



MAINE FOREST SERVICE  
FOREST RESOURCES PROTECTION  
INVESTIGATION REPORT

Complaint Number: 14-4210-183  
Fire Codes: 42104039-085

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Fire Code	Town & RDMS ID	Date	Size	Fuel T	Status	Ranger	Fire Name
42104036	Scarborough	4/26/2014	0.06	Wood	Out	4210	MP 200.5
42104037	Old Orchard Beach	4/14/2014	0.15	Wood	Out	4215	Old Orchard April 1
42104038	Old Orchard Beach	4/14/2014	0.10	Grass	Out	4215	Old Orchard April 2
42104039	Scarborough 22253	5/8/2014	0.10	Grass	Out	4215	Pan Am Scarborough #1
42104040	Scarborough 22254	5/8/2014	0.05	Grass	Out	4215	Pan Am Scarborough #2
42104041	Old Orchard Beach 22305	5/8/2014	0.10	Wood	Out	4216	Pan Am OOB #1
42104043	Old Orchard Beach 22299	5/8/2014	0.20	Wood	Out	4210	Pan Am OOB #2
42104044	Old Orchard Beach 22306	5/8/2014	1.00	Wood	Out	4216	Pan Am OOB #3
42104045	Old Orchard Beach 22304	5/8/2014	0.50	Wood	Out	4216	Pan Am OOB #4
42104046	Old Orchard Beach 22303	5/8/2014	0.30	Wood	Out	4216	Pan Am OOB #5
42104047	Old Orchard Beach 22302	5/8/2014	0.50	Wood	Out	4216	Pan Am OOB #6
42104048	Old Orchard Beach 22301	5/8/2014	2.10	Wood	Out	4216	Pan Am OOB #7
42104049	Old Orchard Beach 22300	5/8/2014	3.00	Wood	Out	4216	Pan Am OOB #8
42104050	Saco 22582	5/8/2014	0.10	Wood	Contained	4213	Pan Am Saco #1
42104051	Saco 22581	5/8/2014	0.06	Grass	Contained	4213	Pan Am Saco #2
42104052	Saco 22580	5/8/2014	0.06	Grass	Contained	4213	Pan Am Saco #3
42104053	Saco 22294	5/8/2014	16.00	Wood	Contained	4213	Pan Am Saco #4
42104054	Saco 22578	5/8/2014	0.06	Wood	Contained	4213	Pan Am Saco #5
42104055	Saco 22577	5/8/2014	1.50	Wood	Contained	4213	Pan Am Saco #6
42104056	Saco 22574	5/8/2014	1.00	Wood	Contained	4213	Pan Am Saco #7
42104057	Saco 22573	5/8/2014	0.20	Grass	Contained	4213	Pan Am Saco #8
42104058	Saco 22572	5/8/2014	0.10	Wood	Contained	4213	Pan Am Saco #9
42104059	Saco 22561	5/8/2014	0.50	Grass	Contained	4213	Pan Am Saco #10
42104060	Saco 22558	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #11
42104061	Saco 22556	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #12
42104062	Saco 22555	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #13
42104063	Saco 22554	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #14
42104064	Saco 22553	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #15
42104065	Saco 22551	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #16
42104066	Saco 22550	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #17
42104067	Saco 22549	5/8/2014	0.20	Grass	Contained	4213	Pan Am Saco #18
42104068	Saco 22548	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #19

42104069	Saco 22547	5/8/2014	1.00	Grass	Contained	4213	Pan Am Saco #20
42104070	Saco 22545	5/8/2014	1.00	Grass	Contained	4213	Pan Am Saco #21
42104071	Saco 22544	5/8/2014	0.30	Grass	Contained	4213	Pan Am Saco #22
42104072	Saco 22542	5/8/2014	0.20	Grass	Contained	4213	Pan Am Saco #23
42104073	Saco 22540	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #24
42104074	Saco 22539	5/8/2014	0.30	Grass	Contained	4213	Pan Am Saco #25
42104075	Saco 22538	5/8/2014	0.20	Grass	Contained	4213	Pan Am Saco #26
42104076	Saco 22536	5/8/2014	0.20	Grass	Contained	4213	Pan Am Saco #27
42104077	Saco 22534	5/8/2014	0.20	Grass	Contained	4213	Pan Am Saco #28
42104078	Saco 22533	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #29
42104079	Saco 22531	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #30
42104080	Saco 22528	5/8/2014	0.10	Grass	Contained	4213	Pan Am Saco #31
42104081	Saco 22527	5/8/2014	0.06	Grass	Contained	4213	Pan Am Saco #32
42104082	Biddeford 22270	5/8/2014	0.01	Wood	Out	4215	Pan Am Biddeford #1
42104083	Biddeford 22269	5/8/2014	0.01	Wood	Out	4215	Pan Am Biddeford #2
42104084	Biddeford 22268	5/8/2014	0.20	Wood	Out	4215	Pan Am Biddeford #3
42104085	Biddeford 22267	5/8/2014	0.10	Wood	Out	4215	Pan Am Biddeford #4

