

UNION PACIFIC RAILROAD COMPANY

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February 14, 1991

Facility: CA, Oakland
Terminal Facility

California Dept of Water

FEB 20 1991

QUALITY CONTROL BOARD

Hossain Kazemi
Sanitary Engineer
San Francisco Regional Office
1800 Harrison St., Suite 700
Oakland, CA 94619

Dear Mr. Kazemi:

Attached for your review and comments are the draft SPCC plans for Union Pacific Railroad and Motor Freight facilities in Oakland, California. We are currently in the process of implementing these updated plans.

If you have any questions concerning this matter, contact Mark Schafer at (402) 271-2453.

Yours truly,

W. E. WIMMER
AVP Environmental Management

Oakland, CA
UPMF
SPCC Plan
Union Pacific Railroad

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I. CERTIFICATION INFORMATION

Name of Facility: Oakland Yard/
Union Pacific Motor Freight

Division: Western Region
Milepost:

Address: 1750 Ferro Street
Oakland, Ca. 94607

Purpose of Facility: TOFC, COFC, Intermodal Ramp

Date of Initial Operation: Early 1970's

Name and Address of Owner: Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179

Designated Person Responsible
for Spill Prevention: J. Noble
Maintenance and Operations Manager

MANAGEMENT APPROVAL: This Spill Prevention Control and Countermeasure Plan has full approval by management at a level with authority to commit the necessary resources.

R.C. Kuhn
Dir. Envir. & Mech. Dsn.

CERTIFICATION: I certify that I have examined the facility plans and being familiar with the provision of 40 CFR PART 112, attest that this SPCC Plan has been prepared in accordance with good engineering practices, information provided by UPRR personnel and the facility inspection completed on 9/11/90.

(SEAL)

Thomas C. Wilson
HWS Technologies Inc.
Professional Civil Engineer
Registration No. E-5023 Nebraska

II. FACILITY DESCRIPTION

A. Location

The Union Pacific Motor Freight (UPMF) Facility is located within the Oakland Yard which is located in Oakland, California. The yard/terminal is situated in a heavy industrial setting on the Intercoastal Waterway (Estuary) with the Oakland Naval Supply Center to the north and the San Francisco Bay to the west. Specifically the yard is located in the Western Region of the UPMF Company.

B. General Description

The portion of the UPMF/Oakland Yard that contains oil material storage and use areas covers approximately one acre. It is shown on the site plan attached to this report. Topographically, the site is very flat as it was once a landfill. The portion of the site containing oil materials/fuels is located within 200 yards of the Estuary/Intercoastal Waterway. The potential for flooding at this site is very low.

C. Oil Usage Areas

The UPMF facility is used primarily as a intermodal ramp (rail to/from truck and ship to/from rail). The facility can handle trailers on flat cars (TOFC) and containers on flat cars (COFC).

For purposes of this plan, the yard was divided into one (1) oil storage/use area. Activities and structures in this area are briefly described below.

Area 1 - Vehicle Fueling and Maintenance

This facility is used to fuel all yard vehicles (tractors, cranes piggybackers, reefers, vans and ramp cars), street tractors and to provide maintenance to these vehicles, including a wash rack. The diesel fuel, unleaded gasoline, and recovery tank are located within a concrete dike. The fueling island and wash rack areas are drained to a lift station sump which pumps all drainage through a oil/water separator. The maintenance garage contains numerous uncontained drums of oil materials for vehicle maintenance.

Table 1 lists oil products, quantity stored, and estimated annual usage.

**TABLE 1
OIL MATERIAL USAGE BY AREA**

<u>Product Description</u>	<u>Quantity Stored (Gallons)</u>	<u>Est. Annual Usage (Gallons)</u>
<u>Area 1 - Vehicle Fueling and Maintenance</u>		
#2 Diesel Fuel	10,000	120,000
Unleaded Gasoline	500	6,000
Recovery Oil	5,000	50
Waste Oil	400	3,000
*Motor Oil	220	1,000
*Hydraulic Oil	440	1,300
*Transmission Fluid	185	165
*Gear Oil	110	100

* - 55 gallon drum containers

III. STATEMENT OF RESPONSIBILITY

The National Oil and Hazardous Substance Pollution Contingency Plan, as well as Federal regulations in 40 CFR PART 112, state that the person responsible for the discharge of oil or hazardous materials should take appropriate action for containment and recovery of such material. Cleanup activities will be evaluated by an agency of the Federal government. If cleanup is judged inadequate, the agency will direct further operations with the responsible party to be liable for the resulting costs.

UPRR has the responsibility and authority to initiate and direct response activities for the control of spills originating within facility boundaries. Specifically, UPRR will assume such responsibility for spills related to on-site operation, filling, and maintenance of the operating equipment in accordance with the "Policy for Emergency Response to Spills of Hazardous Materials or Other Environmental Pollutants."

IV. SPILL HISTORY [40 CFR PART 112.7 (a)]

There are no documented spills prior to or after January 10, 1974.

V. FLOW DIRECTION [40 CFR PART 112.7 (b)]

The overall UPMF/Oakland Yard site is flat with no more than 1 or 2 feet difference in elevation over the storage/usage area. This facility was built to contain any spill from the truck loading/unloading area, the wash area, and the maintenance shop. A spilled product would go through a drainage system to a lift station and through the oil/water separator.

TABLE 2
FLOW DIRECTION

Type of Failure, Spill or Release	Estimated Quantity or Flow Flow Rate	Flow Direction	Ultimate Discharge Point
AREA 1 - VEHICLE FUELING AND MAINTENANCE			
Diesel Fuel Tank Rupture	1000 gal	N/A	Spill contained within dike, dike drains to lift sta. then to oil/water separator then to either sewer or recovery tank
Fuel Hose Rupture	50 gal	Area	Portion of Spill would drain/flow between containment pads toward east off UPMF property

VI. CONTAINMENT AND DIVERSIONARY STRUCTURES
[40 CFR PART 112.7(d)]

Area 1 - Vehicle Fueling and Maintenance

This 10,000 gallon diesel fuel storage tank and 5,000 oil reclaimer tank have a concrete containment or diversionary structure. Also within the containment structure is a 500 gallon unleaded fuel tank inside it's own concrete containment vault. Fuel spill in the diked area would flow to lift station and into a retention tank.

VII. OTHER SPILL CONTROL MEASURES [40 CFR PART 112.7(d)]

This section is not applicable to this site.

VIII. FACILITY DRAINAGE [40 CFR PART 112.7(e) (1)]

Area 1 - Vehicle Fueling and Maintenance

All fuel areas have controlled drainage that flow to the lift station, then to an oil/water separator and then to either sewer or oil reclaimer tank. A spill from an oil drum would stay in the general area.

