

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

**Date:** Tuesday, July 6, 2004

**From:** Scott Harris, Ph.D.

**Subject:** POLREP #9

Macdona Union Pacific Train Derailment

7900 Nelson Road, Macdona, TX

Latitude: 29.3264000

Longitude: -98.6911000

<b>POLREP No.:</b>	9	<b>Site #:</b>	06TF
<b>Reporting Period:</b>	07/06/2004	<b>D.O. #:</b>	
<b>Start Date:</b>	6/28/2004	<b>Response Authority:</b>	CERCLA
<b>Mob Date:</b>	6/28/2004	<b>Response Type:</b>	Emergency
<b>Demob Date:</b>		<b>NPL Status:</b>	Non NPL
<b>Completion Date:</b>		<b>Incident Category:</b>	Removal Assessment
<b>CERCLIS ID #:</b>		<b>Contract #</b>	
<b>RCRIS ID #:</b>			

**Site Description**

The site is SW of San Antonio near Macdona, Bexar County, Texas. Weather remains sunny and hot, and the site has become dusty. Wind is from the SW at 2.5 miles per hour.

No offsite chlorine detections have been noted for days.

**Current Activities**

Chlorine offload continues into frac tanks. Tanker loads of reacted chlorine are leaving the site to be processed by Oxy. Union Pacific reports that approximately 2-3 tons remain in the chlorine tank car. They continue to monitor the chlorine level in the tank car using thermal imaging cameras. UP staff indicated that the chlorine transfer rate will slow as the volume is reduced in the damaged railcar.

Rattlesnakes remain a concern. Several have been spotted in and near the CP and work area. Field crews doing foot work have been issued snake chaps.

UC met to discuss progress. No significant issues. No releases. Salvage operations were discussed and the car will be cut into pieces and recycled. The punctured head of the rail car will be sent to NTSB.

TCEQ and START continue to monitor site activities and evaluate site environmental recovery activities. Continuous air monitoring remains in effect.

Ammonia fertilizer released from a box car continues to offgas ammonia in the immediate work area around the chlorine car. With recent rains and hot weather, levels remain elevated, requiring PPE for persons in the area. TCEQ is coordinating removal of the material. CTEH is performing continuous monitoring.

CTEH and START conducted clearance sampling of an automobile which had driven into the chlorine cloud during the initial release. The automobile was driven by a newspaper delivery man who remains hospitalized.

UP provided roll-off waste disposal boxes for the family of the deceased residents, enabling them to dispose of contaminated materials within the residence.

Five residences remain evacuated. Two of those remain locked and cannot be cleared. The occupants are hospitalized from chlorine exposure.

**Planned Removal Actions**

Offgasing fertilizer to be removed.

Chlorine offload continues. The operation may take several more days.

UP plans to empty the tank of all chlorine, air sparge for several hours, and rinse with a caustic solution. Then they will cut up the tank on-site and conduct analysis of structural failure due to impact. UP stated there were still 11 inches of product remaining in the car.

**Next Steps**

START will continue air monitoring and response coordination activities. We may be able to move the sampling perimeter inward, and reduce the number of personnel and equipment necessary to provide adequate coverage.

TCEQ will began reducing staff, but will continue to coordinate and oversee site environmental issues.

**Key Issues**

Rattlesnakes remain a threat.

Elevated ammonia levels produced by offgasing fertilizer remains a problem within the work area.

**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/macdonatrainderailment](http://response.epa.gov/macdonatrainderailment)

POLREP #9 Last Updated 1/11/2005