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Scarborough Fire Department  
Incident Report

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05/09/2014

Incident #: 14-1274-IN Exp. 0

Call #: 14-13095

Location: RR TRESSEL  
SNOW CANNING RD  
SCARBOROUGH, ME 04074

District: E4 District 415

Officer In Charge: on 05/08/2014  
Report By: on 05/08/2014

Incident Type: Forest, woods or wildland fire - \*\*2.SFD  
BRUSH/WOODS/GRASS FIRE\*\*  
Property Use: Railroad right-of-way  
Actions Taken: Extinguishment by fire service personnel - 1.SFD EXTINGUISHED [MUI  
HazMat Release: None

Property Loss: \$0  
Contents Loss: \$0

Pre-Incident Value: \$0  
Pre-Incident Value: \$0

Resources Used Summary

Alarm: 05/08/2014 @ 1322  
Controlled: 05/08/2014 @ 1450

Arrived: 05/08/2014 @ 1334  
Cleared: 05/08/2014 @ 1501

Alarms: 0

Aid: None

Apparatus  
Suppression: 4  
EMS: 1  
Other: 2

Personnel  
Suppression: 5  
EMS: 2  
Other: 2

Casualties Summary

Deaths  
Fire Service: 0  
Civilian: 0

Injuries  
Fire Service: 0  
Civilian: 0

Remarks

Multiple fires (2 x approximately 10' x 200') along the north side of the railroad tracks north of the trestle over the Scarborough River, likely caused by a passing freight train. The train continued south causing other more extensive fires in Old Orchard and Saco.

Extinguished using 2 tank trucks and hand tools. no injuries. State Forest Service will be investigating and completing the state report.

Scarborough Fire Department  
Incident Report

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05/09/2014

Incident #: 14-1274-IN Exp. 0

Additional Info:

Area type: Rural/urban or suburban

Cause: Equipment

Factor contributing to ignition 1: Mechanical failure, malfunction, other

Fire suppression factor 1: None

Fire suppression factor 2: None

Fire suppression factor 3: None

Heat source: Spark, ember, or flame from operating equipment

Mobile property type: Engine/locomotive

Equipment involved in ignition: None

Human factors contributing to ignition: None

Buildings ignited: 0

Buildings threatened: 0

Total acres burned: 0.2

Private tax paying property burned: 100% - First ignited

NFDRS fuel model: N: Sawgrass, marsh needle-like grass

Person responsible for fire: Fire not caused by person

Distance from right of way: 0 feet

Type of right of way: Railroad right-of-way

Apparatus	Type	Date/Time	Per Use	Actions Taken
1 Car 2 DC Deering C2	Mobile command post	Disp 05/08/2014 @ 1334 Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1501 InQt 05/08/2014 @ InSv 05/08/2014 @ 1501	1 Other	
2 Car 7 On Duty Fire C7	Mobile command post	Disp 05/08/2014 @ 1322 Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1501 InSv 05/08/2014 @ 1501	1 Other	
3 Engine 4 E4	Engine	Disp 05/08/2014 @ 1327 Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1354 InQt 05/08/2014 @ InSv 05/08/2014 @ 1354	1 Suppr	
4 Engine 6 E6	Engine	Disp 05/08/2014 @ 1327 Arr 05/08/2014 @ 1335 Clr 05/08/2014 @ 1407 InQt 05/08/2014 @ InSv 05/08/2014 @ 1408	2 Suppr	
5 Rescue 1 R1	Medical & rescue uni	Disp 05/08/2014 @ 1327 Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1409 InQt 05/08/2014 @ InSv 05/08/2014 @ 1409	2 EMS	

Scarborough Fire Department  
Incident Report

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Incident #: 14-1274-IN Exp. 0

Tank 2 T2	Brush truck	Disp 05/08/2014 @ 1330 Arr 05/08/2014 @ 1336 Clr 05/08/2014 @ 1501 InQt 05/08/2014 @ InSv 05/08/2014 @ 1501	1	Suppr
7 Tank 4 T4	Brush truck	Disp 05/08/2014 @ 1327 Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1415 InQt 05/08/2014 @ InSv 05/08/2014 @ 1415	1	Suppr

UNIT	DISPATCH	STATUS	UNIT	STATUS	DISPATCH	STATUS
1 11388		05/08/2014 @ 1322	05/08/2014 @ 1501	91	6	C7
2 10831		05/08/2014 @ 1322	05/08/2014 @ 1501	91	6	E6
3 10709		05/08/2014 @ 1322	05/08/2014 @ 1501	91	7	R1
4 11324		05/08/2014 @ 1322	05/08/2014 @ 1501	92	6	E6
5 14042		05/08/2014 @ 1322	05/08/2014 @ 1501	91	7	R1