IX. BULK STORAGE TANKS [40 CFR PART 112.7(e) (2)]

Bulk storage tanks and secondary containment are summarized in Table 3, Above-Ground Tank Summary.

Secondary containment, pipes, valves, etc. are in conformance with 40 CFR PART 112.7(e) (a). See Summary of Required Improvements.

**TABLE 3
ABOVEGROUND TANK SUMMARY**

I.D. NO.	TA-1	TA-2	TA-3	TA-4
AREA	1	1	1	1
MATERIAL STORED	#2 Diesel	Reclaimed Oil	Unleaded Tank	Waste Oil
TANK MATERIAL	Steel Welded	Steel Welded	Steel Welded	Steel Welded
CORROSION PROTECTION	Paint	Paint	Paint	Paint
YEAR INSTALLED	1990	1990	1990	1990
VOLUME (gal.)	10,000	5,000	500	400
Annual Usage (gal.)	120,000	6,000	500	3,000
Dimensions long	10' dia. 18' long	8' dia. 11' long	56"x43"x11'	
Base Support	Concrete Pad	Concrete Pad	Concrete Blocks	Concrete Blocks
Secondary Containment Design	(Dike) [Vault]			None
Secondary Containment Material	(Concrete) [Concrete]			None
Secondary Containment Volume (gal.)	(13,608) [1192]			None
Integrity Testing Methods	Visual	Visual	Visual	Visual
Integrity Testing Frequency	Daily	Daily	Daily	Daily
Inventory Methods & Recordkeeping	Manual	Manual	Manual	Manual
Overfill/Spill Protection/Detection	Alarm	None	Alarm	None
Date of Proposed Removal	N/A	N/A	N/A	N/A
Precip. Drain Sys. Bypass Valves	None	None	None	None
Precip. Drain Sys. Runoff Inspection	None	None	None	None
Precip. Drain System Recordkeeping	None	None	None	None
Internal Tank Heating Coil	None	None	None	None
Fail-Safe Spill Avoidance Systems	Yes	Yes	Yes	None
Disposal Facility Inspection Frequency	N/A	N/A	N/A	N/A
Repair Response Time	Promptly	Promptly	Promptly	Promptly
Mobile/Portable Tanks	N/A	N/A	N/A	Yes
Periodic Flooding	None	None	None	None

X. TRANSFER OPERATIONS [40 CFR PART 112.7(e)(3)]

All above ground connections, valves, fittings, etc. are visually inspected by plant operators and others while working in the area.

**XI. TANK CAR AND TANK TRUCK LOADING/UNLOADING
[40 CFR PART 112.7(e)(4)]**

Area 1 - Vehicle Fueling and Maintenance

This area's drainage and containment system are described in Sections V, VI and VIII.

This area has no interlocked warnig lights, physical barrier systems or warning lights to prevent departure before disconnection of transfer lines. Automatic shut-off nozzles are used.

Visual inspection is used to prevent premature departure.

Visual inspection is also used to check drains and outlets for leakage before departure.

XII. INSPECTIONS AND RECORDS [40 CFR PART 112.7(e)(8)]

Fill quantity and usage records are kept for all purchased fuel products.

XIII. SECURITY [40 CFR PART 112.7(e)(9)]

This site is partly fenced and there are locked entrance gates when the facility is unattended. The entire area is lighted at night. The site is patrolled by operating personnel.

Valves which permit direct outward flow of a tank's contents are locked in closed position when in a non-operating or stand-by status.

Oil pump starter controls are locked and are accessible to operating personnel.

XIV. PERSONNEL, TRAINING AND SPILL PREVENTION PROCEDURES
[40 CFR PART 112.7(e)(10)]

Personnel receive on-the-job training regarding the SPCC Plan and the facilities involved.

Oil spills are handled as any other hazardous material spill by the Railroad (even though oil materials are not classified as hazardous). Because of this, training conducted by the Manager of Hazardous Materials Emergency Response, covers oil spills also.

Scheduled prevention briefings for operating personnel are recommended to assure adequate understanding of the SPCC Plan.

XV. SPILL NOTIFICATION PLAN

Union Pacific Railroad Company "Policy for Emergency Response to Spills of Hazardous Materials or Other Environmental Pollutants" is attached and describes procedures for responding to spills at the facility.

XVI. NOTIFICATION OF GOVERNMENT AGENCIES

Notification of appropriate government agencies is required by law for all spillage of oil and fuel, regardless of quantity, entering navigable waters.

If an uncontrolled spill originating within facility boundary threatens the general public or is beyond the control capabilities of facility personnel, the Yard Master or his designate will immediately notify the local fire and police departments and the U.S. Coast Guard Regional Response Center in addition to those personnel listed in Section I, in the Emergency Response Plan.

24-HOUR TELEPHONE NUMBERS

Regional Response Center
Police Department
Fire Department

The Regional Response Center, Marine Safety Officer, acting as a clearinghouse, will notify appropriate agencies and inform the Facility Manager of any additional required or requested actions.

Other agencies with which coordination might be required include:

EPA - On-scene Coordinator
State Of California

XVII. OUTSIDE ASSISTANCE AND SERVICES

Major spills or spills of particularly hazardous materials may require capabilities beyond the resources of UPRR. Several firms specialize in the cleanup and disposal of oil and fuel, and other hazardous chemicals. Several such firms are listed in Section I of the Emergency Response Plan.

ATTACHMENTS

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**UNION PACIFIC RAILROAD COMPANY
SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN
OAKLAND YARD
1717 MIDDLE HARBOR ROAD
OAKLAND, CALIFORNIA**

Approved By

David Burns
Manager Terminal Operations

DECEMBER 1989

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I. CERTIFICATION INFORMATION

Name of Facility: Oakland Yard

Division Service Unit: Feather River
Milepost: 4.97

Address: 1717 Middle Harbor Road
Oakland, California 94607

Purpose of Facility: Switching, fueling, car repair, TOFC loading

Date of Initial Operation: 1976

Name and Address of Owner: Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68179

Designated Person Responsible for Spill Prevention: David M. Burns
Manager Terminal Operation

MANAGEMENT APPROVAL: This Spill Prevention Control and Countermeasure Plan has full approval by management at a level with authority to commit the necessary resources.

R.C. Kuhn
Dir. Envir. & Mech. Dsn.

CERTIFICATION: I certify that I have examined the facility plans and being familiar with the provision of 40 CFR, Part 112, attest that this SPCC Plan has been prepared in accordance with good engineering practices, based on information provided by UPRR personnel and the facility inspection completed on November 13, 1989.

