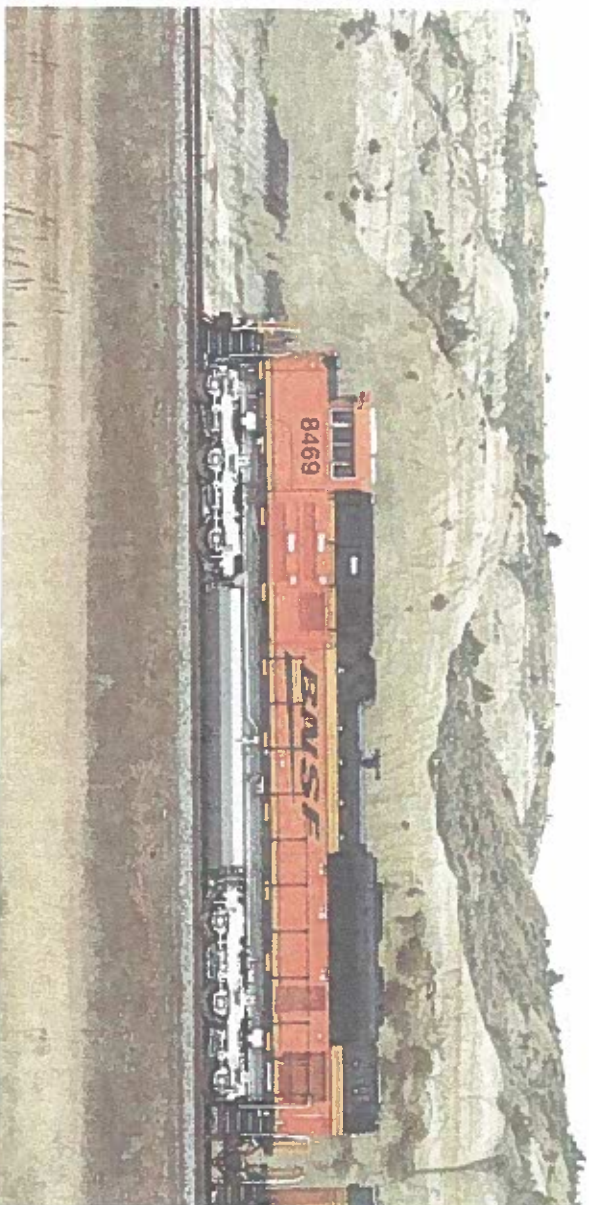


BRAINERD DISPATCH



A BNSF Railway train heads west Oct. 15, 2014, through the Badlands near Medora, N.D. File photo. April Baungarten / FORUM NEWS SERVICE

Media reports: BNSF says human error caused Wisconsin train derailment

By Reuters Media Today at 3:25 p.m.

Human error caused the November train derailment that sent more than

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Media reports: BNSF says human error caused Wisconsin train derailment

20,000 gallons of ethanol into the Mississippi River in Wisconsin (<http://www.inforum.com/news/3878501-derailed-wisconsin-train-leaks-ethanol-mississippi>) , according to an article in the LaCrosse Tribune, citing a report filed by BNSF Railway.

In report on the Nov. 7 accident filed with the Federal Railroad Administration, BNSF said a train operator applied the dynamic brakes too quickly, causing the 24 cars to jump the tracks, the newspaper reported.

The derailment near Alma, Wisconsin, is under investigation by the Federal Railroad Administration. There were no injuries reported in the accident.

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Brownsville derailment: Railroad mum on other train contents

CHRIS HUBBUCH chubbuch@lacrossetribune.com Jan 30, 2016

CITIZENS ACTING for rail safety
Website; cans



As cleanup of a derailment south of Brownsville, Minn., continued for a third day, questions remained about whether the Canadian Pacific freight train was hauling crude oil, ethanol or other dangerous materials.

The 68-car train was en route from St. Paul, Minn., to Kansas City when 15 cars left the tracks Tuesday night, sending six tank cars and about 850 gallons of vegetable oil into the Mississippi River.

Three of the 15 cars that left the tracks were carrying sodium chlorate, a strong oxidizing agent that poses significant health and safety issues when being loaded and unloaded, according to the Environmental Protection Agency.