For Date: 05/08/2014 Thursday

Call Number	Time	Call Reason	Action	Priority	Duplicate
14-13095	1322	Phone - ED BRUSH GRASS WOODS RR TR	HANDLED AS DISPATCHED	1	
Call Taker:		10642 -			
Call Closed By:		11034 -	05/08/2014 1501		
Call Modified By:		11034 -			
Location/Address:		RR TRESSEL - SNOW CANNING RD			
Jurisdiction:		SCARBOROUGH			
ID:		10370 -			
Arrived By:		10370 -			
Cleared By:		10370 -			
Fire Unit:		E4-Pumper- Engine 4			
Dispatched By:		11034 -			
Enroute By:		11034 -			
Arrived By:		11034 -			
Cleared By:		11034 -			
Fire Unit:		E6-Pumper- Engine 6			
Dispatched By:		11034 -			
Enroute By:		11034 -			
Arrived By:		11034 -			
Cleared By:		11034 -			
EMS Unit:		R1-Rescue 1			
Dispatched By:		11034 -			
Enroute By:		11034 -			
Arrived By:		11034 -			
Cleared By:		11034 -			
Fire Unit:		T4-Brush- Tank 4			
Dispatched By:		11034 -			
Enroute By:		11034 -			
Arrived By:		11034 -			
Cleared By:		11034 -			
Fire Unit:		T2-Brush- Tank 2			
Dispatched By:		11034 -			
Enroute By:		11034 -			
Arrived By:		11034 -			
Cleared By:		11034 -			
Fire Unit:		C2-Command- Car 2 DC Deering			
Dispatched By:		11034 -			
Enroute By:		11034 -			
Arrived By:		11034 -			
Cleared By:		11034 -			
Narrative:		05/08/2014 1325			
Modified By:		05/08/2014 1327			
Narrative:		05/08/2014 1336			

PD#19 rpts Winnocks Neck Crossing smoke showing; advises to send T2 in from Winnocks Neck and T4 from Snow Canning

Bayley's Lobster Pound rpts poss grass/brush fire that has started after the DownEaster went through

T2 and Car 2 at Winnocks neck

Refer To Fire Case: 14-1274-IN

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Priority</u>	<u>Duplicate</u>
14-13097	1347	Phone - FD MUTUAL AID OLD ORCHARD	HANDLED AS DISPATCHED	1	
Call Taker:	11034	-			
Call Closed By:	10120	-	05/08/2014 1923		
Call Modified By:	10120	-			
Location/Address:	{OOB} OLD ORCHARD RD				
Jurisdiction:	OLD ORCHARD BEACH				
Fire Unit:	E7-Pumper- Engine 7				
	Disp-13:51:53	Enrt-13:51:56	Arvd-14:06:26	Cldr-19:07:15	
	InSrvce-19:07:15				
Cleared By:	14326	-			
Fire Unit:	E4-Pumper- Engine 4				
	Disp-13:55:09	Enrt-13:55:13	Arvd-14:13:00	Cldr-19:12:30	
	InSrvce-19:12:37				
Cleared By:	10120	-			
Fire Unit:	E2-Pumper- Engine 2				
	Disp-14:07:23		Arvd-18:39:23	Cldr-18:51:21	
	InQrtsUnavl-19:00:22	InSrvce-19:23:48			
Arrived By:	10120	-			
Cleared By:	14326	-			
Fire Unit:	T4-Brush- Tank 4				
	Disp-14:15:34	Enrt-14:15:37	Arvd-14:23:59	Cldr-18:51:34	
	InSrvce-19:22:02				
Cleared By:	14326	-			
Fire Unit:	E5-Pumper- Engine 5				
	Disp-14:40:31	Enrt-14:47:06	Arvd-14:47:10	Cldr-19:22:07	
	InSrvce-19:22:07				
Cleared By:	10120	-			
Location Change:	OOB CENTRAL (Modified: 05/08/20141440)				
Jurisdiction:	SCARBOROUGH				
Fire Unit:	UTV-Support-Fire Utility Terrain				
	Disp-17:19:52	Enrt-17:19:55	Arvd-17:36:29	Cldr-19:21:54	
	InSrvce-19:21:55				
Cleared By:	10120	-			
Narrative:	05/08/2014 1618				
	OOB had several fires set by the same RR Train that set the fires in Scarborough. Fires set buildings on fire on Old Salt Rd in OOB.				
	1st sent E7 as E6 T4 and E4 were at Snow Canning Rd. then added E4, E2 (covering for L1 at Dunstan w/crew)				
Narrative:	05/08/2014 1618				
	as of 1618 E7 re-packing hose in Old Salt Village				
Narrative:	05/08/2014 1720				
	PD19 corbeau enrt to OOB w/ATV				
Narrative:	05/08/2014 1852				
	E2, T4 AND CAR4 ARE ENRT TO DUNSTAN WITH HOSE				
Refer To Fire Case:	14-1275-IN				