Susan J. Penoyar, P.E.
Engineer
Applied Geotechnology Inc.
Professional Civil Engineer
Registration No. 26154, Washington

II. FACILITY DESCRIPTION

A. Location

The Oakland Yard, a part of the Feather River Division Service Unit, is located at Milepost 4.97 in Oakland, California. The yard is situated southeast of the Nimitz Freeway (I-880) and south of the Oakland Bay Bridge (I-80) on a peninsula in San Francisco Bay immediately west of the City of Oakland.

Boundaries of the major oil usage areas of the Oakland Yard include the Oakland Naval Supply Center immediately north of the yard, Oakland Inner Harbor Waterway immediately south, San Francisco Bay immediately west of the yard and Middle Harbor Road on the east. The area east of the yard is occupied by heavy industry and the Alameda Naval Air Station is located south of Oakland Inner Harbor.

B. General Description

The portion of the Oakland Yard that contains oil material storage and usage areas is approximately 1/4 mile long. The entire yard plan titled "Right of Way and Track Map, the Western Pacific Railroad Company, Stations 263 plus 70.492 Station 213 plus 40.49, County of Alameda," dated March 12, 1982, is located in the Union Pacific Omaha, Nebraska offices. Relevant portions of this yard plan are included with this SPCC plan as Figures 1 and 2. Oil storage tanks are indicated by number on the attached Figures, and other oil use areas are designated by letter.

The yard is located along the east shore of San Francisco Bay on reclaimed land filled in the early 1900s. The yard is generally flat. Specific yard topography is shaped by raised railbeds and local grading.

The main purposes of the Oakland Yard are engine fueling, switching and Trailer on Flat Car (TOFC) loading, as well as car repair. Car repair is performed in Area 1 - Repair Track. Diesel storage and pumping for engine fueling take place in Area 2 - Fueling and Separation Plant. An oil/water separation plant treats waste water and oil drained from Area 2. A Truck repair shop in Area 3 - Motor Freight Repair is adjacent to two underground fueling tanks. The yard office is located near the east end of the Oakland Yard.

C. Oil Material Usage Areas

As indicated on Figures 1 and 2, there are three major oil material storage and usage areas. These areas are described below and summarized in Table 1.

TABLE 1 --OIL MATERIAL USAGE BY AREA
(Quantities in Gallons)

<u>Product Description</u>	<u>Approximate Quantity Stored</u>	<u>Estimated Annual Usage and/or Throughput</u>
<u>Area 1 - Repair Track:</u>		
Gasoline	200	800
<u>Area 2 - Fueling and Separation Plant:</u>		
Diesel	60,000	4,800,000
Lube Oil	8,000	60,000
Waste Oil	10,000	30,000
<u>Area 3 - Motor Freight Repair:</u>		
Diesel	10,492	144,000
Gasoline	6,300	8,400

Area 1 - Repair Track: The one spot building and "rip track" (repair track) are located in this area. Oil use is limited to repair track equipment fueling from Tank No. 1, a 200-gallon above-ground gasoline tank.

Area 2 - Fueling and Separation Plant: Three equalized 20,000-gallon diesel storage tanks contain engine fuel. Diesel fuel is presently unloaded adjacent to Tanks No. 2 and 3 at the old truck unload spot (A), and pumped to the engine fueling racks through the old pumphouse (B). The diesel unload and pumping system is currently under renovation. After completion of the renovations, a new truck unload spot (C) will be used, adjacent to the new pump skid area (D). The old pumphouse will no longer be used.

Engine fueling is accomplished at the fueling racks (E). Lube oil is also loaded onto engines from the lube oil tank (No. 5) through the lube oil pump (G) to the lube oil load spot (H).

Area 3 - Motor Freight Repair: Two underground tanks, UG-2 and UG-3, store diesel and gasoline for fueling motor freight vehicles. A revision of the entire motor freight repair shop area is currently planned, including removal of these tanks and replacement with above-ground tanks.

III. STATEMENT OF RESPONSIBILITY

The National Oil and Hazardous Substances Pollution Contingency Plan, as well as Federal regulations in 40 CFR, Part 112, state that the person responsible for the discharge of oil or hazardous materials should take appropriate action for containment and recovery of such material. Cleanup activities will be evaluated by an agency of the Federal government. If cleanup is judged inadequate, the agency will direct further operations with the responsible party to be liable for the resulting costs.

UPRR has the responsibility and authority to initiate and direct response activities for the control of spills originating within facility boundaries. Specifically, UPRR will assume such responsibility for spills related to on-site operation, filling, and maintenance of the operating equipment in accordance with the "Policy for Emergency Response to Spilling of Hazardous Materials or Other Environmental Pollutants" for this facility.

IV. SPILL HISTORY [112.7(a)]

Documentation regarding one oil spill in the Oakland Yard was provided. Spill information is given below.

Date of Release:	August 26, 1986
Type of Material Released:	Diesel fuel
Quantity Released:	Approximately 1,000 gallons
Direction of Flow:	Contained within local topographic lows near separator.
Corrective Action Taken and Effectiveness:	Sorbent pads and sand used to absorb spilled oil. No oil reportedly reached navigable waters.
Operational Changes to Prevent Recurrence:	Installed overflow manifold in sludge tank to waste oil tank.

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V. FLOW DIRECTION (POTENTIAL SPILLS) [112.7(b)]

Most of the yard surface runoff is apparently contained within the yard limits. Flow within Area 1 - One Spot remains contained in local topographic lows. Most of the oil use portion of Area 2 - Fueling and Separation Plant flows through the drainage system to the separation plant. The remainder of Area 2 flow would be contained within local topographic lows between tracks. The dike around Tanks Nos. 2 and 3, as well as the dike around Tank No. 4, will be increased in volume to enable containment of a failure in any of these equalized tanks. Flow in the area of the truck repair shop in Area 3 - Motor Freight Repair tends to be away from the truck repair shop presently. However, planned grading would result in containment of flow within the truck repair area.

Secondary containment generally restricts flow from reaching navigable waterways with the exceptions noted.

Underground storage tanks, UG-2 and UG-3, at the truck repair shop in Area 3 are scheduled to be removed by the end of 1989 in conjunction with the current Motor Freight area renovation. The underground waste oil storage tank, UG-1, will be removed by the end of 1993 in conjunction with the current UPRR removal program.

Spill scenarios, estimated quantity or flow rate, and anticipated flow description and ultimate discharge point are tabulated below.