A small amount of the material spilled, though there was not what the EPA calls a "critical breach" and no sodium chlorate has been detected in

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Canadian Pacific has not provided a list of what other cargo the train was hauling.

Spokesman Andy Cummings said Friday that other products on board included scrap metal, malt and flour but cited "security reasons" for not disclosing any other dangerous goods that may have been present.

Cummings said CP shares details of hazardous materials "confidentially" with first responders.

A spokeswoman for the EPA said she did not know whether the railroad had provided a manifest to the agency, which is one of several monitoring the cleanup. Phillippa Cannon referred questions about the train contents to the railroad.

A Federal Railroad Administration spokesman would only say that the incident is under investigation.

Railroads have come under increased scrutiny in recent years with the rapid growth of crude oil shipments. A CP train carrying crude oil derailed Nov. 8 in Watertown, Wis., one day after a BNSF train derailed near Alma, Wis., spilling up to 20,000 gallons of ethanol into the Mississippi River. It was the 10th North American derailment of 2015 involving oil or ethanol, according to the McClatchy news service.


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on the CP line through Houston and La Crosse counties, carrying more than a million gallons of crude. CP reported less than one train per week on the line where Tuesday's derailment occurred.

Citizens Acting for Rail Safety said that while Tuesday's derailment did not result in a major release of hazardous material, it "brings to light the potential for serious accidents that can cause disastrous consequences to our communities and environment." The rail safety group noted that hazardous materials besides oil and ethanol traverse the area daily.

Cummings said CP is required by law to accept all shipments that meet federal standards and the railroad carries a wide variety of goods, including hazardous materials.

"We take our responsibility for safe handling of these materials very seriously," he said. "Railroads are the safest way to move goods over land. When an incident does occur, we have personnel on staff with the training and expertise to respond to an incident involving any product that we handle."

Cleanup continues

Cleanup was expected to continue into the weekend as workers unloaded the overturned tankers and awaited a specialty contractor to handle the sodium chlorate.


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around 4:30 a.m. Thursday, a little more than 30 hours after the derailment.

Railroad contractors believed Thursday they had contained the leaking oil and unloaded three tankers. They planned to unload the remaining three Friday. Barriers were placed in the river to contain any oil that made it into the river.

Though it's not considered a hazardous material, vegetable oil can coat aquatic animals and prevent them from absorbing oxygen, said Sabrina Chandler, refuge manager for the Upper Mississippi River National Wildlife and Fish Refuge.

Chandler said no visible impacts to wildlife had been detected as of Friday.

Three 55-gallon drums of spilled sodium chlorate were recovered from the site. According to the EPA, the railroad is awaiting a contractor from Manitoba, Canada, to unload the remaining cars with specialized equipment to prevent the release of dust.

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"Bombs on the railway:" CP train that derailed in Watertown was carrying Bakken crude oil

POSTED 9:04 PM, NOVEMBER 9, 2015, BY BRAD HICKS, *UPDATED AT 09:16PM, NOVEMBER 9, 2015*

WATERTOWN -- A Canadian Pacific train derailed on Sunday afternoon, November 8th in Watertown. Dozens of homes were evacuated, as 13 rail cars derailed from the tracks. One of those cars was punctured, and FOX6 News has learned hundreds of gallons of Bakken crude oil was spilled as a result.

The reason derailments like the one we saw in Watertown on Sunday afternoon are cause for so much concern is the oil inside the tankers.

One year ago, in November 2014,

FOX6's Brad Hicks traveled to

North Dakota, to a region called

"The Bakken," where that oil is drilled.



Canadian Pacific train derails in Watertown

"Basically what we've got on the railway -- is bombs on the railway,"

Sean Arithson with the grassroots

Dakota Resource Council said.

The Bakken oil trains have earned that negative nickname because of a series of derailments in which they've exploded.

The worse of those derailments occurred in Lac-Mégantic, Quebec. Forty-seven people died.

