

United States Environmental Protection Agency
Region VI
POLLUTION REPORT

Date: Wednesday, September 20, 2006

From: Eric Delgado

Subject: Crawford Train Derailment

Crawford, TX

Latitude: 31.5343308

Longitude: -97.4430700

POLREP No.:	2	Site #:	
Reporting Period:		D.O. #:	
Start Date:	9/19/2006	Response Authority:	CERCLA
Mob Date:	9/19/2006	Response Type:	Emergency
Demob Date:	9/20/2006	NPL Status:	
Completion Date:		Incident Category:	
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

On September 19, 2006, the National Response Center (NRC) notified EPA Region 6 (EPA) of a Burlington Northern Santa Fe (BNSF) train derailment in a semi-rural area at the edge of the city of Crawford, McLennan County, Texas. According to BNSF representatives, 24 rail cars derailed including tank cars containing vinyl acetate, styrene monomers, tetrafluoroethane, and ethanolamine. The tank car containing ethanolamine was breached and approximately 22,000 gallons was released to the ground and nearby drainage ditch. A small vapor plume from the leaking tank car caused the evacuation of a one-half mile radius from approximately 1900 until 2200 when the air monitoring results by the City of Waco Hazmat team determined residents of the area could safely return.

The Crawford Volunteer Fire Department responded immediately to the incident, and began to secure the scene. BNSF also mobilized its hazmat team and multiple contractors immediately to the site. OSC Delgado and the EPA Superfund Technical Assessment and Response Team (START) mobilized to the site to provide technical assistance and conduct on-scene air monitoring. Other agencies responding to the incident included the Texas Commission on Environmental Quality (TCEQ), Federal Railroad Administration (FRA), and McLennan County Emergency Management.

Current Activities

BNSF contractors continue to collect product by flushing the drainage ditch and collecting the product/water mixture and also by removing the impacted soil. Contractors also continue to work to open the rail line. BNSF contractor CTEH continues to conduct air monitoring around the perimeter of the site.

Next Steps

BNSF estimates the rail line will reopen at approximately 1930. BNSF representatives stated recovered materials will be disposed of at ITASCA Landfill in Itasca, Texas. EPA will continue to follow remediation activities by coordinating with BNSF, BNSF contractors and TCEQ.

Key Issues

The initial threat to nearby residents from fire and the initial plume of contaminants in the air were the main concerns. However, no residents were reported to have been injured or sick from the plume. Product run-off from the breached tank car was also a concern, but a berm was constructed to prevent product from leaving the site.

response.epa.gov/crawfordderailment