West Virginia American Water shut down intakes at their Montgomery and Cedar Grove. Intakes were reopened after sampling indicated no oil contamination.

Water service was restored February 18. A boil water advisory was issued and remained in place until February 19.

West Virginia American is named as a party in law suits due to their inadequate water storage.

No tanker cars fell into the river and no evidence of oil was detected.

Fires continue to burn and containment is the focus of the response.

Environmental protective and monitoring measures on land, air, the Kanawha River and Armstrong Creek continue.

CSX notified the state WV officials they will bypass the derailment site and continue Virginia deliveries.

Quick Facts and Numbers (WVPB)

- The train consisted of two locomotives and 109 rail cars (107 tank cars and two buffer cars).
- 27 cars derailed and 19 were involved in fires.
- The train was carrying a total of 3 million gallons of Bakken crude oil, according to AP.
- Each of the tanker contained 29,500 gallons of Bakken crude oil.

Media

West Virginia derailment investigation, recovery continues
What We Know Three Days After the Fayette Co. Oil Train Derailment
Crude Oil Spills Prompt New Questions About Safety
Md. lawmakers call for crude oil risk assessment, more railroad transparency
As CSX starts work on Virginia Ave. tunnel, opponents ask court to stop it in its tracks
Virginia safety officials 'fully engaged' over concerns about crude oil train wrecks: Bakken oil not coming through Panhandle
CSX, water company sued over train derailment and response
Fiery Oil Train Derailment in West Virginia Involves Newer Tank Cars