“Bombs on the railway.” CP train that derailed in Watertown was carrying Bakken crude oil |... <http://fox6now.com/2015/11/09/bombs-on-the-railway-cp-train-that-derailed-in-watertown-w..>



Quebec train derailment



Quebec train derailment

Bakken crude oil has a higher gas content than other crude oil, along with

“Bombs on the railway:” CP train that derailed in Watertown was carrying Bakken crude oil | ... [http://fox6now.com/2015/11/09/bombs-on-the-railway-cp-train-that-derailed-in-watertown-w.](http://fox6now.com/2015/11/09/bombs-on-the-railway-cp-train-that-derailed-in-watertown-w/)
a lower flash point.

Dozens of these trains carrying Bakken crude oil roll from North Dakota through Wisconsin every week.

The Burlington Northern Santa Fe line hugs the Mississippi.

The Canadian Pacific tracks travel east across the state toward Milwaukee, and on the way, they go right through Watertown.



BNSF, Canadian Pacific rail lines through Wisconsin

Those trains are carrying a massive amount of Bakken crude oil.

"Bombs on the railway." CP train that derailed in Watertown was carrying Bakken crude oil [...] <http://fox6now.com/2015/11/09/bombs-on-the-railway-cp-train-that-derailed-in-watertown-w..>

"It used to be a mile-long train was considered a long train. Now a two-mile-long train is relatively common," Wisconsin Railroad Commissioner Jeff Plale said.

And what makes derailments like that in Watertown so dicey is the fact that the tank cars are cracker thin.



Canadian Pacific train derails in Watertown

Most were made to ship corn syrup -- not crude oil.

Fortunately, only one of the 13 tankers that derailed in Watertown was punctured, and there was no fire.

But the steel is so thin on these rail cars, the federal government has now ordered all the cars be replaced or retrofitted.

Rail safety activists like Sarah Zarling believe the government timeline for those changes is too long.

Those tank cars are not owned by the railroad companies. The oil companies and third-party leasers own them.

Officials with the railroad companies have been actively pushing for safer rail cars.



Coal train strikes road grader near Danville, Iowa; nearly two dozen cars derailed

Two derailments in two days in Wisconsin has Rep. Ron Kind urging action to improve safety

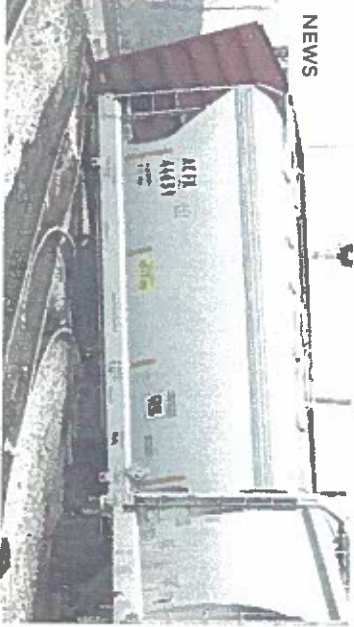


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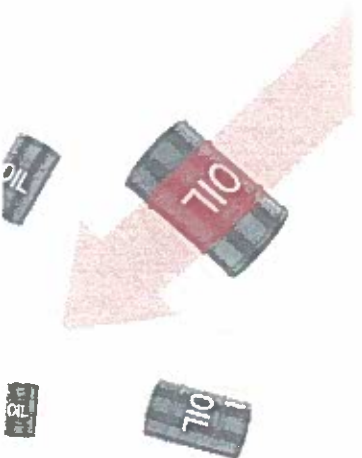


Two Amtrak construction workers killed when train struck backhoe in Philadelphia

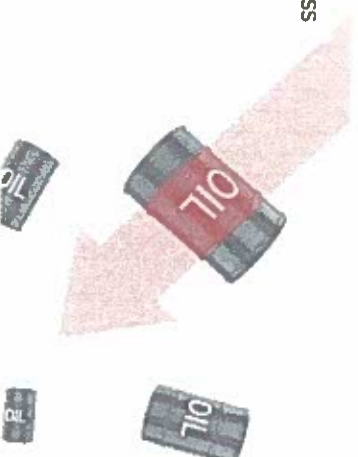


Source: Amtrak workers killed in crash may have made 'colossal' mistake

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"We take our responsibility for safe handling of these materials very seriously. Railroads are the safest way to move goods over land. When an incident does occur, we have personnel on staff with the training and expertise to respond to an incident involving any product that we handle."

