

Docket No. FD 35952
Environmental Comments
Attention: Dave Navecky, Phillis Johnson-Ball and Victoria Rutson

The following information concerning rail accident statistics was prepared by the STB and is alarming. With the increase in trains carrying volatile crude oil at high speeds across the rails the number of accidents, deaths and injuries is bound to increase. Transporting this highly explosive crude by trains traveling at speeds of seventy (70) miles per hour or more are tragedies just waiting to happen.

The reason this oil is so explosive is the percentage of liquid natural gas that is incorporated into this oil. Sending this crude to refineries via pipelines reduces the risks tenfold. If the natural gas is not removed before transporting this oil, it is the only way this product should be transported. To knowingly send this product by rail compromises our safety and the land and environment at a reckless pace.

There are thousands of miles of pipelines Trans versing this country delivering a variety of materials including oil and natural gas much more safely than using rail. Pipelines disrupt the land during installation, but once the pipes are in place the surface is still usable and can be farmed or used for any number of things. Compare that to the valuable land that is lost when railroad tracks are laid and to the risks that come from shipping volatile materials by rail.

In my opinion it should be obvious that the Great Lakes Basin Rail project should be denied. If the material has to be shipped by rail we already have existing rail lines that are active and those that are abandoned that could be used. Putting in this proposed rail line only increases the number of acres and miles of land that would be put at considerable risk.

Patricia Mussman,
Lowell, IN



Crossing Collisions & Casualties by Year

Below are statistics from the Federal Railroad Administration (FRA - part of the U.S. Department of Transportation) showing vehicle-train collisions, fatalities and injuries at highway-rail grade crossings for the years 1981-2015.

For more federal statistics, visit the [Federal Railroad Administration's Office of Safety Analysis](#).
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All Highway-Rail Incidents at Public and Private Crossings, 1981-2015

Source: Federal Railroad Administration

Year	Collisions	Fatalities	Injuries
1981	9,461	728	3,293
1982	7,932	607	2,637
1983	7,305	575	2,623
1984	7,456	649	2,910
1985	7,073	582	2,687
1986	6,513	616	2,458
1987	6,426	624	2,429
1988	6,617	689	2,589
1989	6,526	801	2,868
1990	5,715	698	2,407
1991	5,388	608	2,094
1992	4,910	579	1,975
1993	4,892	626	1,837
1994	4,979	615	1,961
1995	4,633	579	1,894
1996	4,257	488	1,610
1997	3,865	461	1,540
1998	3,508	431	1,303
1999	3,489	402	1,396
2000	3,502	425	1,219
2001	3,237	421	1,157
2002	3,077	357	999
2003	2,977	334	1,035
2004	3,077	372	1,092
2005	3,057	359	1,051

2006	2,936	369	1,070
2007	2,776	339	1,062
2008	2,429	290	992
2009	1,934	249	743
2010	2,051	260	887
2011	2,061	250	1,045
2012	1,985	230	974
2013	2,102	232	974
2014*	2,291	264	861
2015*	2,059	244	967

* Preliminary statistics

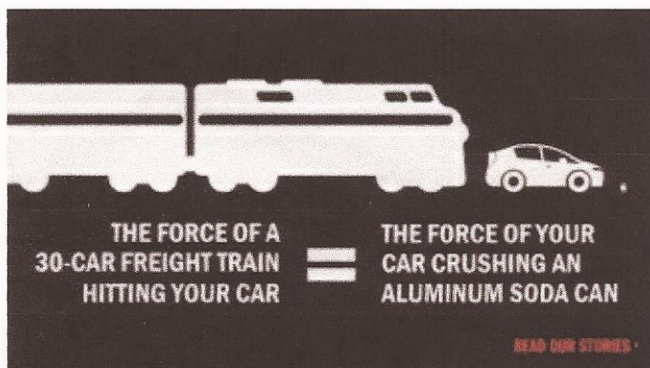
Did You Know?

According to the National Highway Traffic Safety Administration (NHTSA) at U.S. DOT:

Three out of four crashes occur within 25 miles of a motorist's home. Fifty percent of all crashes occur within five miles of home.

A calculation of NHTSA statistics on the rate of deaths per collision in vehicle/vehicle crashes versus the FRA statistics of deaths per collision in vehicle/train crashes reveals:

A motorist is almost 20 times more likely to die in a crash involving a train than in a collision involving another motor vehicle.



What happens when a train hits a vehicle?

A train hitting a car is like a car hitting a pop can - it's no contest.

"These statistics can also apply to farm machinery as well as cars or trucks.

Patricia Mussman

Lowell, Indiana

