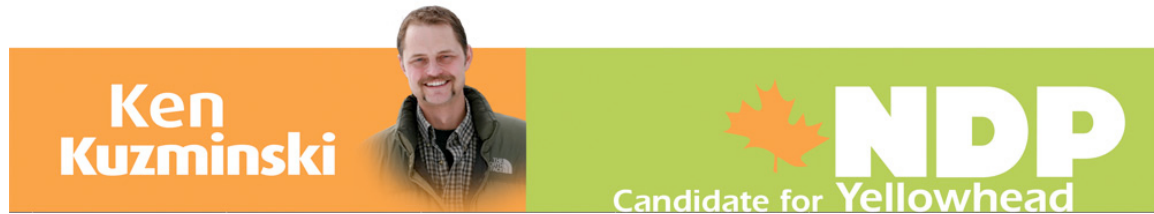


FOR IMMEDIATE RELEASE



Another train derails at Wabamun - before the ink dries on Hunter Harrison's CEO of the Year Award

JASPER, ABLERTA, DECEMBER 20, 2007 – On Tuesday, another CN trail derailed at Wabamun, Alberta, sending shivers down the spines of residents. Word on the street suggests CN experienced extensive track damage and pegs the cause of derailment on a broken wheel that was dragged for approximately two kilometers before derailing on a switch.

While no dangerous goods were spilled, residents of Lake Wabamun are acutely aware that rail safety has become a game of chance. It has only been a month since the Transportation Safety Board released its final report and recommendations regarding the Aug. 5, 2005 derailment that resulted in contamination when more than 700,000 litres of bunker oil and other chemicals were spilled into the lake.

CN CEO E. Hunter Harrison, stated on the CBC radio program, The Current, "The last time I checked, we and our insurers had spent \$125 million-plus remedying the problems with Lake Wabamun. As I understand it right now, the lake is better environmentally than it was prior to the derailment."

Should residents of Wabamun be feeling grateful?

It is woefully evident there is a real disconnect between the safety of Canadians, their communities and corporate Canada, when organization such as the Globe and Mail's Report on Business magazine award executives responsible for corporations with poor safety records top honours based on the bottom line and shareholder profits. Unbelievably, its top pick for 2007 CEO of the Year is no other CN's CEO Hunter Harrison.

As reported in the Oct. 28, Report of Business article, an element of bad luck and timing came into play in August 2005.

"If the derailment had happened a mile before Wabamun or a mile after, it would have been a non-event," said Harrison.

The Canadian Transport and Safety Board blamed fatigued rails for the incident. It will be interesting to learn how CN spin doctors will describe a broken wheel, such as the one cited in its most recent Yellowhead derailment. There is more evidence of CN's expert spin doctoring in its Dec. 4 derailment when 28 cars piled off the rails on CN's mail line at the mouth of a residential subdivision, approximately 30 kilometres east of Edmonton. CN reported the cars contained no hazardous materials.

"The wreckage included a tanker that had last been used to haul gasoline, leaving three to five litres of gasoline on the ground. Alberta Environment was notified of the spill, which was contained." (Dec. 5, Edmonton Sun)

Amongst rail employees, it is common knowledge that residue cars are the most dangerous and volatile, because the explosive potential of residual fumes and product. This community was spared a disaster by a stroke of fortune and spin diverted public scrutiny. But is luck assurance enough for Canadian communities?

Our current government is sitting silent and ignoring the voices of Canadians. It is time for change.

As the ND candidate for Yellowhead, in the interest of the safety of riding resident and all Canadians citizens, I call on the Canadian government to increase supervision and inspection in regards to rail safety. I call on Canadian news outlets to dig past the press release and the official comment.

Don't let them tell you it can't be done.

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BACKGROUND

Nov. 29, 2007, Globe and Mail, Report on Business – 2007 *CEO of the Year*

<http://www.reportonbusiness.com/servlet/story/RTGAM.20071127.rmhunter1127/BNStory/specialROBmagazine/home>

To read the Transportation Safety Board Report on the Wabamun derailment go to:

<http://www.tsb.gc.ca/en/reports/rail/2005/r05e0059/r05e0059.pdf>