For Date: 05/08/2014 - Thursday

Call Number	Time	Call Reason	Action	Priority	Duplicate
14-00475	1323	911 - FIRE OTHER	Extinguished	1	2
Call Taker: 2224 - Call Closed By: 2232 - 05/08/2014 1927 Call Modified By: 2232 - Location/Address: [OOB 1528] WAGON WHEEL CAMPING & CABINS - 3 OLD ORCHARD RD Jurisdiction: Old Orchard Beach Fire District: OOB BOX2 - Union Ave West Party Entered By: 05/08/2014 1324 2224 - Calling Party: - OLD ORCHARD BEACH, ME 04064 CallBack Number: Race: U Sex: M ID: 5439 - Disp-13:24:32 Arvd-13:27:55 Clrd-17:41:53 Dispatched By: 2217 - Arrived By: 2217 - Cleared By: 2268 - [Modified: 05/08/20141547] Location Change: [OOB 618] HALFWAY VIDEO - [Modified: 05/08/20141547] Jurisdiction: Old Orchard Beach Location Change: [OOB 618] HALFWAY VIDEO - [Modified: 05/08/20141548] Jurisdiction: Old Orchard Beach Location Change: [OOB] AT HALFWAY [Modified: 05/08/20141548] Jurisdiction: Old Orchard Beach Fire Unit: OOB E2-Pumper-Engine 2 Disp-13:25:26 Enrt-13:26:18 Arvd-13:29:48 Clrd-19:09:56 InSrvce-19:09:56 <hr/> Dispatched By: 2226 - Enroute By: 2226 - Arrived By: 2226 - Cleared By: 2232 - Fire Unit: OOBENG1-Pumper-OOB Engine 1 Disp-13:27:23 Enrt-13:28:41 Arvd-13:31:31 Clrd-19:09:53 InSrvce-19:09:53 Dispatched By: 2226 - Enroute By: 2226 - Arrived By: 2226 - Cleared By: 2232 - ID: 9228 - Disp-13:29:57 Enrt-13:30:00 Arvd-13:35:13 Clrd-16:03:28 <hr/> Dispatched By: 2217 - Enroute By: 2217 - Arrived By: 2217 - Cleared By: 2217 - EMS Unit: RES200-Rescue 200 Disp-13:29:57 Enrt-13:30:04 Arvd-13:32:44 Clrd-14:51:42 InSrvce=14:51:42 <hr/> Dispatched By: 2226 - Enroute By: 2226 - Arrived By: 2226 - Cleared By: 2226 - ID: 6793 - Disp-13:37:02 Enrt-13:37:28 Arvd-13:39:56 Clrd-15:46:38 <hr/> Dispatched By: 2217 - Enroute By: 2217 - Arrived By: 2217 - Cleared By: 2217 - ID: 6407 - Disp-13:37:08 Enrt-13:37:28 Arvd-13:39:56 Clrd-16:03:19 <hr/> Dispatched By: 2217 - Enroute By: 2217 - Arrived By: 2217 - Cleared By: 2217 - ID: 5937 - Disp-13:37:11 Enrt-13:37:28 Arvd-13:39:56 Clrd-17:34:26 <hr/> Dispatched By: 2217 - Enroute By: 2217 - Arrived By: 2217 -					

Cleared By: 2217 -  
Location Change: [OOB] OLD ORCHARD RD [Modified: 05/08/20141555]  
Jurisdiction: Old Orchard Beach  
Fire Unit: SANLI-Aerial-Sanford Ladder 1  
Disp-13:59:31 Enrt-13:59:34 Arvd-14:53:22 Clrd-16:07:38  
InQrtsUnavl-16:47:49 InSrvce-16:47:49

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Dispatched By: 2276 -  
Enroute By: 2276 -  
Arrived By: 2226 -  
Cleared By: 2261 -  
ID: 2955 -  
Disp-14:08:32 Enrt-14:08:57 Arvd-14:09:07 Clrd-16:45:00

Dispatched By: 2217 -  
Enroute By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -

Location Change: [OOB] 183 TEMPLE AVE @ 16 GOODWIN AVE [Modified: 05/08/20141621]  
Jurisdiction: Old Orchard Beach  
ID: 2237 -  
Disp-14:08:37 Clrd-14:08:46

Dispatched By: 2217 -  
Cleared By: 2217 -  
ID: 2194A -  
Disp-14:08:51 Enrt-14:08:57 Arvd-14:09:07 Clrd-18:29:26

Dispatched By: 2217 -  
Enroute By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -

Location Change: [OOB 618] Modified: 05/08/20141547]  
Jurisdiction: Old Orchard Beach

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Location Change: [OOB] AT HALFWAY [Modified: 05/08/20141548]  
Jurisdiction: Old Orchard Beach  
ID: 5587 -  
Disp-14:08:55 Enrt-14:08:57 Arvd-14:09:07 Clrd-15:46:45

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Dispatched By: 2217 -  
Enroute By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -  
Fire Unit: SANSQ1-Support-Sanford Squad 1  
Disp-14:14:39 Enrt-14:14:42 Arvd-14:42:58 Clrd-19:10:04  
InSrvce-19:10:05

Dispatched By: 2276 -  
Enroute By: 2276 -  
Arrived By: 2276 -

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Dispatched By: 2268 -  
Enroute By: 2268 -  
Arrived By: 2268 -  
Cleared By: 2232 -  
Fire Unit: KENT22-  
Disp-13:54:55 Enrt-13:54:56 Arvd-14:17:30 Clrd-18:49:25  
InSrvce-18:49:25