Andy Cummings -
Canadian Pacific
spokesman

Photo gallery: The 15-car train
derailment near Brownsville,
Minn.

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derailment near Brownsville,
Minn.

Jan 29, 2016

As cleanup of a derailment south of Brownsville, Minn., continued for a third day, questions remained about whether the Canadian Pacific freight train was hauling crude oil, ethane or other dangerous materials.

The 68-car train was en route from St. Paul, Minn., to Kansas City when 15 cars left the tracks Tuesday night, sending six cars and about 850 gallons of vegetable oil into the Mississippi River.

Three of the 15 cars that left the tracks were carrying sodium chlorate, a strong oxidizing agent that poses significant health and safety issues when being loaded and unloaded, according to the Environmental Protection Agency.

A small amount of the material spilled, though there was no what the EPA calls a "critical breach" and no sodium chlorate has been detected in the river, according to the U.S. Fish and Wildlife Service.

Canadian Pacific has not provided a list of what other cargo train was hauling.

Spokesman Andy Cummings said Friday that other product board included scrap metal, malt and flour but cited "security reasons" for not disclosing any other dangerous goods that have been present.

Cummings said CP shares details of hazardous materials "confidentially" with first responders.

A spokeswoman for the EPA said she did not know whether railroad had provided a manifest to the agency, which is on

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questions about the train contents to the railroad.

A Federal Railroad Administration spokesman would only say that the incident is under investigation.

Railroads have come under increased scrutiny in recent years with the rapid growth of crude oil shipments. A CP train carrying crude oil derailed Nov. 8 in Watertown, Wis., one day after a BNSF train derailed near Alma, Wis., spilling up to 20,000 gallons of ethanol into the Mississippi River. It was the 10th North American derailment of 2015 involving oil or ethanol, according to the McClatchy news service.

According to the latest available reports, about nine trains per week run on the CP line through Houston and La Crosse counties, carrying more than a million gallons of crude. CP reported less than one train per week on the line where Tuesday's derailment occurred.

Citizens Acting for Rail Safety said that while Tuesday's derailment did not result in a major release of hazardous material, it "brings to light the potential for serious accidents that can cause disastrous consequences to our communities and environment." The rail safety group noted that hazardous materials besides oil and ethanol traverse the area daily.

Cummings said CP is required by law to accept all shipments that meet federal standards and the railroad carries a wide variety of goods, including hazardous materials.

"We take our responsibility for safe handling of these materials very seriously," he said. "Railroads are the safest way to move goods over land. When an incident does occur, we have personnel on staff with the training and expertise to respond

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Cleanup continues

Cleanup was expected to continue into the weekend as workers unloaded the overturned tankers and awaited a specialty contractor to handle the sodium chlorate.

The railroad reopened the line running south from La Crosse into Iowa around 4:30 a.m. Thursday, a little more than 30 hours after the derailment.

Railroad contractors believed Thursday they had contained leaking oil and unloaded three tankers. They planned to unload the remaining three Friday. Barriers were placed in the river to contain any oil that made it into the river.

Though it's not considered a hazardous material, vegetable oil can coat aquatic animals and prevent them from absorbing oxygen, said Sabrina Chandler, refuge manager for the Upper Mississippi River National Wildlife and Fish Refuge.

Chandler said no visible impacts to wildlife had been detected as of Friday.

Three 55-gallon drums of spilled sodium chlorate were recovered from the site. According to the EPA, the railroad is awaiting a contractor from Manitoba, Canada, to unload the remaining cars with specialized equipment to prevent the release of dust.

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EAST METRO

Derailed trains released more than 18,000 gallons of ethanol into Mississippi

No injuries were reported, as crews continue cleanup south of Lake Pepin.

NOVEMBER 8, 2015 -- 5:18 PM

A train carrying tanker cars of ethanol and empty vehicle-shipping racks derailed Saturday morning about two miles north of the small Wisconsin river town of Alma, across the border from Wabasha, Minn.

