

# IS THE FLATHEAD READY FOR AN OIL TRAIN SPILL?



Photo by Hilary Hutcheson

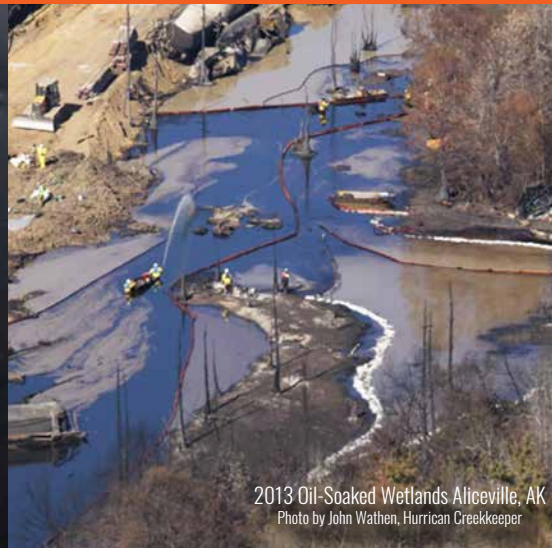
**TRAINS HAULING EXPLOSIVE, TOXIC CRUDE OIL PLAY RUSSIAN ROULETTE WITH MONTANA'S CLEAN WATER, JOBS, RECREATION, AND WAY OF LIFE. We deserve to know the plan for preventing a disaster and if disaster strikes.**



2015 Galena, IL Derailment  
Photo by Mike Burley, Telegraph Herald



Dead Fish from 2016 Yellowstone oil spill  
Photo by North Dallas Gazette



2013 Oil-Soaked Wetlands Aliceville, AK  
Photo by John Wathen, Hurrican Creekeeeper





# NOT A MATTER OF “IF” BUT “WHEN?”

Middle Fork River  
Photo by Ryan O'Connor

Burlington Northern Santa Fe moves up to **3 million gallons per train** of Bakken crude oil along the southern boundary of Glacier National Park, upstream of Flathead Lake and through the communities of West Glacier, Columbia Falls, and Whitefish.

Bakken crude is notoriously explosive and toxic. So far, we have avoided a catastrophic derailment of oil cars in northwestern Montana, as has happened in Mosier, Oregon, along the Columbia River in 2016, and other communities. Yet we know that derailments can happen in our rugged, inaccessible terrain.

When oil cars spill – or even explode – along the Middle Fork or along the shores of Whitefish Lake, it will be a recipe for local economic and ecologic disaster. Oil could reach Flathead Lake in less than 48 hours and be impossible to completely remove. Oil would also contaminate groundwater, drinking

water, and wells throughout the valley.

BNSF has developed a “Geographic Response Plan” for a derailment. Unfortunately, the public has been excluded from reviewing or commenting it.

What is the prevention plan?

Given the high risk, locals have the right to know and insist that every measure is taken to safeguard our water, economy, public health, and way of life.

“

Clean water is not important to just my business. Glacier National Park is about the clean water. Clean water runs through the heart of our business.

-Hilary Hutcheson, Business Owner and Fishing Guide







2016 Mosier, OR Derailment  
Photo by EarthJustice

The people of Montana have every right to participate and comment on the **development of a “Prevention Plan”** that does everything possible to **reduce the likelihood of an oil train derailment.**



Deploying oil boom training on Middle Fork  
Photo by Flathead Beacon



Flathead Lake is one of the most priceless lakes in the world. If we had an entire 80-car train go into the Middle Fork it would be a disaster beyond belief.

- Dr. Jack Stanford, Retired Director and Emeritus Professor, Flathead Lake Biological Station, University of Montana



**BNSF RESPONSE TEAMS ARE IN MISSOULA**

**— HOURS AWAY FROM THE RAILS.**



I drop my kids off for elementary school right next to the oil tracks at West Glacier Elementary. Every time I see an oil train go down the valley it gives me a bad feeling and I worry.

- Erin Sexton, Parent and Coram resident



**BNSF HAS NOT MADE PUBLIC ITS “GEOGRAPHIC RESPONSE PLAN” IN CASE OF AN OIL TRAIN DERAILMENT.**



If Burlington Northern-Santa Fe wants to be a good corporate neighbor, it needs to recognize just how special Glacier Park and the Flathead watershed are. We deserve an open discussion to prevent and mitigate the risk of potential oil train derailments.

- Steve Rosso, President, Flathead Lakers



**BNSF HAS IDENTIFIED THE NEED BUT REFUSED TO BUILD ADDITIONAL AVALANCHE SHEDS ALONG THE MIDDLE FORK RIVER CORRIDOR.**



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# **YOUR VOICE COUNTS!**

Contact one of your elected representatives and tell them that you're concerned about the threat of an oil train derailment to your clean waters, and the lack of official oversight

Governor Steve Bullock - (406) 444-3111 - <https://bit.ly/2wpzrKT>

Senator Jon Tester - (406) 257-3360 - <https://bit.ly/2fifPh5>

Senator Steve Daines - (406) 257-3765 - <https://bit.ly/2f8J6el>

Take the first step in protecting your clean water by joining us at  
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[www.flatheadoiltrains.org](http://www.flatheadoiltrains.org)

*Brought to you by local business owners, sportsmen and conservationists.*