

Caboose, chlorine car collide

By Dave Chmara

A caboose jumped the tracks and ran into the side of a railway car partly loaded with chlorine Tuesday, Feb. 28 at the east end of the loading yard in Schreiber.

The chlorine car was not dam-

aged, there was no leak or spill, and the public was at no time in any danger according to Paul Thurston, a public affairs official with CP in Toronto.

The accident occurred around 8:30 a.m. and within a few hours

an emergency response vehicle from Thunder Bay was on the site to clear the tracks.

"The normal routine procedure is to get an emergency response vehicle to the site to monitor and assess the situation," said

Thurston.

"It's normal procedure for any hazardous materials accident," he added.

Thurston said the caboose derailed during a low speed movement, and subsequently hit

the side of the chlorine car.

He called the accident a "non-incident", referring to the minor nature of the accident and said, "sending the emergency response unit is purely precautionary."

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Terrace Bay - Schreiber

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Pulp and paper mills to monitor water discharge

Ontario's 27 pulp and paper mills will be required to monitor the wastewater they discharge to lakes and rivers for 130 contaminants.

Environment Minister Jim Bradley said the new regulation will require monthly testing of process wastewater discharges for dioxins and furans at 10 mills using chlorine or chlorine derivatives to bleach pulp.

There also will be bi-monthly monitoring for dioxins and furans at nine mills using bleached pulp, as well as semi-annual tests for these persistent toxic chemicals at eight mills not using bleached pulp.

"This is an important step in cleaning up an industry which has traditionally been a major polluter of Ontario waterways," Bradley said. "This one-year monitoring program will generate the detailed information we need to set rigorous and enforceable discharge limits for every pulp and paper mill in Ontario."

Each mill must sample its own discharges and have them tested to ministry specifications, with random ministry audits to verify that results are accurate and representative. The regulation stipulates quality control and quality assurance procedures for collecting, storing, analyzing and checking samples.

The regulation prescribes monitoring schedules for process effluent, cooling water effluent, backwash effluent, waste disposal site effluent, emergency overflow

effluent and stormwater effluent.

The regulation requires all mills to monitor process wastewater daily for four conventional pollutants, three times a week for a fifth conventional pollutant, weekly for two metals, and monthly for 113 contaminants. Additional substances to be tested for monthly, weekly and three times a week are stipulated for each type of mill.

The ministry and the industry will also conduct semi-annual open scans using a mass spectrometer to identify any chemicals present which are not being specifically tested for under the regulation.

Monthly biological monitoring is also required. Toxicity tests will be run on mill effluents using Rainbow Trout and another sensitive organism, *Daphnia magna* (water fleas).

Flow monitoring will be regulated to provide consistency in establishing the total loading of contaminants.

The regulation will be promulgated under the Ontario Environmental Protection Act. Violators face fines of up to \$25,000 a day for first offences and \$50,000 a day for subsequent convictions.

Pulp and paper mills must comply with the regulation five months after the draft regulation becomes law. This lead-in time will allow the companies to purchase and install required equipment, to arrange for laboratory



Ministry of Transportation crews work on a patch of road just west of the overpass which is east of Schreiber. It was less than two weeks ago that Terrace Bay and Schreiber town councils met with officials from the Ministry of Transportation to discuss problems with Highway 17 in this area. The severe bumps on this stretch of road were of prime concern to councils as is the snow plowing.

Photo by Dave Chmara



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