

Still, some who live in the gorge are less convinced any assurances can make oil trains safe.

Hood River Mayor Paul Blackburn said it's not lost on him that the oil train derailment could've been in his community.

"These rail lines move right through our little towns," Blackburn said. "With the exponential growth of oil trains coming through these little towns is this really a very good idea?"

New Spilled Crude Oil Discovered At Mosier Train Crash

by **Conrad Wilson** OPB | June 6, 2016 5:45 p.m. | Updated: June 7, 2016 10:31 a.m. | Mosier, Oregon



A 16-car oil train derailment caused a fire and left a small oil sheen on the Columbia River.
Conrad Wilson/OPB

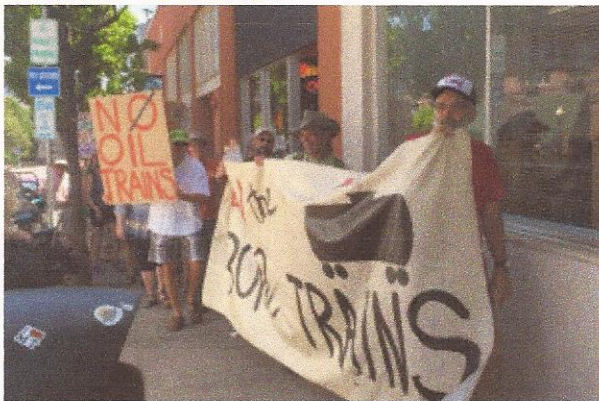
The black Union Pacific oil cars that derailed Friday in the Columbia River Gorge are lined up next to the tracks that cut through Mosier, like oversized, crumpled beer cans discarded with little regard.

Crews spent Monday continuing their cleanup efforts, pumping crude oil out of the derailed cars into tanker trucks that drove the oil away from the scene. Around mid-morning, officials turned their efforts to newly discovered oil in a pipe leading from Mosier's water treatment plant to the Columbia River.

"The main sewer line that leads to the wastewater treatment plant was damaged during the derailment," said David Byers, the Washington state Department of Ecology response manager.

So far, cleanup crews have cleaned about 10,000 gallons of crude oil out of the town's sewage system. Another 32,000 gallons burned off or vaporized in the initial crash, was captured by booms in the Columbia, or soaked into the soil.

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"I don't have an exact volume for you, but it's a very small amount of oil that entered the Columbia River," Byers said.

He said the additional oil was found in a vault connected to a pipe that runs between the treatment plant and the river. Byers said the way it's designed has kept the oil from reaching the river.

On Monday, officials also gave a better sense of the events they think lead to the 16 car derailment that left a small oil sheen on the Columbia River over the weekend.

Raquel Espinoza, a spokeswoman with Union Pacific, said preliminary findings lead the company to believe there was an issue with the tracks.

"It appears a fastener that connects the rail tie with the rail could've contributed to the cause, but we are still looking at different pieces of evidence," she said.

Union Pacific said it made repairs to the track after the crash.

Some industry experts said they are skeptical that that alone could be the cause of a derailment that size.

Thomas Frederick, an officer with the Brotherhood of Locomotive Engineers in Seattle, said it sounded implausible.

"I would say that one rail fastener could be a contributing factor. But it's got to be more than just that," said Frederick, who has 27 years of experience as an engineer.

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