

Surface Transportation Board

RE: Docket FD 36500
cc: All Parties of RecordENTERED
Office of Proceedings
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Part of
Public Record

Per the environmental impact statement, Table 3.1-5. "Incident Rates on CP and KCS Segments", there is a likelihood of an increase of incidents per year, possibly up to three times the current rates, if this merger goes through as planned.

Per the chart:

"Years between Incidents" column shows	No action alternative	Proposed acquisition
Sabula Drawbridge, IA to Lake, IA -	864.49	374.77
Davis Jct. IL. To Sabula Drawbridge, IA	9.18	4.14
Randall Rd, IL to Davis Junction, IL	30.42	8.59
Bensonville Metra, IL to Randall Rd., IL	47.21	14.11
Sabula Drawbridge, IA to Clinton, IA.	19.73	8.42
Clinton, IA - Clinton, IA Water Works	13.49	4.92
Water Works, IA Nahant, IA	100.16	36.51
Nahant, IA to Muscatine, IA	23.60	7.24
Muscatine, IA to Ottumwa, IA	9.35	2.34

Starting at the Sabula draw bridge in Iowa, the route that the railroad company will likely be using to haul crude oil will be traveling at least 150 miles, either right next to, or very close to the Mississippi river.

The railroad track beds they will be using are frequently inundated by high flood waters and are likely to deteriorate much quicker with the dramatic increase in train traffic.

I will be living between the Mississippi river and the railroad tracks in question by the time this merger is slated to go into effect, I sure don't want to wake up one morning to a fire in my front yard, or an oil sheen in my back yard,

Twenty million people get their drinking water from the Mississippi River!

How would one single oil spill work out for those that get their water from that source?

NOT WELL!!!!

This is an environmental hazard just waiting to happen!

I'm all for supporting our North American businesses, but what human cost are we/you willing to live with?

Below is just a small snippet of how well the railroad companies have (not) done, hauling oil in the United States / North America. It is an old list but you get the idea. There are many more documented derailments related to oil spills.

The derailment of an oil train in Oregon's Columbia River Gorge follows a string of fiery accidents in the U.S. and Canada as shipments of crude by rail have increased with more domestic oil production:

— July 5, 2013: A runaway Montreal, Maine & Atlantic Railway train that had been left unattended derailed, spilling oil and catching fire inside the town of Lac-Mégantic in Quebec. Forty-seven people were killed and 30 buildings burned in the town's center. About 1.6 million gallons of oil was spilled. The oil was being transported from the Bakken region of North Dakota, the heart of an oil fracking boom, to a refinery in Canada.

— Nov. 8, 2013: An oil train from North Dakota derailed and exploded near Aliceville, Alabama. There were no deaths, but an estimated 749,000 gallons of oil spilled from 26 tanker cars.

— Dec. 30, 2013: A fire engulfed tank cars loaded with oil on a Burlington Northern Santa Fe train after a collision about a mile from Casselton, North Dakota. No one was injured, but more than 2,000 residents were evacuated as emergency responders struggled with the intense fire.

— Jan. 7, 2014: A 122-car Canadian National Railway train derailed in New Brunswick, Canada. Three cars containing propane and one car transporting crude oil from western Canada exploded after the derailment, creating intense fires that burned for days. About 150 residents were evacuated.

— Jan. 20, 2014: Seven CSX train cars, six of them containing oil from the Bakken region, derailed on a bridge over the Schuylkill River in Philadelphia. The bridge is near the University of Pennsylvania, a highway and three hospitals. No oil was spilled and no one was injured. The train from Chicago was more than 100 cars long.

— April 30, 2014: Fifteen cars of a crude oil train derailed in Lynchburg, Virginia, near a railside eatery and a pedestrian waterfront, sending flames and black smoke into the air. Nearly 30,000 gallons of oil were spilled into the James River.

— Feb. 14, 2015: A 100-car Canadian National Railway train hauling crude oil and petroleum distillates derailed in a remote part of Ontario, Canada. The blaze it ignited burned for days.

— Feb. 16, 2015: A 109-car CSX oil train derailed and caught fire near Mount Carbon, West Virginia, leaking oil into a Kanawha River tributary and burning a house to its foundation. The blaze burned for most of week.

— March 10, 2015: Twenty-one cars of a 105-car Burlington Northern Santa Fe train hauling oil from the Bakken region of North Dakota derailed about 3 miles outside Galena, Illinois, a town of about 3,000 in the state's northwest corner.

— March 7, 2015: A 94-car Canadian National Railway crude oil train derailed about 3 miles outside the northern Ontario town of Gogama. The resulting fire destroyed a bridge. The accident was 23 miles from the Feb. 14 derailment.

— May 6, 2015: A 109-car Burlington Northern Santa Fe crude oil train derails near Heimdal, North Dakota. Six cars exploded into flames and an estimated 60,000 gallons of oil spilled.

— July 16, 2015: More than 20 cars from a 108-car Burlington Northern Santa Fe oil train derailed east of Culbertson, Montana, spilling an estimated 35,000 gallons of oil.

___ Nov. 7, 2015: More than a dozen cars loaded with crude oil derail from a Canadian Pacific Railway train prompting the evacuation of dozens of homes near Watertown, Wisconsin.

— June 3, 2016: A Union Pacific train hauling crude oil derails in Oregon's Columbia River Gorge, sparking a large fire.

Thank you for the opportunity to point out what I see as some serious issues that may have been overlooked.

Sincerely,

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