

<http://www.cbc.ca/news/canada/montreal/enrick-gagnon-identified-as-missing-engineer-in-quebec-train-derailment-1.2827409?cmp=rss>

Enrick Gagnon identified as missing engineer in Quebec train derailment

Search crews to resume scouring derailment site for Gagnon, 45, Saturday morning

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The freight train, with only the engineer aboard, derailed and slid into the Moisie River near Sept-Îles, Que., on Thursday. A landslide may be to blame. (Radio-Canada)

Rescue efforts to try to locate the engineer of the train that derailed near Sept-Îles, Que., yesterday have been called off for the remainder of the day.

The Iron Ore Company of Canada says its priority is still to find train engineer Enrick Gagnon, 45, who has been missing since the train went off the tracks Thursday morning.

The company said darkness curtailed the search.

“At this moment, from dusk until dawn, we won't have any activities on site because of the safety that this site requires,” said Claudine Gagnon, a spokeswoman for the company.

The train, which was carrying 240 empty railcars, was being operated by the Quebec North Shore and Labrador Railway (QNS&L).

Enrick Gagnon had been the only person aboard the train. The Iron Ore Company released his name Friday morning.

He has been with the company for 20 years, according to Radio-Canada.

The company said emergency workers have returned to Sept-Îles for the night, but cleanup and recovery operations should begin again early Saturday morning.

Diesel leak not yet contained

Preliminary reports suggest a landslide caused the derailment from the tracks that run along the Moisie River, just before 7:30 a.m. ET on Thursday.

The remote location made it difficult for emergency crews to reach the site immediately.

Two locomotives remain submerged in the river.

The province's emergency environmental branch says diesel is still spilling into the Moisie River from the submerged locomotives.

"The leak, which is spilling diesel into the river, has still not been sealed," said Frédéric Fournier, a spokesman for Quebec's Environment Ministry.

Fournier said environmental crews are trying to control the spill with containment booms.

<http://www.cbc.ca/news/canada/montreal/sept-%C3%AEles-train-derailment-divers-find-body-of-engineer-enrick-gagnon-1.2828752>

Sept-Îles train derailment: Divers find body of engineer Enrick Gagnon

Engineer Enrick Gagnon was only person on board train when a landslide caused train to derail

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Police divers on Saturday morning found the body of train engineer Enrick Gagnon, the sole person aboard a freight train that derailed in Quebec earlier this week.

The freight train was towing 240 cars and three locomotives when it derailed Thursday due to an apparent landslide.

Gagnon, 45, was found on Saturday morning inside the train's engine room, inside the lead locomotive that ended up completely submerged in the Moisie River.

His Facebook page lists him as being from, and living in, Sept-Îles, Que.

Gagnon had worked for the Iron Ore Company of Canada, the owner of the train, since 1997.

However, according to Innu Chief Réal McKenzie, the incident could have been far worse had Thursday been like any other day.

Passenger train normally goes first

Mackenzie, the chief of the Innu nation in Schefferville, said three different trains use the Quebec North Shore and Labrador Railway (QNS&L).

He said the passenger train from Sept-Îles to Schefferville usually leaves first on Thursday mornings, while the freight train waits.

Mackenzie doesn't know why the empty cargo train left the station first ahead of the passenger train this week.



The train derailed and slid into the Moisie River. (Radio-Canada)

He said the engineer had no way of knowing about the landslide that caused the derailment because it happened overnight.

The train requires two kilometres of track to stop, making it impossible to avoid derailing, Mackenzie said.

He said the passenger train would have certainly met the same fate had it gone ahead of the freight train.

"There were 45 passengers on board," Mackenzie said, referring to the passenger train.

Fuel leaked into Moisie River

The train's lead locomotive had a capacity of 17,000 litres and ended up fully submerged in the Moisie River.

The locomotive behind it, which also had a capacity of 17,000 litres, was partially submerged.

It was unclear how many litres it contained at the time of the accident near Sept-Îles, about 900 kilometres from Montreal.

A spokesman for the Quebec Environment Department did not know how much diesel was in the river, although he said oil extended for about 20 kilometres out from shore.

An IOC spokeswoman said initial information indicates a landslide caused the derailment in the largely inaccessible area.

Divers were unable to get into the water on Friday because it was too dark after the land near the river had been declared safe.

IOC issues statement

Iron Ore Company of Canada issued a statement Saturday afternoon offering its condolences.

"It's a sad day for the IOC and for Rio Tinto," said company president Kelly Sanders. "There is nothing more important for us than the security and well-being of our employees."

"Railway traffic on the QNS&L remains suspended until further notice and investigations into the incident are ongoing," the statement said.