

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

Date: Wednesday, April 2, 2008

From: Sonia R. Vega

To: David Morrison, MPCA
John O'Brien, DOT

Mark Maday, Union Pacific Rail Road

Subject: First and Final PolRep Union Pacific Train Derailment, Northfield, MN
Union Pacific Train Derailment - Northfield, MN
Northfield, MN

POLREP No.:	1	Site #:	
Reporting Period:	3/31/2008-4/1/2008	D.O. #:	
Start Date:	3/31/2008	Response Authority:	CERCLA
Mob Date:	3/31/2008	Response Type:	Emergency
Demob Date:	4/1/2008	NPL Status:	Non NPL
Completion Date:		Incident Category:	Removal Action
CERCLIS ID #:		Contract #	
RCRIS ID #:			

Site Description

On Monday, March 31, 2008 at approximately 0353 CDT, it was reported that a train coming from British Columbia and heading to Manly, Iowa derailed involving 24 train cars, with one car leaking sulfuric acid at a concentration of 98%. Another sulfuric acid rail car was also derailed. It was reported that the spill occurred approximately five blocks north on Hwy 3 and the intersection of Co. Rd 19 in Northfield, Minnesota.

Union Pacific contracted with Hulcher Services, to vacuum / recover the sulfuric acid from the bermed area. Also, UP secured the services of CTEH for air monitoring and plume modeling.

EPA OSC Vega arrived on the scene at about 1030 am. It was snowing heavily, making recovery operations dangerous and time consuming. The local fire department was conducting air monitoring until CTEH arrived.

The EPA START contractor was mobilized to the site on the afternoon of March 31, 2008.

There were no injuries nor evacuations associated with this incident.

Current Activities

The EPA START contractor arrived at the spill site at 1430, Monday March 31, 2008, and met with representatives from Union Pacific Rail Road, Mark Mayday, the Minnesota Pollution Control Agency Responders Jim Stockinger and Jason Moran, and OSC Vega. START contractors assisted with perimeter air monitoring in the immediate area of the damaged rail car, while CTEH conducted air monitoring in the nearby residential area. START used sulfuric acid Dräger tubes. All readings from Dräger tubes were negative for sulfuric acid. A Multi-Rae plus was also used at the spill location and readings indicated normal atmosphere. Readings taken by a PDR particulate monitor indicated 0.016mg/M3. A stream located south of the spill site was tested using pH paper and the result was neutral.

By 1010 on April 1, 2008 all product had been pumped out of the damaged sulfuric acid tank into tanker trucks. It was estimated that 12,600 gallons of 98% sulfuric acid had been recovered and pumped to four tanker trucks. The tanker trucks and second sulfuric acid tank will be transported to its intended destination. It was estimated that 650 gallons of product was lost from the tanker and neutralized in place with agricultural lime.

At approximately 1535 the second rail-car containing sulfuric acid was re-railed. No obvious release was noted anywhere outside of the bermed area. No release to navigable waters was noted.

Planned Removal Actions

Hulcher Services will continue to perform clean-up activities involving the removal of sulfuric acid impacted soil and neutralization of residual pooled product. As of 1620 on April 1, 2008 the car was still being moved to the southern rail. Soil will be stock-piled on the bank near Hwy 3. Impacted soils will be profiled and land-filled at SKB in Rosemount, Minnesota. MPCA will oversee the removal and proper disposal of the impacted soils.

Next Steps

The soils around the spill area will be sample once the excavation of impacted soils is completed. The purpose of these samples is to ensure no "acidic soils" are left behind which could affect the integrity of the utility pipes in the area. MPCA is working with UP and their consultants on this plan.

Key Issues

None at this time.

response.epa.gov/uptrainderailmentnorthfieldmn