Dispatched By: 2268 -  
Enroute By: 2268 -  
Arrived By: 2268 -  
Cleared By: 2232 -  
Fire Unit: SANE4-Pumper-Sanford Engine 4  
Disp-14:18:48 Enrt-14:18:51 Arvd-14:35:47 Clrd-18:21:25  
InQrtsUnavl-19:07:47 InSrvce-19:07:47

Dispatched By: 2276 -  
Enroute By: 2276 -  
Arrived By: 2226 -  
Cleared By: 2261 -  
Fire Unit: KENE4-Pumper-Kennebunk Engine 4  
Disp-13:46:52 Enrt-13:46:53 Arvd-14:17:28 Clrd-18:49:28  
InQrtsUnavl-19:08:08 InSrvce-19:08:08

Dispatched By: 2268 -  
Enroute By: 2268 -  
Arrived By: 2268 -  
Cleared By: 2232 -  
Fire Unit: HOLLS61-Support-Hollis Squad 61  
Disp-14:01:16 Enrt-14:14:57 Arvd-14:28:00 Clrd-15:11:39  
InQrtsUnavl-15:11:43 InSrvce-15:11:43

Dispatched By: 2268 -  
Enroute By: 2268 -  
Arrived By: 2226 -

Cleared By: 2261 -  
Fire Unit: HOLLE1-Pumper-Hollis Engine 1  
Disp-14:45:57 Enrt-14:45:59 Arvd-15:11:44 Clrd-19:04:41  
InQrtsUnavl-20:47:54 InSrvce-20:47:58

Arrived By: 2261 -  
Cleared By: 2232 -  
EMS Unit: RES200-rescue 200  
Arvd-15:02:41 Clrd-17:41:36

InSrvce-17:41:36  
Arrived By: 2217 -  
Cleared By: 2268 -  
Fire Unit: HOLLS61-Support-Hollis Squad 61  
Disp-15:12:34 Enrt-15:12:37 Arvd-15:12:39 Clrd-19:00:36  
InQrtsUnavl-19:45:35 InSrvce-19:45:35

Dispatched By: 2261 -  
Enroute By: 2261 -  
Arrived By: 2261 -  
Cleared By: 2232 -  
ID: 3275 -  
Arvd-15:31:30 Clrd-16:21:43

Dispatched By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -  
Location Change: [OOB] [Modified: 05/08/20141546]  
Jurisdiction: Old Orchard Beach  
ID: 8106 -  
Arvd-15:52:25 Clrd-18:38:43

Dispatched By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -  
[Modified: 05/08/20141552]

Location Change: [OOB]  
Jurisdiction: Old Orchard Beach  
Location Change: [OOB] OLD ORCHARD RD [Modified: 05/08/20141652]  
Jurisdiction: Old Orchard Beach  
ID: 2955 -

Disp-16:46:21 Arvd-16:47:34 Clrd-16:51:23  
Dispatched By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -  
ID: 3275 -  
Arvd-16:47:14 Clrd-16:50:32

Dispatched By: 2217 -  
Arrived By: 2217 -  
Cleared By: 2217 -  
Location Change: [OOB] [Modified: 05/08/20141647]  
Jurisdiction: Old Orchard Beach  
ID: 5439 -  
Disp-17:42:00 Arvd-17:42:04 Clrd-18:40:45

Dispatched By: 2268 -  
Arrived By: 2268 -  
Cleared By: 2217 -  
Narrative: 05/08/2014 1324

caller thinks the fire is on the tracks. can see heavy white smoke

Narrative: 05/08/2014 1324  
caller states someone is out there now with a garden hose now

Narrative: 05/08/2014 1325  
tone

Narrative: 05/08/2014 1325  
caller thinks there are 2 fires on tracks then another about 100 feet away

Narrative: 05/08/2014 1327  
p 33 will be checking old salt rd

Narrative: 05/08/2014 1327  
last caller thought a building may be on fire but couldn't

see it, just smoke

Narrative: 05/08/2014 1327  
21 old orchard rd states train went by and set the fire

Narrative: 05/08/2014 1327  
Modified By: 05/08/2014 1328  
30 in the area on foot

Narrative: 05/08/2014 1329  
e1 checking old orchard rd and old salt rd

Narrative: 05/08/2014 1329  
also a 3rd in the area of Atlantic Ave as well

Narrative: 05/08/2014 1329  
engine all set on scene

Narrative: 05/08/2014 1331  
heavy smoke on old orchard rd

Narrative: 05/08/2014 1331  
both Saco and Scarboro are aware of the fires in their area  
- Saco has also already contacted the railroad company

Narrative: 05/08/2014 1331  
5 fires to the sacco line

Narrative: 05/08/2014 1332  
Train company has been notified

Narrative: 05/08/2014 1332  
heavy smoke from tank on wagon wheel

Narrative: 05/08/2014 1334  
another caller states there is another fire by the railroad  
tracks on Temple ave