The cause of the derailment, which caused a temporary and voluntary evacuation of nearby residents, is under investigation, according to a statement from BNSF railroad released Sunday morning.



(http://stmedia.startribune.com/images/1446938942_10020341-1derailnew110815.JPG)

Train cars were overturned outside of Alma, Wis., with some cars in the Mississippi River.



Ads by ZINC

Video (01:11) : Wisc. Train Derailment Prompts Evacuation



According to BNSF, company crews stopped the leaks from five tank cars that were breached in the accident, they placed a containment boom along the shoreline of the river, and began removing ethanol from the tanker cars. Four tank cars each released an estimated 5 to 500 gallons of ethanol. A fifth tank car released an estimated 18,000 gallons. BNSF is continuing to monitor for environmental impacts and to work on scene with the multiple federal and state agencies involved, the company statement said.

The Buffalo County Sheriff's Office said that 32 cars derailed about 8:45 a.m. and temporarily closed two state highways. Emergency crews and BNSF Railway personnel were dispatched to the scene along with Federal Railroad Administration investigators.

BNSF spokeswoman Amy McBeth said there were no injuries or signs of explosion.

"BNSF will work with the EPA and state agencies on the best plan for mitigation and remediation efforts," McBeth said in a statement Saturday. There was no early speculation on a cause.

Photos posted on social media showed numerous overturned cars off the tracks that run alongside the Mississippi. The sheriff's office had not issued any reports of leaking chemicals.

Authorities at the scene said highways were reopened in the early afternoon and that any evacuated residents were free to return to their homes. The rail tracks are expected to be cleared and reopened to service Monday morning, BNSF said.

A command center was set up at a school in Alma, and the town's American Legion hall was opened to shelter any evacuees, the sheriff's office said.

ASSOCIATED PRESS AND STAFF REPORTS

Train derails in Watertown, spills crude oil

BY: The Associated Press

POSTED: 6:18 AM, Nov 9, 2015

UPDATED: 2:11 PM, Nov 10, 2015

WATERTOWN, Wis. (AP) -- Crews worked Monday to clear freight cars from rail tracks and contain spilled crude oil and chemicals after two trains derailed in Wisconsin about 200 miles apart over the weekend.

More than a dozen cars of a Canadian Pacific Railway train loaded with crude oil jumped the tracks in Watertown on Sunday afternoon, puncturing one car that spilled hundreds of gallons of its load and caused the evacuation of a neighborhood in the small southern Wisconsin city.

Residents who evacuated dozens of homes were still being kept away Monday as 12 derailed cars were moved to a temporary track. Thirteen of the train's 110 cars derailed, and 109 of them were carrying crude oil, officials said.

Crews were dismantling and removing the car that was punctured, Canadian Pacific spokesman Andrew Cummings said, adding that it spilled no more than 1,000 gallons. The railroad said the leaking car was sealed, the oil contained and siphoned off, and that none of the product reached any waterways.

It was the second freight train derailment in as many days in Wisconsin. On Saturday, 25 BNSF train cars including tankers derailed, spilling as much as 20,000 gallons of ethanol from five tankers along the shores of the Mississippi River into the waters near Alma in western Wisconsin.

BNSF said railroad crews stopped the leaks from five tanker cars and placed containment booms along the shoreline. BNSF said there was no evidence of environmental damage and that trains should be able to use the tracks by Monday evening.

Watertown is about 50 miles west of Milwaukee; Alma lies about 90 miles southeast of Minneapolis.

Federal Railroad Administration regional administrator Steven Illich said there was no reason to believe the Watertown derailment was anything but an accident. He said investigators will look at key areas including the track and the train cars' wheels.

The tank cars involved in both Wisconsin derailments are being phased out, the agency said.

FRA spokesman Matt Lehner said the tank cars in the Alma derailment were older, "legacy" tank cars. Cars in the Watertown derailment also would be phased out under a May rule from the Transportation Department, although those cars were built under a voluntary industry standard adopted in 2011. Those cars were equipped with steel shields attached to the ends of each car to decrease the chances of a rupture during a derailment. The Alma cars did not have those shields.

