

United States Environmental Protection Agency
Region V
POLLUTION REPORT

Date: Thursday, June 19, 2008
From: Tom Cook/ Kathy Clayton

To: Beverly Kush, U.S. EPA ERB	Jason El-Zein, EPA R5
Mick Hans, U.S. EPA	Mike Harris, US EPA Region 5
Linda Nachowicz, U.S.EPA	Roxanne Chronert, WDNR
Jason Moeller, WDNR	Patrick Ryan, USCG

Subject: Removal of Derailed Train
Oshkosh Train Derailment
Waukau Ave and County Road I, Oshkosh, WI
Latitude: 43.9764000
Longitude: -88.5378000

POLREP No.: 2	Site #: B5PK
Reporting Period: 6/14/08-6/19/08	D.O. #:
Start Date: 6/13/2008	Response Authority: CERCLA/OPA
Mob Date: 6/13/2008	Response Type: Emergency
Demob Date:	NPL Status: Non NPL
Completion Date:	Incident Category: Removal Assessment
CERCLIS ID #:	Contract #
RCRIS ID #:	Reimbursable Account #
FPN#	

Site Description

At approximately 1:00 am on June 13, 2008, a northbound train in Oshkosh, Winnebago County, Wisconsin derailed due to flooding in the area. One locomotive and two cars were involved. Approximately 1,200 gallons of diesel and oil product leaked from the wreckage into Johnson Creek which leads into Lake Winnebago. The majority of the contamination impacted Johnson Creek and several residential homes along the creek.

The Responsible Party (RP), CN Railroad, hired Veolia Environmental Services to deploy boom and sorbent pads to contain the release, recover petroleum product from the creek and the wrecked locomotive (with vacuum trucks), remove petroleum contaminated soil and debris along the creek, and decontaminate riprap.

The tracks were repaired and train traffic resumed at approximately 11:30 pm on June 13, 2008.

Current Activities

CN removed the derailed locomotive and boxcars on June 18, 2008. Additional oil was recovered from the locomotive using a vacuum truck prior to pulling the locomotive from the ditch. An undetermined quantity of fuel oil was recovered from the fuel tank after the locomotive was righted onto the tracks. A small amount of engine oil was released along the tracks as the locomotive was removed. The oil was contained to the track area using booms and plastic sheeting. No additional petroleum product entered Johnson Creek during the locomotive extraction.

U.S EPA and WDNR officials are closely overseeing the cleanup of the spill. US EPA and CN contractors are performing air monitoring around the subdivisions adjacent to the incident location. VOC concentrations have been consistent with expected normal background levels, despite a prevalent odor in the neighborhood. US EPA also collected surface water samples in Johnson Creek and Lake Winnebago to confirm the efficacy of the control measures being utilized by CN.

Drinking water utilities possibly affected were notified by WDNR, and local mariners were notified to stay away from oil sheen on Lake Winnebago. CN is testing private wells potentially impacted by the spill.

Informational flyers explaining the incident and response actions were distributed to neighboring residents on June 14, 2008. CN officials are meeting individually with impacted residents.

Planned Removal Actions

Cleanup activities are expected to take approximately two weeks. CN contractor crews are removing visibly contaminated vegetation, soil, and riprap. The contaminated area under the locomotive is being excavated and the remaining debris from the derailment and track repair is being removed. Soil and water samples will be taken throughout the impacted area to determine the extent of non-visible contamination and to ultimately confirm that all contamination is removed. Boom is being maintained throughout the creek to continue to prevent any disturbed petroleum product from reaching Lake Winnebago.

Next Steps

CN has submitted a Response Action Work Plan. EPA and WDNR are preparing comments on the Work Plan. Once the Work Plan is finalized, the scope of work for the removal will expand from surface cleanup to a more extensive assessment study and corresponding cleanup measures.

Key Issues

Community relations continues to be a high priority for CN and the responding agency officials. Residents have numerous questions regarding the process for cleaning up the non-contaminated flood related damage.

The appropriate drainage capacity of the culvert that washed away is being re-evaluated by CN, WDNR, and local officials to prevent a recurrence of such an incident.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
RST/START	\$10,000.00	\$15,000.00	(\$5,000.00)	-50.00%
Intramural Costs				
USEPA - Direct (Region, HQ)	\$7,500.00	\$10,000.00	(\$2,500.00)	-33.33%
Total Site Costs				
	\$17,500.00	\$25,000.00	(\$7,500.00)	-42.86%

* 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/OshkoshTrainDerailment

POLREP #2 Last Updated 6/19/2008