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transcanada oil pipeline map

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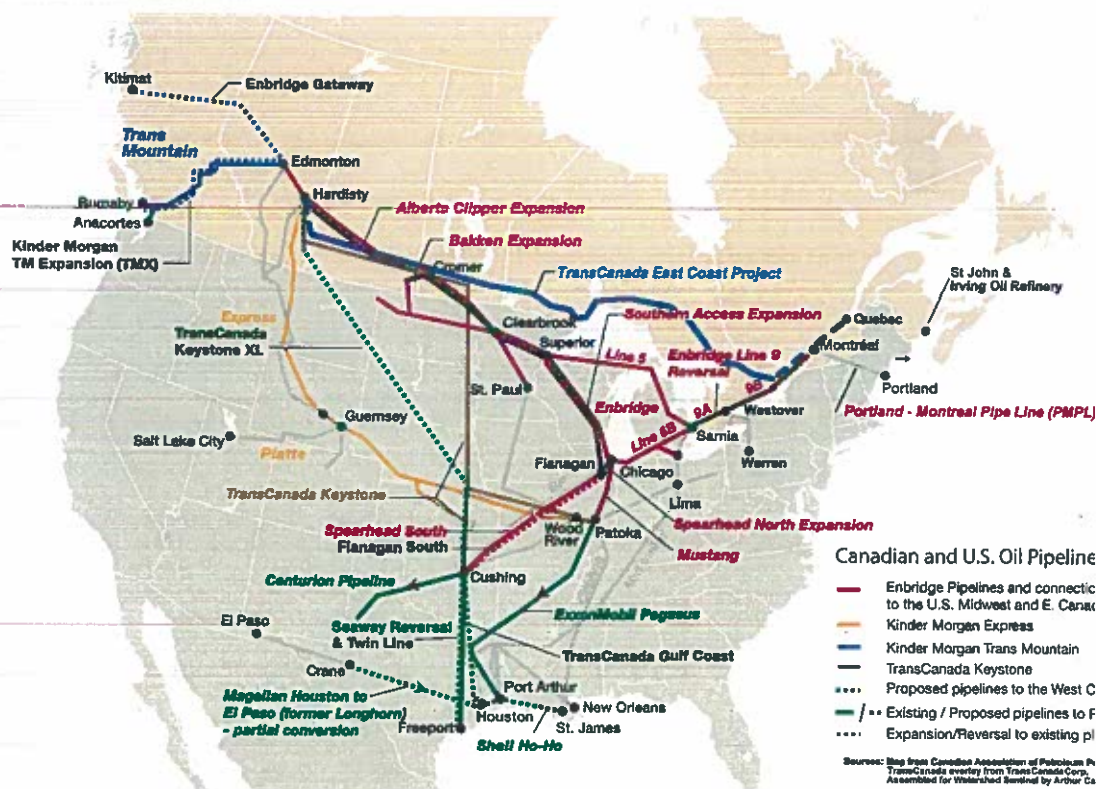
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Sources: Map from Canadian Association of Petroleum Producers; TransCanada survey from TransCanada Corp.; Assembled for Watershead Survey by Arthur G.

From google search GREAT LAKE BASIN RAILROAD FD 35952 will be a 281 mile two lane track crude oil tanker transport crossing thousands of food growing acres, near hundreds of homes, close to several communities, crossing 3 large rivers, 7 major four lane highways, eleven state roads,

GREAT LAKE COMMISSION: CRUDE OIL TRANSPORT, RISK AND IMPACTS reports "All modes of crude oil transport pose potential risk to the environment, public health, community safety." The report gives 5 reasons trains, as Great lake basin are called "oil BOMB TRAINS"

1. CRUDE oil IS VOLATIVE (fickle explosive) WITH A LOW FLASH POINT. These trains are ticking bombs- heat, sparks, petro, corn and beans fields, - fires destroying acres of food growing crops. Extinguish effects hamper by R/R closure of rural roads.
2. DOT CLASS III TANKER IS PRONE TO STRUCTURE FAILURE AND RUPTURE UPON IMPACT. One tanker carries 700 barrels of crude oil. March 16, 2015, Galena Ill., 21 oil tankers rupture, split open in derailment. Three weeks later still fires at site.
3. UNMONITORED CROSSINGS LEAD TO AUTO, TRUCK, ACCIDENTS THAT CAUSE DEATHS, INJURIES, OIL SPILLS, EXPLOSIONS. In rural areas R/R implement their own rules and speed limits. It is not unusual for a freight in open area to be 70 or more mph. A long train, a long wait, a long drive around to another crossing, leads to chance crossings. Tankers lack side lights making them especially dangerous at night at crossings without flashing warnings.
4. UNIT TRAIN ASSEMBLY IS DANGEROUS. Unit trains are over one mile and 100 cars. Length, distribution of loaded and empty cars are factors in 'stretching' and 'compression' forces that result in derailment. May 9th 2012, Toluca Ill. Marshall CO., 21 empty cars were said to been "blown off the tracks" R/R reported only damage was farmers crop. Heavy equipment was need to go through corn field to reach site.
5. ENVIRONMENTAL BIGGEST THREAT IS FIRE AND EXPLOSION. Hydrocarbon and other toxic material are release during and after explosions. Railroad companies have insufficient insurance coverage to pay for damages, rebuild lives, fund soil remediation, reconstruct local economy. Oct 7th 2011, Tiskilwa Ill. Bureau Co, a freight only at 30-40 mph derail 24 tankers leading to mult explosions. Town of 800 evacuated. Ethanol and methane gas still detected in ground and water. Three acres' direct site will be perpetual unsuitable for farming or anything. Railroad has yet to settle with village and farmer.

The risk to environment is not "if" but "when." Great lake Basin being a "oil bomb train" will be more severe than these local "incidents." Why is a train that threatens the environment needed? The export of Bakken oil more important than the protection of Illinois most precious resource, its soil. The Trans Canada has several pipelines, at least 5 major for overseas export.

If the track when through Tall Grass Prairie it would be already rejected, but not if it destroys farm lands or harmful to people. Is oil more important than people? Is all this export necessary? How we abuse our environment, our natural resources, will come to haunt us.