

Dear Mr Davecky, & Board,
We realize The Task you have in front of you.

Our concerns are The ongoing safety which seems to be on The back burner when it comes To The railroad.

The city of Chicago is putting Billions into Rail System To make it faster To traverse the city. Why would there need To be Two bypasses.

GLBT'S IS for pure profit, for The Patrons & Investors with total disregard for The people, The land, & The safety.

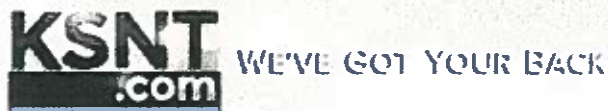
The newspapers, The internet, & all forms of The media are constantly reminding us of The tragedies That are happening on a regular basis. Adding more unregulated rails (safety) will just add more Deaths and hardships for No reason.

Please Take This into consideration upon making Your decision.

Thank you

Tom Kettle

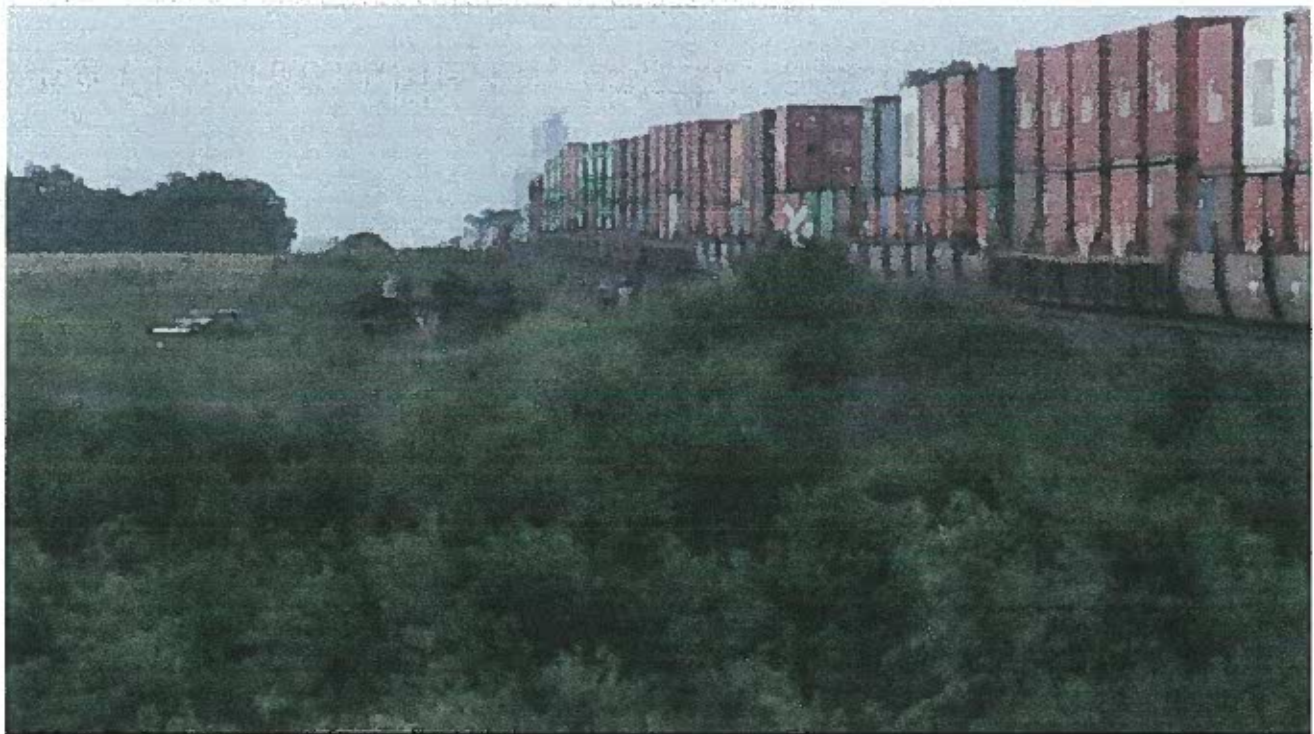
P.S. I have children and grandchildren who would be within 800 ft of This Proposed Rail & Intersection



White City man killed in combine & train accident

By Chrissy Amaya (<http://ksnt.com/author/chrissy-amaya/>)

Published: June 17, 2016, 7:19 am | Updated: June 17, 2016, 6:25 pm



Train and combine accident near White City (KSNT - Alec Gartner)

MORRIS COUNTY (KSNT) — A man from White City has died after a train and combine accident Thursday night southwest of White City.

75-year-old Jerry G. Britt was traveling in a combine eastbound on J Avenue. A Union Pacific train moving northeast hit the combine at around 7 p.m.

Britt was pronounced dead at the scene by the Morris County Coroner. One train crew

member had a minor head injury.

The Sheriff's Department and Union Pacific are still investigating.

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Oregon derailment is latest in string of US oil train crashes



A train carrying 3 million gallons of North Dakota crude derailed during a snowstorm Feb. 16, 2015, sparking a massive fireball near Mount Carbon, West Virginia. Firefighters had little choice but to let the tanks burn themselves out, which took nearly a week. *(The Associated Press)*

AP By The Associated Press
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on June 03, 2016 at 3:14 PM, updated June 03, 2016 at 6:20 PM

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:

2013

July 5: 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: An oil train from North Dakota derailed and exploded near **Aliceville, Alabama**. There

OIL TRAINS

were no deaths, but an estimated 749,000 gallons of oil spilled from 26 tanker cars.