Watertown fire chief Gregory Michalek said Monday that residents who evacuated 35 homes following the spill cannot return home until the cleanup is complete. They were escorted to their homes by officials late Sunday to retrieve pets, medicine and clothes. Officials will re-evaluate the situation in Watertown on Monday evening, Michalek said.

Accidents involving shipments of hazardous fuels by rail have spiked over the past decade, corresponding with a sharp rise in the production of ethanol from the Midwest and oil from the Bakken crude region of North Dakota and Montana.

With the Wisconsin accidents, at least 26 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.

The most devastating, in July 2013, killed 47 people and destroyed much of Lac-Mégantic, Quebec, when an unmanned, out-of-control train hauling Bakken oil crashed and exploded.

North Dakota regulators this year began requiring companies to process crude before shipping it by rail in order to strip out some flammable gases. Federal regulators have sought tougher railroad tank cars for shipping ethanol and oil.

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BREAKING: Train Derails in Wauwatosa

Posted: Apr 10, 2016 6:31 PM CST

Updated: Apr 10, 2016 6:38 PM CST

By Justin Thompson-Gee **CONNECT**

Emergency officials are on scene of a train derailment on railroad tracks near West Capitol Drive in Wauwatosa near the intersection of North 124th Street.

The location of the derailment is behind a Home Depot on West Capitol.

At least three train cars jumped the tracks. One of those cars is a Union Pacific box car, the other two are covered hopper cars which typically carry grain, flour or sugar.

No fire or injuries have been reported.

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Photo gallery: The 15-car train derailment near Brownsville, Minn.

Jan 29, 2016

A CP spokesman said a small amount of sodium chlorate powder spilled from one of 15 derailed cars south of Brownsville, Minn., but none of the chemical reached the Mississippi River. Crews cut through ice to install wooden barriers downstream after discovering a sheen consistent with soybean oil.



photos by Peter Thomson, River Valley Media

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Crews find sheen in Mississippi River at derailment site

BROWNSVILLE, Minn. — A Canadian Pacific freight train derailed Tuesday night in Houston Coun...



Railroad: 850 gallons of vegetable oil released in Brownsville derailment

The Canadian Pacific railroad has repaired track damaged in Tuesday's derailment in southern...



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Brownsville derailment: Railroad mum on other train contents

CHRIS HUBBUCH chubbuch@lacrossetribune.com Jan 30, 2016



Peter Thomson, La Crosse Tribune

The contents of a freight car are emptied by workers Thursday as the cleanup continued after a Canadian Pacific train derailed Tuesday in Houston County, Minn., sending parts of the train into the frozen Mississippi River.

6 derailed train cars land in Mississippi River

The Associated Press, Tim Nelson · Jan 27, 2016

National Affairs



A rail car lays in the broken ice of the Mississippi River at the scene of a train derailment Wednesday along Hwy. 26 south of Brownsville, Minn. Authorities say two of six derailed train cars have broken through the ice on the Mississippi River in southeastern Minnesota. *Andrew Link | The Rochester Post-Bulletin via AP*

Updated: 3:50 p.m. | Posted: 6:49 a.m.

Six Canadian Pacific freight train cars fell into the Mississippi River after a derailment late Tuesday night.

Railroad spokesman Andy Cummings said the derailment involved 15 cars, carrying a variety of freight. No injuries were reported.

The derailment happened about 10 p.m. Tuesday on the tracks that parallel Highway 26 along the river in Houston County.

One of the cars in the water contains grain. The other is carrying sodium chlorate. Sheriff Mark Inglett says it doesn't appear to be leaking.

KSTP-TV reports (<http://bit.ly/1nxJSX2>) a hazardous materials team from Winona and the U.S. Coast Guard's Pollution Response Unit were called to the scene.

 GALLERY



Crews work the scene of a train derailment. *Andrew Link | The Rochester Post-Bulletin via AP*



Two derailed train cars have broken through ice. *Andrew Link | The Rochester Post-Bulletin via AP*

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Tim Nelson is a general assignment reporter for MPR News.



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Docket No. 35952