TABLE 2 -- FLOW DIRECTION

<u>Type of Failure, Spill or Release</u>	<u>Estimated Quantity or Flow Rate</u>	<u>Flow Direction</u>	<u>Ultimate Discharge Point</u>
<u>Area 1</u>			
Tank No. 1 Rupture	200 gal	East	Local topographic lows
<u>Area 2</u>			
Tanks No. 2 or 3 Rupture	60,000 gal or 500 gpm	Concrete Dike	Contained up to approxi- mately 27,600 gallons; to be increased in 1990
Tank No. 4 Rupture	60,000 gal or 500 gpm	Concrete Dike	Contained up to approxi- mately 17,000 gallons; to be increased in 1990

TABLE 2 -- FLOW DIRECTION
(continued)

<u>Type of Failure, Spill or Release</u>	<u>Estimated Quantity or Flow Rate</u>	<u>Flow Direction</u>	<u>Ultimate Discharge Point</u>
Area 2 - continued			
New Pumpskid (D) Spill	500 gpm	North or Drainage System	Local topographic lows or separation plant
Lube Oil Tank (No. 5) Rupture	6,000 gal	South or Drip Pans	Local topographic lows or separation plant
Lube Oil Pump (G) Spill	5 gpm	South or Drip Pans	Local topographic lows or separation plant
Lube Oil Loading Hose Spill	5 gpm	Drip Pans	Separation plant
Fuel Rack (E) Spill	500 gpm	Drip Pans	Separation plant

VI. CONTAINMENT AND/OR DIVERSIONARY STRUCTURES [112.7(c)]

Area 1 - Repair Track: Containment in the repair track and one spot is accomplished by local topographic lows sufficient to contain the 200 gallons of gasoline stored.

Area 2 - Fueling and Separation Plant: Concrete containment dikes surround the three diesel storage tanks, Nos. 2, 3, and 4. Concrete pads with small curbs are used around the new pump skid and the new and old truck unload areas. Drip pans are in place in the engine fueling area. A concrete pad with drainage into the separation plant system serves as the foundation for the separation plant system and lube oil pump.

Area 3 - Motor Freight Repair: Containment in the motor freight repair area is currently accomplished by local topographic lows. The system will be revised during renovations to the truck repair shop. Sections VIII and IX include specific information regarding containment and diversionary structures.

VII. OTHER SPILL CONTROL MEASURES [112.7(d)]

Refer to the UPRR Oil Spill Contingency Plan for this facility.

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VIII. FACILITY DRAINAGE [40 CFR, Part 112.7(e)(1)]

Drainage from diked areas of Area 2 is accomplished by floor drains in the base of the containment dikes and through concrete pipes to the waste water sump (I) at the separation plant. Precipitation drainage from diked storage areas is currently unsupervised to the separation plant. A valve restricting flow of dike liquid contents to the separation plant until after observation by authorized personnel will be installed in 1990. Drainage flows to the waste water sump from the drip pans in the fueling area by gravity and from the diked storage areas through a manhole with a submerged pump triggered by a float valve. In an event of an uncontrolled spill of the diesel storage tanks (No. 2, 3, and 4) oil would currently first be contained within the dikes then flow through the drainage system to the separation plant. Waste water and oil from the diesel storage area and engine fueling area drain to the waste water sump (I) through the separation plant including Tanks No. 6 and 7. Skimmed waste oil is stored in underground Tank UG-1. In order to minimize the possibility of overflow at the separation plant, a high liquid level sump pump shutoff will be installed in the separation plant tanks (No. 6 and 7).

Drip pans and curbed areas, including truck unload spots, drain through floor drains to the separation plant.

Drainage from undiked areas in the majority of the yard is to containment within local topographic lows.

Sorbent materials stored within the vicinity of Tanks No. 2, 3, and 4 will act as additional containment.

IX. BULK STORAGE TANKS [112.7(e)(2)]

Above-ground bulk oil storage tanks and secondary containment are summarized in Table 3, Above-Ground Tank Summary. Underground tanks are summarized in Table 4, Below-Ground Tank Summary.

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**TABLE 3
ABOVE-GROUND TANK SUMMARY**

Tank Identification Number	1	2	3	4	5
Area	1	2	2	2	2
Material Stored	Gasoline	Diesel	Diesel	Diesel	Lube oil
Tank Material	Steel	Steel	Steel	Steel	Steel
Corrosion Protection	Paint	Paint	Paint	Paint	Paint
Year Installed	1976	1976	1976	1976	1986
Volume (gal)	200	20,000	20,000	20,000	6,000
Annual Usage (gal)	800	4,800,000	4,800,000	4,800,000	60,000
Dimensions	2.9'dia. x 4.2'	10'dia. x 33.5'	10'dia. x 33.5'	10'dia. x 33.5'	6'dia. x 27.5'
Base Support	Steel frame	Conc. saddle	Conc. saddle	Conc. saddle	Stl. wheels/rails
Secondary Containment Design	None	Dike	Dike	Dike	Drip pans
Secondary Containment Material	None	Concrete	Concrete	Concrete	Fiberglass
Secondary Containment Volume (gal)	>200 (Topo. lows)	27,600	27,600	16,800	7,500 gal. sump
Integrity Testing Methods	None	None	None	None	None
Integrity Testing Frequency	None	None	None	None	None
Inventory Methods and Recordkeeping	Purchase records	Purchase records	Purchase records	Purchase records	Purchase records
Overfill/Spill Protection/Detection	Visual	Visual	Visual	Visual	Visual
Date of Proposed Removal	N/A	N/A	N/A	N/A	N/A
Precipitation Drain System	None	Drain to separation plant			None
Bypass Valves	None	None	None	None	None
Precipitation Drain System Runoff Inspection	None	None	None	None	None
Precipitation Drain System Recordkeeping	None	None	None	None	None
Internal Tank Heating Coil	None	None	None	None	None
Fail/Safe Spill Avoidance Systems	None	None	None	None	None
Disposal Facility Inspection Frequency	None	Weekly	Weekly	Weekly	Weekly
Repair Response Time	Prompt	Prompt	Prompt	Prompt	Prompt
Mobile/Portable Tanks	Yes	No	No	No	No
Periodic Flooding	No	No	No	No	No

