

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

**Date:** Friday, January 19, 2007

**From:** Art Smith

**Subject:** Train Cars moved off of tracks  
CSX Derailment - Brooks, KY  
State Highway 1020 & Huber Station Road, Brooks, KY  
Latitude: 38.0589000  
Longitude: -85.7100000

<b>POLREP No.:</b> 4	<b>Site #:</b> A4NW
<b>Reporting Period:</b> 1/18/07 (1200) - 1/19/07 (1200)	<b>D.O. #:</b>
<b>Start Date:</b> 1/16/2007	<b>Response Authority:</b> CERCLA
<b>Mob Date:</b> 1/16/2007	<b>Response Type:</b> Emergency
<b>Demob Date:</b>	<b>NPL Status:</b>
<b>Completion Date:</b>	<b>Incident Category:</b> Removal Action
<b>CERCLIS ID #:</b>	<b>Contract #</b>
<b>RCRIS ID #:</b>	

**Site Description**

For a description of the incident and previous actions taken, please see previous POLREPs.

**Current Activities**

The following actions took place during this reporting period:

The major flaring operation on the 1,3 butadiene cars was completed around 1845 hrs last evening. As before, there were no data collected for VOCs or particulates above established action levels set for the site. Once the burn was completed, CSX staged the derailed cars and wreckage in the field where the burn pit is located west of the derailment site. The fire chief declared the incident under control as of 0800 hrs. 01/19/07.

An additional event that occurred yesterday after the burn was completed is that EPA pulled their air monitoring equipment from the staged locations. Since the burn was the last major air quality concern for the site, EPA demobilized some of their resources for air monitoring. CSX's contractor, CTEH, will continue to monitor air quality in and around the hazmat work areas. After noon 1/19/07, the following EPA resources will be at the Site: 2 EPA, 2 ERT, 4 START and 3 USCG GST.

**Planned Removal Actions**

The following actions are planned during the next reporting period:

With the hazmat cars are staged in the field, the material recovery/transfer will safely be conducted. CSX stated that today they will proceed with a vapor flare operation to reduce the residue contained in the butadiene cars. This will be a clean burn and should have no adverse impact to air quality in the area. CSX also announced that they will begin a clean-purge operation on the cars with minimal amounts of product remaining on-board. Cars that are full or nearly full will undergo a simple transfer process. The goal is that the original vendor(s) will agree to take the product back or a third-party taking the product if it is useable. ERT members will evaluate the scene today to ascertain what needs to be done in terms of possible removal work in the future.

CSX will also be conducting soil removal in the area of the derailment. The soil is being placed on poly sheeting or in roll-off boxes for sampling and disposal. This is taking place in conjunction with the reconstruction of the railroad. Equipment will be moving on the track and the CSX hope to reopen the rail-line as soon as possible.

The final item planned is for START to shadow KYDEP and CSX when they begin work on the water quality survey(s) in the local area and document their current and future plans regarding environmental assessment and/or restoration work.

**Estimated Costs \***

	<b>Budgeted</b>	<b>Total To Date</b>	<b>Remaining</b>	<b>% Remaining</b>
<b>Extramural Costs</b>				
USCG GST	\$15,000.00	\$0.00	\$15,000.00	100.00%
RST/START	\$100,000.00	\$0.00	\$100,000.00	100.00%
REAC	\$10,000.00	\$0.00	\$10,000.00	100.00%
<b>Intramural Costs</b>				
<b>Total Site Costs</b>	\$125,000.00	\$0.00	\$125,000.00	100.00%

\* 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/CSX\\_BrooksKY](http://response.epa.gov/CSX_BrooksKY)

POLREP #4 Last Updated 1/19/2007