Narrative: 05/08/2014 1335  
1/2 mile line along the tracks - good fire going

Narrative: 05/08/2014 1335  
Saco does not have any fire units available due to the fires  
they have in their town

Narrative: 05/08/2014 1337  
evacuating the condos in the area of Old Salt Rd

Narrative: 05/08/2014 1337  
shed that has just caught fire on Old Salt Rd

Narrative: 05/08/2014 1338  
wild acres all set // mopping up - will be moving to the  
next

Narrative: 05/08/2014 1339  
per 30 - full involved with gas cans exploding

Narrative: 05/08/2014 1339  
Maine Forrestry service has been notified

Narrative: 05/08/2014 1340  
rcvd 2nd call from 21 Old Orchard Rd, advised her that FD is  
aware and if she felt in danger to evacuate her residence

Narrative: 05/08/2014 1340  
south portland sending eng and rescue to station for  
coverage

Narrative: 05/08/2014 1342

campers on and fire and propane

Narrative: 05/08/2014 1342  
~~bidd not avail, they have their own fires~~

Narrative: 05/08/2014 1343  
~~wagon wheel campground trailer park - all the way straight~~

Narrative: 05/08/2014 1344  
scar e7

Narrative: 05/08/2014 1345  
ken toned mut aid

Narrative: 05/08/2014 1345  
scar eng 7 enr to wagon wheel

Narrative: 05/08/2014 1345  
enr to west ken for the tanker

Narrative: 05/08/2014 1345  
kennebunk enroute with a tanker

Narrative: 05/08/2014 1345  
BUX ALL TANKERS

Narrative: 05/08/2014 1346  
101 acers on fire

~~Narrative: 05/08/2014 1347  
ken engine 4 enroute~~

~~Narrative: 05/08/2014 1347  
ken c5 resp, ken eng 4 enr with full crew~~

Narrative: 05/08/2014 1350  
ken ems callback 2 to central x-trained

Narrative: 05/08/2014 1350  
engine 1 out of water

~~Narrative: 05/08/2014 1351  
scar e 4~~

~~Narrative: 05/08/2014 1351  
propane tank behind 19 old orxhard that is near a home~~

~~Narrative: 05/08/2014 1351  
scarb eng 4 and 7 going to the wagon wheel~~

Narrative: 05/08/2014 1353  
5 buildings on fire

Narrative: 05/08/2014 1353  
another caller reporing the fire in the woods

Narrative: 05/08/2014 1355  
TEMPLE AVE REPORTING FIRE SPREADING

Narrative: 05/08/2014 1356  
tone sanford

Narrative: 05/08/2014 1356  
SP going direct to the scene

Narrative: 05/08/2014 1359  
Modified By: 05/08/2014 1400  
portland enroute

Narrative: 05/08/2014 1359

41 old salt rd propane tank endanger of exploding

Narrative: 05/08/2014 1359  
~~15 old orchard rd fire approaching his house~~

Narrative: 05/08/2014 1400  
~~hollis squad 61 enr to station for tanker~~

Narrative: 05/08/2014 1401  
Modified By: 05/08/2014 1404  
SIGNAL 6

Narrative: 05/08/2014 1404  
k-port sending all available trucks

Narrative: 05/08/2014 1404  
Scar e4 going to south entrance of Wagon Wheel, e7 to old salt rd, e2 enr to where ever needed

Narrative: 05/08/2014 1407  
SAN C2 ENR

Narrative: 05/08/2014 1408  
portable 32// location is end of apple blossom off of temple, several exposures 5-10 mins from reaching bldgs

Narrative: 05/08/2014 1408  
Modified By: 05/08/2014 1409  
port sending engine and tanker

Narrative: 05/08/2014 1410  
on temple ave by the sign for Ocean park ave on lefthand side all on fire.

Narrative: 05/08/2014 1411  
PW has their vac truck available w/ 1000 gals stationed at the campground

Narrative: 05/08/2014 1411  
also rcvd call that the fire has gone down towards Ocean Park Rd

Narrative: 05/08/2014 1411  
per 34 - there is a CMP lineman at end of Old Salt Rd to cut off anything that needs power cut-off

Narrative: 05/08/2014 1413  
s portland eng 5 going to scene  
portland eng 11 going to central station

Narrative: 05/08/2014 1414  
east of old salt - large explosion

Narrative: 05/08/2014 1415  
roads being closed all over OOB, temple ave, etc...