**TABLE 3
ABOVE-GROUND TANK SUMMARY**

Tank Identification Number	6	7			
Area	2	2			
Material Stored	Waste oil, water	Waste oil, water			
Tank Material	Steel	Steel			
Corrosion Protection	Paint	Paint			
Year Installed	1976	1976			
Volume (gal)	1,100	1,100			
Annual Usage (gal)	Unknown	Unknown			
Dimensions	6' x 3.5' x 7'	3.5' x 7' x 7.5'			
Base Support	Steel legs	Concrete slab			
Secondary Containment Design	Drainage back to separator				
Secondary Containment Material	Concrete slab with drainage				
Secondary Containment Volume (gal)	> 1100	> 1100			
Integrity Testing Methods	None	None			
Integrity Testing Frequency	None	None			
Inventory Methods and Recordkeeping	Oil sale records and meter	Oil sale records and meter			
Overfill/Spill Protection/Detection	None	None			
Date of Proposed Removal	N/A	N/A			
Precipitation Drain System	Drain to Separator				
Bypass Valves	None	None			
Precipitation Drain System Runoff Inspection	None	None			
Precipitation Drain System Recordkeeping	None	None			
Internal Tank Heating Coil	None	None			
Fail/Safe Spill Avoidance Systems	None	None			
Disposal Facility Inspection Frequency	Weekly	Weekly			
Repair Response Time	Prompt	Prompt			
Mobile/Portable Tanks	No	No			
Periodic Flooding	No	No			

**TABLE 4
BELOW-GROUND TANK SUMMARY**

Tank Identification Number	UG-1	UG-2	UG-3		
Area	2	3	3		
Material Stored	Waste oil	Diesel	Gasoline		
Tank Material	Fiberglass	Steel	Steel		
Corrosion Protection	Double wall	None	None		
Year Installed	1976	1976	1976		
Volume (gal)	10,000	10,492	6,300		
Annual Usage (gal)	30,000	144,000	8,400		
Inventory Methods and Recordkeeping	Oil sales	Metered	Metered		
Overfill and Spill Protection	Visual	None	None		
Secondary Containment/Release Detection	None	None	None		
Date of Proposed Removal	1993	1993	1993		

X. FACILITY TRANSFER OPERATIONS [112.7(e)(3)]

Underground pipelines from the old pumphouse (B) to the tanks and from diesel storage tanks to the fueling racks (E), as well as underground lines associated with the lube oil storage and transfer system, are protectively wrapped with 3-M Scotch Wrap Tape.

Above-ground piping is being installed with the new pump skids. Above-ground pipe supports will be concrete posts with steel angles on the top on which the pipes will rest or steel straps to support the pipe along the outside of concrete containment dikes. Steel triangular chairs may also be mounted along concrete containment dikes to act as above-ground pipe support. A steel strap around the pipeline would be used to hold the pipeline in place on top of the steel chair. The design of these pipe supports allows for expansion and contraction.

When an underground pipeline section is exposed it is examined for corrosion and corrective action is taken if necessary. Above- and below-ground pipe pressure testing is performed approximately annually by water service personnel. Testing procedures are to pressurize the pipe to 100 psi (approximately 2 times operation pressure) for a 15-minute period.

Above-ground piping and associate visible transfer operations components are visually observed daily to biweekly during yard operations. Leaks or other problems noted are promptly repaired.

Pipeline terminal connections are capped or blank flanged if the pipeline is out of service or on standby.

XI. FACILITY TANK CAR AND TANK TRUCK LOADING/UNLOADING [112.7(e)(4)]

Several load and unload facilities are located within the Oakland Yard. Each is described below.

Existing Tank Truck Diesel Fuel Unload (A): This unload spot on the north side of two diesel fuel storage tanks is located on a concrete pad with drainage directed to the separation plant. The 7,500-gallon sump at the separation plant is large enough to contain the volume of tank trucks unloading at the old truck unload spot. Diesel fuel unloading is performed by contracted diesel fuel supply companies.

New Tank Truck Unload (C): Drainage from the new truck unload spot is also through a drain in the concrete area surrounding the unload hose area to the separation plant. Fuel will continue to be provided by an outside contracted oil company.

Draft

Lube Oil Unload Spot: Lube oil is unloaded from tank trucks through the lube oil pump (G) into the lube oil tank (No. 5). Flow from a spill during the unload operation would be into the drain beneath the lube oil pump and into the separator, or to the south into the fueling rack drip pans and separator.

Lube Oil Loading at Fuel Racks (H): Spill related to lube oil loading into locomotive engines will drain into drip pans at the fuel racks and back to the separation plant. Blue flag protection and constant supervision are conducted during load and unload operations. Drains and outlets are checked for leakage before loading and departure.

Diesel Fuel Loading (J): Flow from the diesel fueling racks area is into the drip pans and back into the separation plant. Locomotive engines are fueled under blue flag protection and constant supervision. Inspection, including examination of locomotive fuel tank outlets, is performed before departure.

XII. INSPECTIONS AND RECORDS [112.7(e)(8)]

Visual inspections are performed daily to biweekly at all oil use areas.

XIII. SECURITY [112.7(e)(9)]

The Oakland Yard Office is staffed 24 hours a day. Valves on fuel risers in the engine fueling racks will be locked to minimize the potential for vandalism. Oil pump starter controls are otherwise not locked, although, this does not present an apparent threat of a spill.

Mercury vapor lighting is present at the major oil use areas.

The Oakland Yard is not accessible from the south, west, or north. Vehicles entering the yard from the east must pass by either the new guardhouse on the south side of the tracks or the yard office on the north side of the tracks.

Valves permitting direct outward flow of tank contents to the ground surface are sealed.

XIV. PERSONNEL, TRAINING, AND SPILL PREVENTION PROCEDURES [112.7(e)(10)]

The person responsible for spill prevention at the Oakland Yard, as listed in the Policy for Emergency Response, is David Burns, Manager Terminal Operations.

XV. SPILL NOTIFICATION PLAN

Union Pacific Railroad Company "Policy for Emergency Response to Spills of Hazardous Materials or Other Environmental Pollutants" describes procedures for responding to spills at the facility.

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XVI. NOTIFICATION OF GOVERNMENT AGENCIES

Notification of appropriate government agencies is required by law for all spillage of oil and fuel, regardless of quantity, entering navigable waters.

If an uncontrolled spill originating within facility boundary threatens the general public or is beyond the control capabilities of facility personnel, the Yard Master or his designate will immediately notify the local fire and police departments and the U.S. Coast Guard Regional Response Center in addition to those personnel listed in Section I, in the Emergency Response Plan.

24-HOUR TELEPHONE NUMBERS

Regional Response Center: (800)424-8802

Police Department: (415)273-3481
(415)444-1616 (24 hours)

Fire Department: (415)444-1616
(415)444-3322
(415)273-3242 (24 hours)

The Regional Response Center, Marine Safety Officer, acting as a clearinghouse, will notify appropriate agencies and inform the Facility Manager of any additional required or requested actions.

