

# Oil Trains Bring Dangerous Threat of Explosion

Have you noticed the greatly increased number of oil trains rumbling through your community?

Do you know that the Bakken crude oil those tankers are carrying is the most highly explosive form of crude oil?

Do know that there have been many trains carrying Bakken crude that have derailed and exploded?

Are our fire departments prepared to handle this type of explosive threat in our communities?



Train explosion in Casselton, North Dakota, Dec.30, 2013.

## “Bomb Train” Explosions

- July 6, 2013 Lac Megantic, Quebec (just north of Maine). A parked oil train carrying Bakken crude came loose, picked up speed, went off the tracks and exploded in the middle of the night in this small Quebec town, killing 47.
- Nov. 8, 2013 Aliceville, Alabama. A 90 car oil train carrying 2.7 million gallons of Bakken Crude derailed, exploded and spilled into a pristine swamp/wetland and contaminated nearby waterways.
- Dec. 30, 2013 Casselton, North Dakota. A mile long oil train collided with another derailed freight train and exploded into a huge fireball near the homes of over 2000 residents. 400,000 gallons spilled, contaminating the area.
- April, 2014 Lynchburg, Virginia. A new “safe” tanker punctured, released 30,000 gallons of Bakken crude into the James River and started a massive fire.
- Feb.15 & 16, 2015 - Northern Ontario & Mount Carbon, W. Virginia. Two derailments in two days, both resulting in massive fires. One carried Bakken crude, the other tar sands crude. The oil tankers were a new “safer” design.
- March 5, 2015 - Galena, Illinois. A train hauling 103 tankers of Bakken crude derailed and exploded next to the Mississippi. The oil cars were the new “safer” design model CPC-1232. The fire burned for days.
- March 7, 2015 - Another train explosion in Northern Ontario, this one carrying TarSands crude from Alberta.

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**Bakken crude oil** is a highly explosive form of crude oil from the Bakken shale formation in North Dakota. It contains explosive gases that the oil companies have refused to de-gassify before shipping, saying it is “too costly.”

**Heavy tar sands crude oil from Alberta, Canada,** is also being transported by trains in addition to pipelines. When tar sands crude spills, it is highly toxic and sinks in water, making it extremely difficult, if not impossible, to clean up.

The tankers being hauled by the freight trains were not built to carry oil. Tank cars made before 2011 are not strong enough and are dangerously prone to puncture, according to regulators. The recently improved oil tankers have *also* derailed, punctured and exploded at least six times. In addition, the U.S. rail infrastructure is old and in need of repair.





Oil Train explosion just outside Galena, Illinois, March 5.

Canada's tar sands region. The Association of American Railroads says that the vast majority of rail shipments arrive without incident. But more oil on the rails has also meant more spills. Trains leaked more crude in 2013 than all years since 1971 combined. (These figures don't include the Lac-Mégantic disaster, in which 1.6 million gallons of oil spilled.)

**Tank cars carrying crude oil derailed in Lac-Mégantic, Quebec, in July 2013, killing 47 people**