Narrative: 05/08/2014 1417  
any available units responding coming in from old salt rd to the camp gound

Narrative: 05/08/2014 1419  
striking a tanker task force

Narrative: 05/08/2014 1421  
portland is doing the tank strike force

Narrative: 05/08/2014 1421  
cmp lineman is going to shut down the grid

Narrative: 05/08/2014 1422 I



Ranger John Leavitt 4217 is responding

Narrative: 05/08/2014 1423  
scarb with 3500 gal going in

Narrative: 05/08/2014 1423  
CMP working on shutting down the grids

Narrative: 05/08/2014 1424  
scar going to old orchard rd - down into the campground

Narrative: 05/08/2014 1424  
old orchard rd - line to be set

Narrative: 05/08/2014 1426  
pd shutting old orchard rd down

Narrative: 05/08/2014 1426 :  
35 shutting down Old Orchard Rd at the Saco Side

Narrative: 05/08/2014 1427  
kport supplying kennebunk engine

Narrative: 05/08/2014 1429 :  
PW enr to 7-11 area with barricades to direct traffic

Narrative: 05/08/2014 1429  
Scarb sending and eng for OOB station coverage

Narrative: 05/08/2014 1434 :  
portland has 4 tankers enr, 2 from Gorham, 1 windham, 1  
standish enr - Portland needs to know a staging area & the  
staging officer on scene

Narrative: 05/08/2014 1434 :  
grid from FD to Old Orchard Rd to Beach St to the Spur, to  
the tracks at Ocean Park is deenergized

Narrative: 05/08/2014 1441  
caller reports hot ash blowing on her home on stanley rd

Narrative: 05/08/2014 1443  
Modified By: 05/08/2014 1444 :  
York FD is enr with a pickup loaded with coolers, water, and  
gatorade - the canteen truck broke down so they will just  
have a pickup truck - they will head to 7-11 to meet with 30

Narrative: 05/08/2014 1444 :  
ccso sending gorham tank2, tank3, and windham tan5

Narrative: 05/08/2014 1441  
CMP is at halfway req to speak to someone from command

Narrative: 05/08/2014 1448  
scar e5 off at the station

Narrative: 05/08/2014 1449  
Modified By: 05/08/2014 1451  
portland e11 off at the OOB station for coverage

Narrative: 05/08/2014 1452  
scar e5 off at OOB station for coverage as well

Narrative: 05/08/2014 1503  
aerial drop for the campers on fire

Narrative: 05/08/2014 1509  
aerial drop before the intersection

Narrative: 05/08/2014 1509

forest service reporting multiple fires in the woods

Narrative: 05/08/2014 1510

forest serv doing a recon - looking for multiple fires in  
the woods

Narrative: 05/08/2014 1521

cmp shutting town temple ave and water treatment - working  
on getting the rest of the town turned back on

Narrative: 05/08/2014 1522

trains are on hold until they hear from every town that  
every town is clear

Narrative: 05/08/2014 1522

per Train company all trains are on hold until they hear  
from all towns they are clear

Narrative: 05/08/2014 1527

call conroys for a diesel truck

Narrative: 05/08/2014 1532

Modified By: 05/08/2014 1533

standish tanker with 2000 on scene at staging entrance to  
wagon wheel

Narrative: 05/08/2014 1533

el still has 1000 gallons

Narrative: 05/08/2014 1535

no diesel on any of conroy's trucks this time of year

Narrative: 05/08/2014 1536

ken e 4 > command almost out of water

Narrative: 05/08/2014 1552

all media need to go to Jimmy the Greeks

Narrative: 05/08/2014 1619

CONFIRMED RESOURCES AVAILABLE IN OOB:

PORTLAND E11 & SCARB E5 IN THE STATION NOW - S PORTLAND  
RESCUE ENR FOR COVERAGE

Narrative: 05/08/2014 1619

KEN RES IN THE BIDDEFORD AREA

Narrative: 05/08/2014 1621

UPDATE FOR OOB RESCUE COVERAGE - IT WILL BE PORTLAND MEDCU 3  
ENR FOR COVERAGE

Narrative: 05/08/2014 1636

OOB200 treated a 45YOM at 1620 for asthma attack and smoke  
inhalation

Narrative: 05/08/2014 1638

200 clear, on scene

Narrative: 05/08/2014 1645

per truck 1 car 6 has been freed up and needs to be moved as  
soon as possible so they can get the fire truck out

Narrative: 05/08/2014 1649

Modified By: 05/08/2014 1650

per FD temple being opened

Narrative: 05/08/2014 1726

OOB CAR 3 IS NOW INCIDENT COMMAND

Narrative: 05/08/2014 1755

wat car 1 clear of sacco

Narrative: 05/08/2014 1812  
per 36 - there is a railroad tie that is flaring up near the  
bridge on Old Orchard Rd

Narrative: 05/08/2014 1821  
sanf e4 clear, returning OOS

Narrative: 05/08/2014 1833  
sanford c2 clear, returning

Narrative: 05/08/2014 1837  
36 advising that they are able to open up Old Orchard Rd

Narrative: 05/08/2014 1838  
30 also assisting in packing up the barricades and opening  
that area as well

Narrative: 05/08/2014 1848  
per 30 - large barricade left at Old Orchard Rd & Ocean Park  
Rd in the median - too large to fit in cruiser

Narrative: 05/08/2014 1851 1  
per kenn - it was not their eng that hit the veh, they  
pulled in to the campground and didn't go to a hydrant - he  
believes it was KPT

