

**1. HIGHLIGHTS****A. SPILL HIGHLIGHTS**

**0710-43-3825:** On October 10, 2007, Ohio EPA Northeast District Emergency Response Section responded to a report of a train derailment in Painesville, Ohio. A CSX train containing hazardous materials derailed near a residential neighborhood. The derailment involved almost 30 cars including, five tankers containing ethanol, a tanker containing phthalic anhydride, a tanker containing bio-diesel, and a liquid petroleum gas car containing butane. There were also several rail cars containing grain, wheat, and lumber involved in the derailment. The tanker carrying phthalic anhydride and some of the tankers of ethanol involved in the derailment immediately burst into flames and threatened to involve the butane tanker. The fear of the butane tanker exploding caused the fire department to evacuate all businesses and residences within a ½ mile of the derailment. The Emergency Response Section provided technical assistance to the fire department.

A plume of smoke, possible containing chemicals from the burning tank cars, was moving over the City of Painesville. Air monitoring equipment was mobilized from Columbus by the Office of Special Investigations. The equipment was stationed around the city and provided real time readings of the atmosphere back to a central computer. The U.S. EPA and CSX also had contractors at the site conducting air monitoring around the evacuated area.



Throughout the first day, the fire department placed 2,000 gallons of water a minute on the butane tanker in an attempt to keep the tanker cool and prevent it from exploding. The water pushed ethanol, and other materials from the derailment, into a nearby stream that was a tributary to Black Brook Creek and the Mentor Marsh. The Emergency Response Section worked through the night to contain the water in the creek and prevent it from reaching the marsh. CSX pumped water into fractaction tanks and collected almost 500,000 gallons of water. It was

discovered that significant amounts of ethanol had entered another stream and escaped the containment. Aeration devices were placed in the creek to increase the oxygen levels and minimize the impact of the ethanol. The Division of Surface Water conducted water quality samples downstream of the derailment. Contractors for CSX also conducted water quality samples every four hours at 13 locations downstream of the derailment.

The fire burned for three days. When the site was cleared by the Federal Railroad Association, the fire department extinguished the remaining fires and CSX began removing cars from the derailment site. All of the cars were removed except for the tanker containing the phtalic anhydride which was too hot to move. The area beneath the derailment has been excavated.

The Emergency Response Section has been working to remove the remaining materials from the creek. After the phtalic anhydride car has been removed, remediation of the derailment area will occur. The Emergency Response Section will continue to monitor and oversee the cleanup of the site until the site can be referred to another division/programs.