Other agencies with which coordination might be required include:

Alameda County Emergency Health Agency (415)271-4320

EPA Region 9 (415)768-3838
or (415)974-8131 (24 hours)

California State Office of Emergency Services (916)923-6060

XVII. OUTSIDE ASSISTANCE AND SERVICES

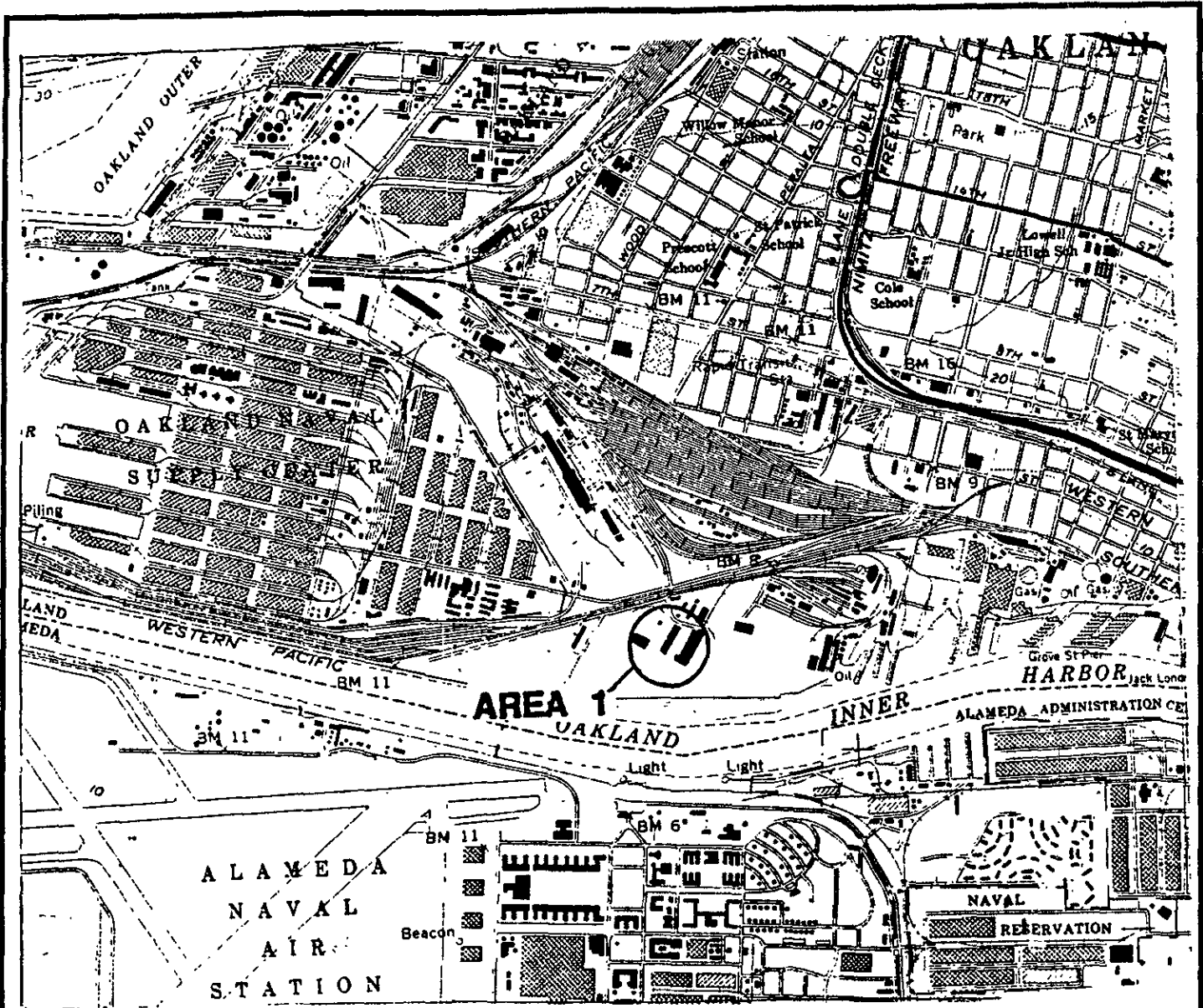
Major spills or spills of particularly hazardous materials may require capabilities beyond the resources of UPRR. Firms specializing in the cleanup and disposal of oil and fuel and other hazardous chemicals are listed below and in Section I of the Emergency Response Plan.

IT Corporation; Wilmington, California (213)830-1781 or
(800)421-5574

OH Materials; Findlay, Ohio (800)537-9540

Reidel Environmental; Portland, Oregon (800)334-0004

Emtech; Forth Worth, Texas (800)336-0909



MAP REFERENCE: USGS 7.5 QUADRANGLE TITLED.

