

**United States Environmental Protection Agency  
Region VI  
POLLUTION REPORT**

**Date:** Tuesday, June 23, 2009  
**From:** Greg Fife

**Subject:** Final PolRep  
Schulenburg Train Derailment  
Schulenburg, TX  
Latitude: 29.6794000  
Longitude: -96.9225000

<b>POLREP No.:</b>	2	<b>Site #:</b>	a6q1
<b>Reporting Period:</b>		<b>D.O. #:</b>	
<b>Start Date:</b>	6/15/2009	<b>Response Authority:</b>	CERCLA
<b>Mob Date:</b>	6/15/2009	<b>Response Type:</b>	Emergency
<b>Demob Date:</b>		<b>NPL Status:</b>	Non NPL
<b>Completion Date:</b>		<b>Incident Category:</b>	
<b>CERCLIS ID #:</b>		<b>Contract #</b>	
<b>RCRIS ID #:</b>			

**Site Description**

Union Pacific Railroad train derailed near the city limits of Schulenburg, TX. Twenty-two cars derailed, approximatel half contained hazard materials. UP reported only 5 derailed and only 2 with hazardous materials. The entire contents of one car carrying petroleum naphtha was lost to the ground. A small amount of the herbicide Roundup was spilled and entered a small body or water. That spill appears to be the source of the observed fishkill.

Several cars carrying chlorine derailed, two of which were damaged, the outer walls crumbled, the valve handles sheared off, etc. The contents did not release and were transfered to cars brought in. UP did not report that chlorine was involved in the derailment.

**Current Activities**

UP continues the cleanup and rebuilding their rail line. Hazardous materials were transfered to other cars. Soil cleanup is being overseen by the TCEQ. The soil cleanup will meet the Texas standard.

**Planned Removal Actions**

No future activities by EPA are anticipated at the site.

**Estimated Costs \***

	<b>Budgeted</b>	<b>Total To Date</b>	<b>Remaining</b>	<b>% Remaining</b>
<b>Extramural Costs</b>				
<b>Intramural Costs</b>				
<b>Total Site Costs</b>	\$0.00	\$0.00	\$0.00	0.00%

\* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

[response.epa.gov/SchulenburgTrainDerailment](http://response.epa.gov/SchulenburgTrainDerailment)