

RAILROAD CLIENT—GUTTENBERG, IOWA

TRAIN DERAILMENT—DIESEL FUEL RELEASE

INITIAL RESPONSE/REMEDIATION

Pinnacle was called upon to act as lead emergency responder when a railroad client had a train derailment in eastern Iowa. The train derailed after hitting a large boulder, loosened by heavy rains, which had fallen onto the tracks. Pinnacle's emergency response team was on site within 5 hours of receiving initial notification from the client.



Project Highlights

The Challenge: Approximately 2100 gallons of diesel fuel spilled onto the railroad track bed adjacent to the Mississippi River. The train had derailed close to the banks of the Mississippi River, causing diesel fuel to seep from the spill site, down the river embankment and into a two-mile section of the river. Also, there was no access to the site (except by river and rail) to deal with the incident.

Work Scope: Upon arrival, Pinnacle personnel assumed control of the site and were in contact with the Iowa Department of Natural Resources and the US Coast Guard, the two primary governmental bodies with responsibility for overseeing actions at the site, during the entire operation. Pinnacle's first task was to contain the spilled fuel and eliminate further seepage down river. Once that task was underway, a method of remediation was necessary for complete clean up of the site.

Containment: Absorbent booms and pads were strategically placed along the river's edge to contain and collect the fuel. Secondly, with the DNR's approval, a plan was then instigated to pump water from the river into the spill area, pushing additional spilled fuel to the river from the spill site on the tracks above. Approximately 3,750 pounds of fuel were recovered in absorbent pads and booms as it entered the river. This action allowed the client to capture over 50% of the fuel that had been initially spilled. The recovered fuel was pumped from the boomed area and containerized for proper management. All of these clean up activities were completed from watercraft because of the limited access to the site (except by rail). Booms and pads were replaced as needed and routine flushing continued for three weeks. After a second application of bio-slurry, Railroad representatives visited the site regularly and noted lesser fuel in the absorbent pads with each visit. An additional 3,100 pounds of fuel were recovered after the initial 3,750 pounds recovered in March. Approximately five weeks later, Railroad personnel visited the site and found little or no additional fuel in the pads.



Site Remediation: Due to the location of the spill and the fact that the railroad ballasts (rocks) were sitting on bedrock, Pinnacle obtained approval from IDNR to Bio-remediate the site. A bio-slurry of petroleum utilizing microbes were introduced at the site, and after successful applications, the site is now been closed by the IDNR.



Project Summary: Pinnacle's role on this site was to act as the Site Supervisor. Pinnacle controlled all site activities, including regulatory communication, and directed all work efforts of other emergency response contractors. The successful handling of this spill has led to Pinnacle entering into a contract with the client to act as initial responder and site supervisor on future issues.

Project Team:

John Landwehr—Project Manager
Matt Stokes—Field Services
Jim Holland, P.E.—Principal-In-Charge

