect eight 5-gallon buckets of material from the 1,000 tons of sequestered offsite spoils pile for analysis and screening purposes. The samples were collected today and transported to Eugene, Oregon, for analysis and screening. Daily updates regarding culturally sensitive issues are being forwarded to the SHPO, Tribes (Warm Springs, Yakama, Umatilla), and USACE by the US Forest Service.

Planned Removal Actions

- 1) Continue product removal from remaining oil tankers on site.

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.

Coordinating the activities of the RP's Restoration Specialist with the objectives of the USFS, Tribes and Wasco County Planning Department.

Begin assessment of the on-site pile located at the west end of the derailment area for cultural significance. Their assessment will help identify options for the 1,000 tons of material being stored at a secured off site location.

Key Issues

Decision must be made regarding historical treatment and ultimate disposition of stockpiled materials offsite.

Continue to provide correspondence for culturally significant issues to SHPO, Tribes, and USACE by the USFS.

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 soil	1000 Tons		Secured at an off site location
Derailed Phenol Car contents	unk		Product has been weighed and shipped to purchaser in Portland, OR
Derailed Phenol Car and residual material	approximatley 105 gallons according to UPRR		Has been shipped off site to JLM Chemical in Chicago.

response.epa.gov/UPRRTheDalles

POLREP #4 Last Updated 1/31/2003