

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

Date: Monday, April 2, 2007

From: Steve Spurlin

Subject: Final Polrep

Canadian National Illinois Central Railroad
Glendora, MS

POLREP No.:	2	Site #:	
Reporting Period:		D.O. #:	
Start Date:	3/26/2007	Response Authority:	CERCLA/OPA
Mob Date:	3/26/2007	Response Type:	Emergency
Demob Date:	3/27/2007	NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Assessment
CERCLIS ID #:		Contract #	
RCRIS ID #:		Reimbursable Account #	
FPN#			

Site Description

SIGNIFICANT EVENT: NRC #830365 Canadian National Illinois Central Railroad (NCIC) Incident, Glendora, Tallahatchie County, MS: At approximately 2:19 p.m. (CST) on March 26, 2007, a train carrying 29 railcars of isobutane, was involved in an accident, with a tanker trailer hauling 7300 gallons of diesel. The tanker was lodged under the train, caught fire, and released its entire contents. A one mile radius was evacuated as a precautionary measure. Updated reports indicate that the fire has been extinguished and no railcars were derailed. Furthermore, no railcars are reported to be leaking at this time. MDEQ and MEMA are on site. OSC Spurlin responded on behalf of USEPA Region 4.

OSC Spurlin arrived on scene at approximately 1930 hrs local time on 3/26/2007. Cleanup contractor, USES, working for MS DEQ, was on-scene responding to the release of an unknown quantity of diesel fuel. The fire had been extinguished and the propane cars moved down the track without incident. The majority of the diesel fuel was consumed in the fire. Some diesel remained in the remnants of the tankers and some diesel was carried in firewater runoff to surface soils near the tracks.

The responsible party, CHS Transportation, took responsibility for the spill cleanup and hired USES. USES used a vac-truck to remove the remaining fuel from the tanker. USES excavated an estimated 60 cubic yards of diesel contaminated soil from runoff areas near the track. No fuel reached a waterway. As an additional mitigation measure, USES spread Micro-Blaze onto the impacted soils areas to accelerate the breakdown of any residual fuel.

OSC Spurlin returned to the Site at 0700 hrs on 3/27/2007 to check progress of cleanup. Site conditions were stabilized, and OSC Spurlin demobilized.

response.epa.gov/CanadianNationalIllinoisRailroad