OAKLAND, CA

Oil Use Area Location Map Union Pacific Railroad



Legend



Approximate location
of oil use areas

Area 1

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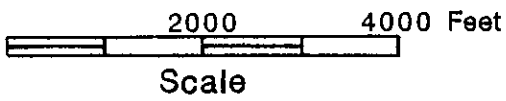
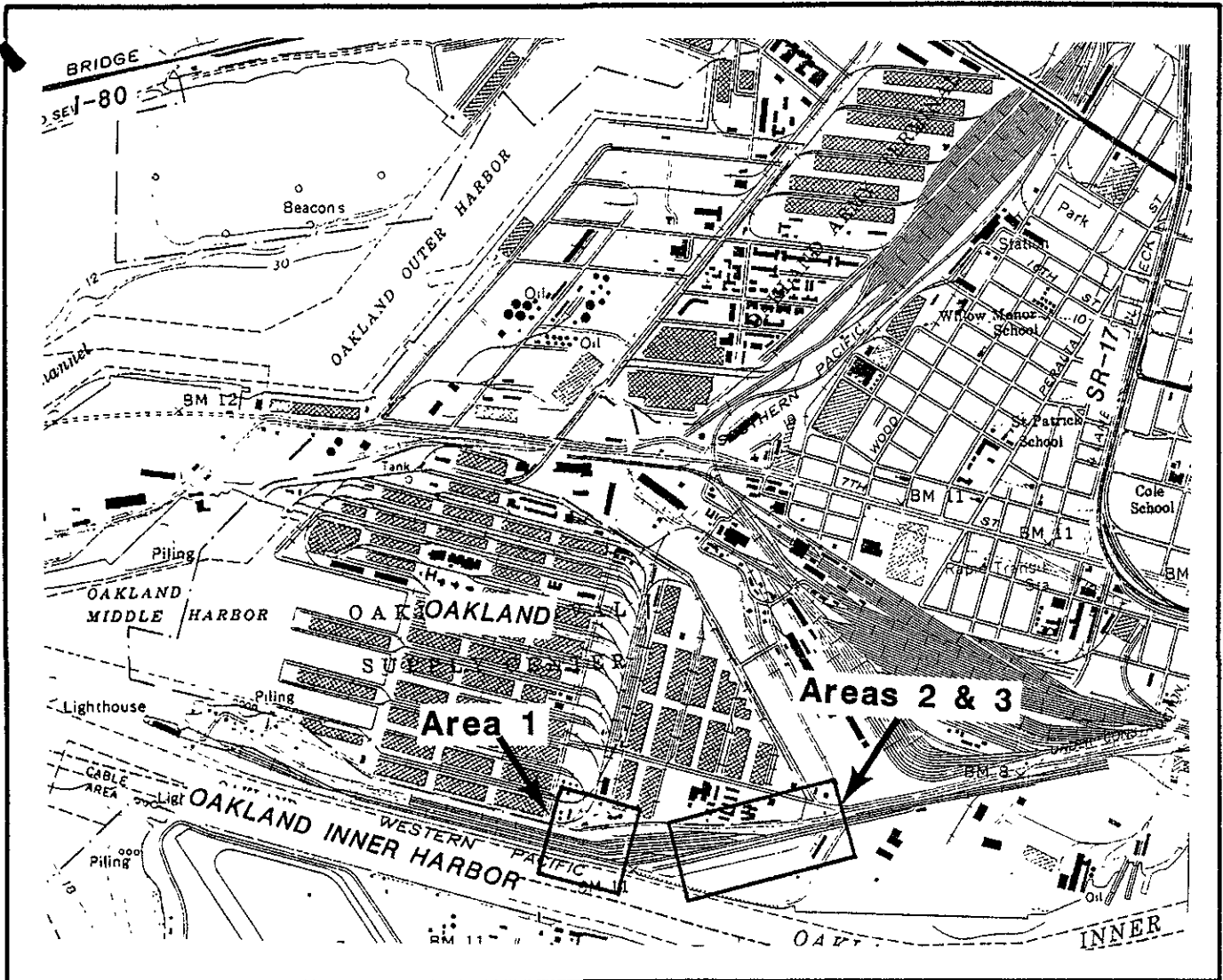
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ATTACHMENTS

- o Site Plans, Figures 1 and 2
- o Spill Report form (5 copies)

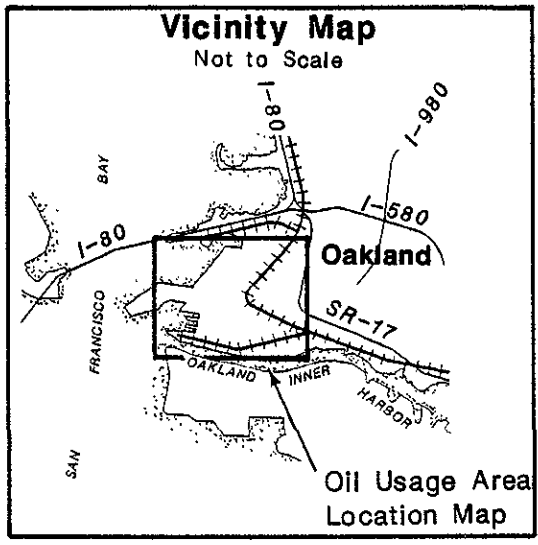


LEGEND



Area 1

Number and Approximate Location of Oil Usage Areas



Map Reference: USGS 7.5' Quadrangle titled 'Oakland West, Calif.' dated 1959, photorevised 1980

Oil Usage Area Location Map
Union Pacific Railroad Oakland Yard
Oakland, California