Dec. 30: 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.

2014

Jan. 7: 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: 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: Fifteen cars of a crude oil train derailed in **Lynchburg, Virginia**, near a roadside 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.

2015

Feb. 14: 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: 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: 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: 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: 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: 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: 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**.

2016

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

-- The Associated Press

[Oregon calls for indefinite moratorium on oil trains through the state](#)

[Make railroad, fossil fuel industries pay for emergencies: Letters to the Editor](#)

[Portland mayor to Gov. Kate Brown: Say no to more oil trains](#)

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NEWS JUN 16 2016, 8:33 PM ET

Oregon Officials Want Hold on Oil Trains After Fiery Derailment

by THE ASSOCIATED PRESS

PORTLAND, Ore. — The fiery derailment of an oil train in Oregon's Columbia River Gorge has state transportation officials asking for a halt to the massive trains because of concerns their heavier weight could be putting extra strain on a certain type of bolt that fastens the rails to the tracks.

The Oregon Department of Transportation discussed its concerns about the safety of the so-called "lag bolts" in a presentation Thursday to the Oregon Transportation Commission and made public a letter it mailed to the Federal Railroad Administration on June 8 asking for the moratorium.

Union Pacific, which operated the train, has said the June 3 derailment was caused by a failure of the bolts, fasteners which are used to attach the rail to the rail tie on a curved section of track. The accident forced evacuations in the tiny town of Mosier, about 70 miles east of Portland, and spilled 42,000 gallons of oil into the Columbia River. No one was injured.

In a presentation to commission members, ODOT administrator Hal Gard said the lag bolts found at the scene were rusted on both ends, indicating they had been sheared off before the derailment. State officials showed a photo of a pile of lag bolts collected at the site.

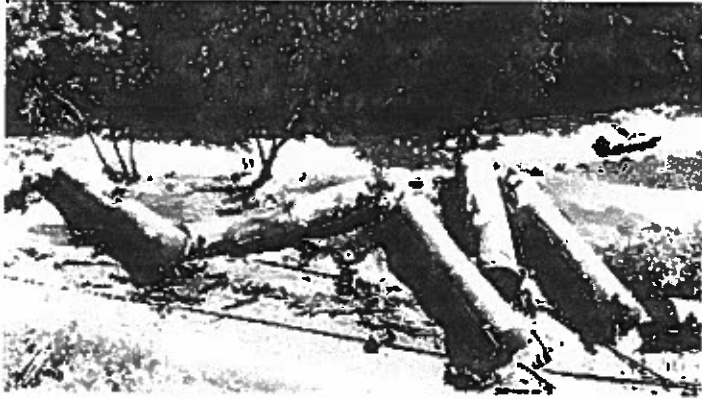
Trains that carry only crude oil began running in that section of the Columbia River Gorge in 2014 and state investigators are concerned that the heavier weight and shorter length of those trains might be causing the lag bolts to break. The trains' weight is spread out over a shorter distance, increasing the pressure on the tracks.

Without the fasteners anchoring the rails to the rail ties, the parallel rails can be pushed further apart, causing a derailment, said Tom Fuller, ODOT's director of communications. The sloshing of the liquid oil inside the tankers might also mean additional stress as the train's contents shifts on curves, he added.

"The liquid is heavier and the weight is even more concentrated because there's a shorter distance between the wheels and that's what allowed one of the cars to literally come off the rails and then it pulled the other cars with it," he said.

The lag bolt system was installed on the Columbia River Gorge route in 2001, Gard said, and the rails at the location were replaced in 2013.

Tests conducted by both Union Pacific and ODOT for flaws in the tracks didn't turn up the faulty bolts, Fuller said.



Destroyed oil tankers lay beside the railroad tracks after a fiery train derailment on June 3 in Mosier, Ore., June 6, 2016. Brent Foster / AP

"Our concern right now is if Union Pacific or ODOT weren't able to determine that these bolts were broken, how do we know there aren't more of these bolts broken in other places?" he said. "Where else are these bolts installed? Where else might this exist ... just waiting to have a derailment?"

Related: West Virginia Oil Train Derailment Renews Concerns About Aging Rails

Matthew Lehner, a spokesman for the Federal Railroad Administration, said in a statement that his agency was working closely with ODOT and would respond to the letter, but the investigation is not over.

Union Pacific said it has increased the frequency of inspections since the derailment.

The company is doing walking inspections each month on curved sections of track in the Columbia River Gorge and will use a special type of testing to detect problems once every three months instead of once every 18 months, said Justin Jacobs, Union Pacific spokesman. Oil trains are not currently running in the gorge, he said.

Jacobs could not provide more details about why the lag bolts failed, but cited a 99.9 percent safety record.

"Has a lug nut on a car tire ever failed? Yes, it has. Does it happen very often? No," he said. "Safety is a priority for us."

At least 27 oil trains and 11 ethanol trains have been involved in major fires, derailments or spills during the past decade in the U.S. and Canada, according to an Associated Press tally from data kept by transportation agencies and safety investigators from the two nations.

Hundreds more rail cars have released smaller amounts of crude following less-severe mishaps.

Combined, the accidents released more than 3.6 million gallons of crude and 2.3 million gallons of ethanol, according to safety investigators and an AP analysis of the data. Investigations into some of the accidents are ongoing and release volumes are incomplete.

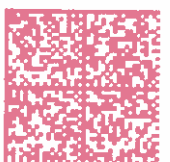
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