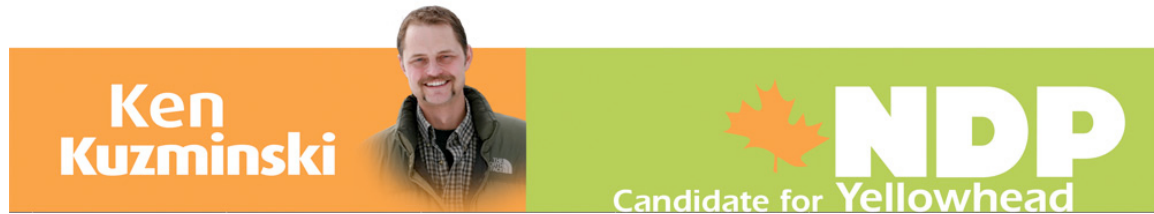


FOR IMMEDIATE RELEASE



Credibility of CN's safety record in question following latest train crash – community leaders concerned about safety

JASPER, ABLERTA, OCTOBER 31, 2007 – Community leaders along the Yellowhead have been meeting to discuss disaster responses in the wake of enduring and increased incidence of CN rail accidents.

CN officials have stated that are working with communities, yet it has not sent representatives to meet with communities, even when requested. CN emergency response plans are not available to the public, despite that their trains are intimately connected to homes, schools and public buildings in the riding of Yellowhead. CN's employees are our family and friends. Some of those employees have struck on the same issues that concern all residents of Yellowhead – safety and quality of life.

Only two days after the Oct. 25 release of the Transportation Safety Board Report regarding the 2005 CN derailment at Wabamun, another major accident just east of Edson, Alberta, sent 31 cars off track when two trains collided. On Sept. 27, only one month earlier, a CN train derailed within the town site of Jasper.

CN has claimed repeatedly that its safety record is improving, yet Transportation Safety Board statistics show main line derailments, derailments with the most devastating potential, have risen by 50 per cent from 2000 through 2004.

Yet in 2007, Canadians are witnessing increasing traffic, stacked intermodal practices coupled with longer trains and track designed to operate a railway from a very different era.

Each rail accident, whether it's a few cars involved in a switching mishap or 31 in the ditch, is one accident too many. Anyone who has played a game of chance can see that it's only a matter of time before one of these derailments result in disastrous consequences. As witnessed in the Wabamun incident, derailed cars do not discriminate between commodities, whether it be lumber or bunker C.

But how did we arrive at this point? Over the past few decades the rail industry has moved to self regulation and industry reporting. The Transportation Safety Board (TSB) is no longer performing the frequent inspections that citizens expect. CN itself has downsized its ability to inspect and repair its track.

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.

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

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BACKGROUND

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>

Oct. 28, 2007, Edmonton Sun – *Running us ragged*

<http://www.edmontonsun.com/News/Alberta/2007/10/28/4611522-sun.html>

Oct. 28, 2007, The Star – *The sorry state of railway safety in Canada*

<http://www.thestar.com/comment/article/270966>

Jan. 6, 2006 – Phase 1 of Transportation Canada Action Plan to Address CN Safety Issues, Final Report: Targeted Inspection of CN

<http://www.tc.gc.ca/railway/publications/inspection.htm>