

Targus, Lorri (UTC)

From: Don Steinke <crVancouverUSA@gmail.com>
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To: UTC DL Records Center
Subject: Comments on UTC Rail Safety Rulemaking, Docket # TR-151079

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Dear Mr. King,

The worse-case oil spill might be a tar-sand crude spill upriver from Spokane Falls during flood stage, during stormy weather, or anywhere among broken ice, or where there is a sole-source aquifer.

Sole-source aquifers are not well isolated.

For example in DallesPort WA, there are cracks in the basalt that could lead to ground water contamination in The Dalles Oregon.

Same thinking in Spokane and Vancouver.

The worst case cost of a spill should be \$300,000 per barrel.

That is based on the \$30 million cost of cleanup for dry-cleaning fluid dumped into a parking lot dry-well in Vancouver USA.

The clean-up cost of the 2010 pipeline spill in the Kalamazoo River exceeds \$1.21 billion. Use Google to find out how many barrels spilled, and then compute the cost of a worst case spill.

The worst case amount of spill would be one unit train, or 90,000 barrels.

What risk factors should the Commission consider in establishing safety standards at private crossings?

What if a low-boy high-centers on a crossing. This happen recently involving a train with white tank cars in the South. The train derailed. No one knew what the train was carrying but there were visible fumes from the ruptured tankers.

Another risk factor would be trapped residents on the Riverfront with no place to go in the event of an oil train fire. They need boats and docks.

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