FIGURE

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APPROVED

DATE
10 May 90

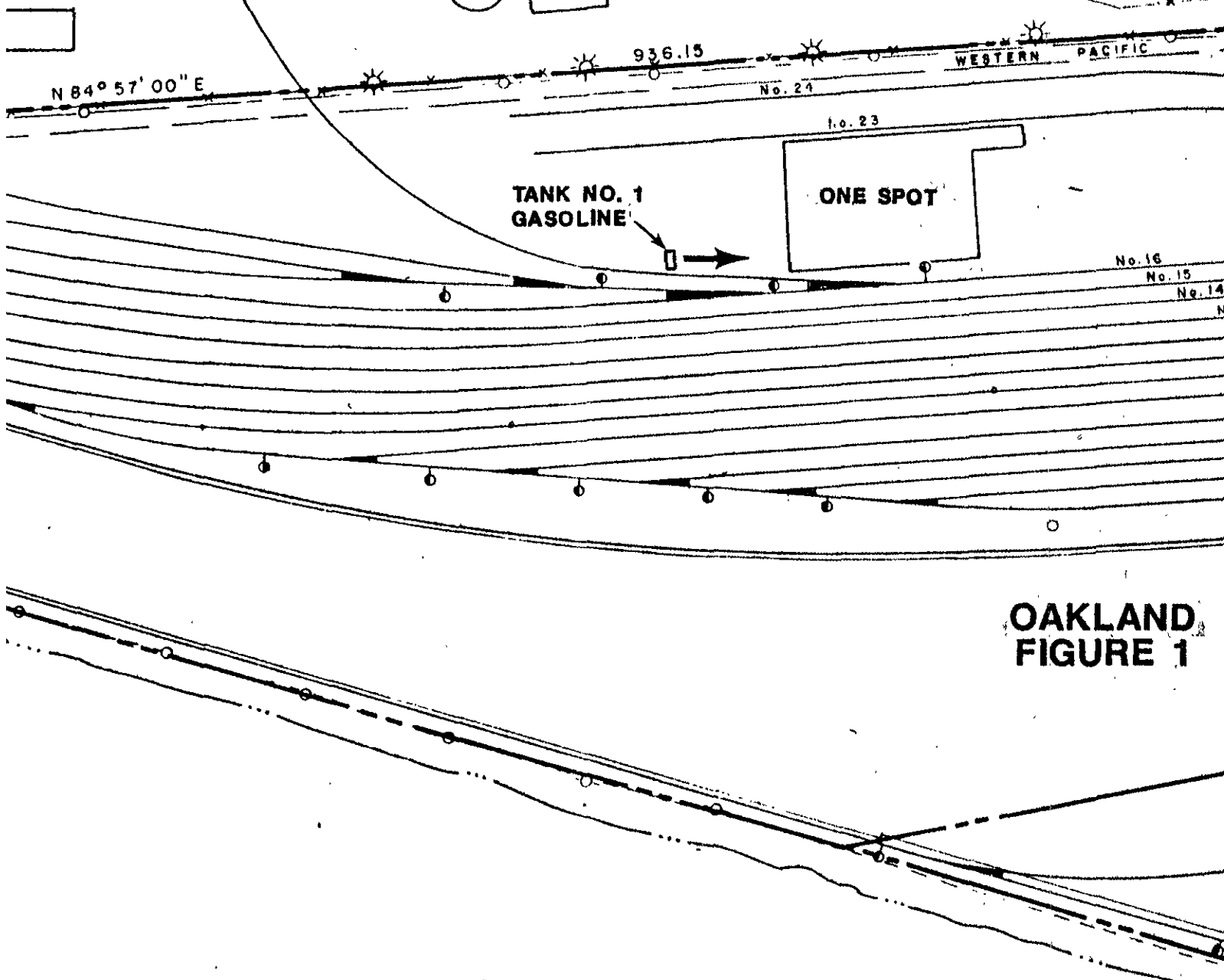
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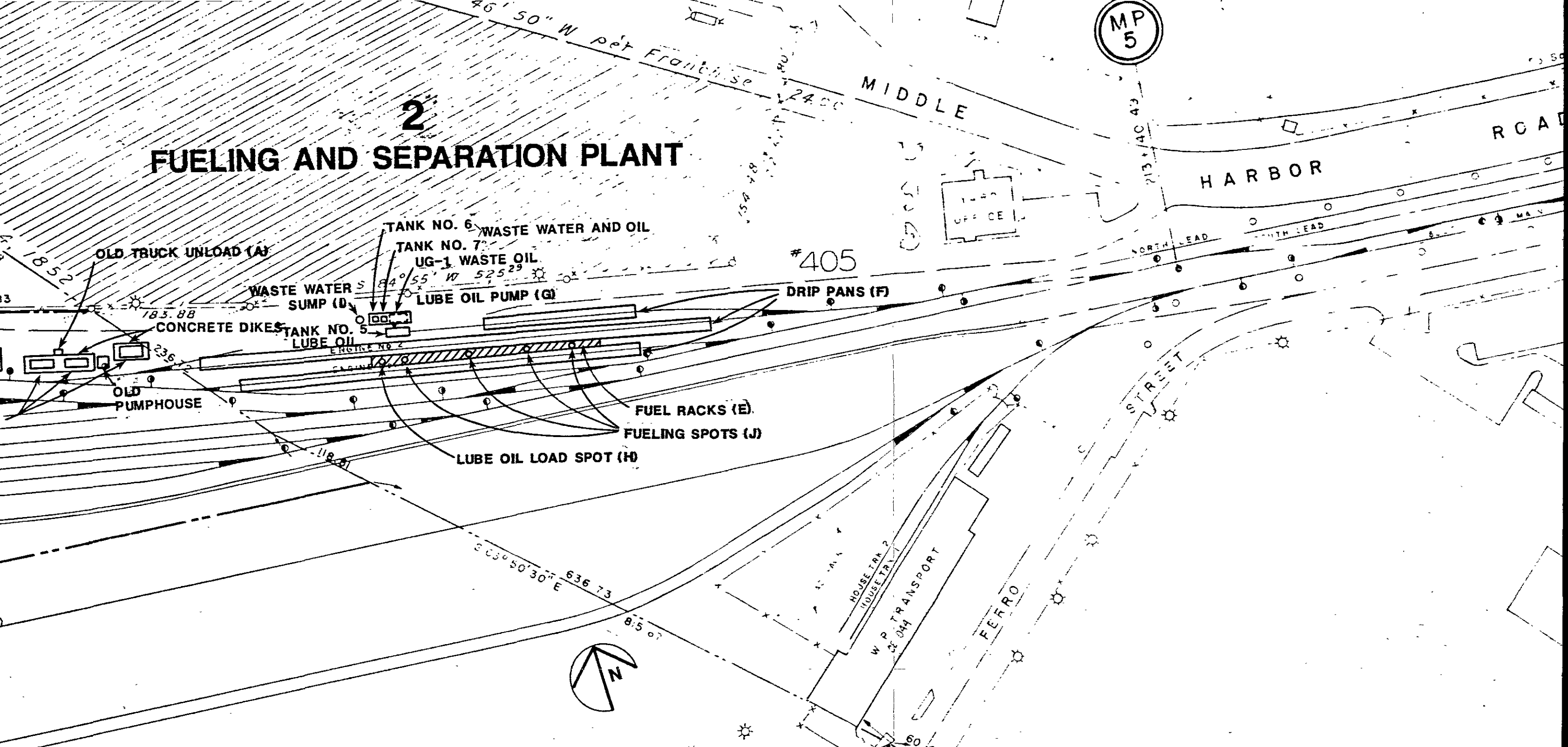


1 ONE SPOT

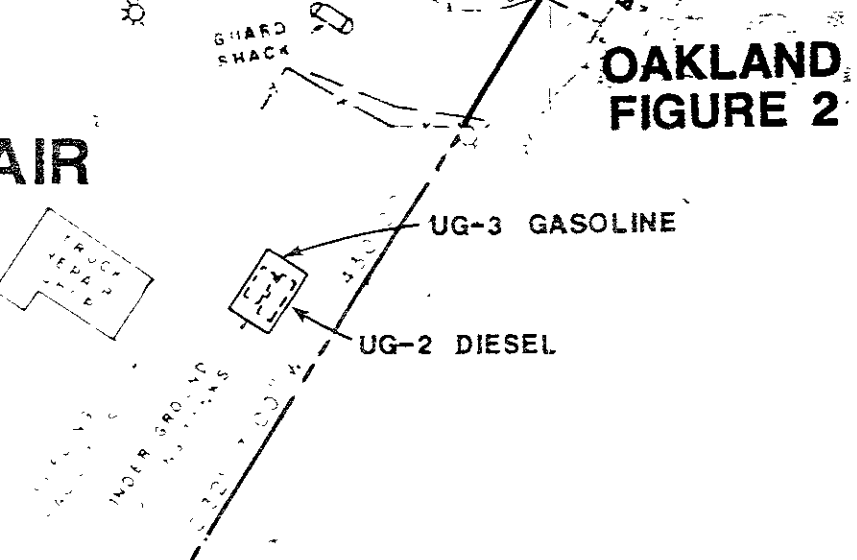


**OAKLAND
FIGURE 1**

2 FUELING AND SEPARATION PLANT



3 MOTOR FREIGHT REPAIR



OAKLAND
FIGURE 2