Narrative: 05/08/2014 1852  
SCAB E2 CLEAR OLD SALT RD - RETURNING

Narrative: 05/08/2014 1853  
hol tank 1 clr rtrning

~~Narrative: 05/08/2014 1912~~  
Modified By: 05/08/2014 1914  
OOB COMMAND ADV - TRACK CLEAR - TRAINS CAN RESUME OPS

Narrative: 05/08/2014 1915 1  
FAXED TO KENNEBUNK FD

Narrative: 05/08/2014 1916  
Modified By: 05/08/2014 1921  
~~OOB CI REQUESTS CONFIRMATION OF TRACK INSPECTION IN OOB AND  
SACO PRIOR TO TRAIN FLOW - INFO WAS RELAYED TO TRAIN  
DISPATCH - THEY STATED THEY HAD PERSONNEL ON SCENE TO  
CONDUCT INPECTION~~

Narrative: 05/08/2014 1918  
ADVISED SACO TRACKS ARE CLEAR

Narrative: 05/08/2014 1925  
OOB RES 200 BACK IN SERVICE - RETURNING TO TOWN

Narrative: 05/08/2014 1937  
OOB RES 200 BACK IN SERVICE - CLEARING PORTLAND MEDCU 3

Refer To Fire Case: 14KEN-990-IN

Refer To Fire Case: 14OOB-593-IN

1400B-198-of

From:

06/27/2014 10:01

#432 P.001/006



Old Orchard Beach Fire Department  
Incident Report

Page: 1  
05/19/2014

Incident #: 1400B-594-IN Exp. 0

Call #: 14-38581

Location: WAGON WHEEL CAMPING & CABINS  
3 OLD ORCHARD RD  
Old Orchard Beach, ME 04064

District: OOB BOX2 - Union Ave West  
Station: OOB FD

Officer In Charge: on 05/08/2014  
Report By: on 05/08/2014  
Approved By: on 05/08/2014

Incident Type: Building fire  
Property Use: Campsite with utilities  
Mixed Use Property: Residential use  
Actions Taken: Extinguishment by fire service personnel  
HazMat Release: Propane gas - Less than a 21 lb. tank

Owner: WAGON WHEEL CAMPING & CABINS  
3 OLD ORCHARD RD  
Old Orchard Beach, ME 04064

Property Loss: \$600000  
Contents Loss: \$0

Pre-Incident Value: \$600000  
Pre-Incident Value: \$0

Alarm: 05/08/2014 @ 1324  
Cleared: 05/08/2014 @ 2000

Arrived: 05/08/2014 @ 1331

Shift: A Alarms: 5 Aid: None

Apparatus  
Suppression: 30  
EMS: 2  
Other: 15

Personnel  
Suppression: 75  
EMS: 3  
Other: 30

Deaths  
Fire Service: 0  
Civilian: 0

Injuries  
Fire Service: 0  
Civilian: 0

From:

06/27/2014 10:02

#432 P.002/006

Old Orchard Beach Fire Department  
Incident Report

Page: 4

05/19/2014

Incident #: 14OOB-594-IN Exp. 0

Buildings involved: 15  
Residential living units: 1  
Acres Burned: 10

Area of origin: Wildland, woods  
Cause of ignition: Unintentional  
Heat source: Undetermined  
Item first ignited: Light vegetation - not crop, including grass  
Type of material: Type of material first ignited, other  
1st Contributing Ignition Factor: Undetermined  
2nd Contributing Ignition Factor:

Human factors contributing to ignition: None

Fire suppression factors: Significant/unusual fuel load outside from natural

Equipment involved in ignition: Undetermined  
Power: Power source, other  
Portability: Portable

Mobile Property Involved: Not involved in ignition, but burned  
Mobile Property Type: Motor home, camper, bookmobile.

Pre-fire plan available: No

Structure type: Fixed portable or mobile structure  
Building status: Vacant and secured  
Main floor size: 1 square feet

Stories above grade: 1  
Stories below grade: 0

Story of fire origin: 1  
Fire spread: Beyond building of origin  
Item contributing most to flame spread: Light vegetation - not crop, including grass  
Type of material contributing most: Type of material first ignited, other  
Stories with minor damage:  
Stories with significant damage:  
Stories with heavy damage:  
Stories with extreme damage: 1

Detector presence: Undetermined  
Type: Undetermined  
Power: Undetermined

Automatic extinguishment system: None Present

From:

06/27/2014 10:02

#432 P.003/006

Old Orchard Beach Fire Department  
Incident Report

Page: 3  
05/19/2014

Incident #: 14OOB-594-IN Exp. 0

3 OLD ORCHARD RD 5/8/2014

Ref: 14OOB-594-IN

Entered: 05/17/2014 @ 1509  
Modified: 05/17/2014 @ 1743

Entry ID: 5837  
Modified ID: 5837

Responded with OOB E-2 for a report of a woods fire in the area of Wild Acres Campground, upon arrival found a small woods fire next to the tracks in the rear of the campground. Also got reports of fires in the area of Old Salt Rd and Old Salt Village. Dispatched OOB E-1 to that location. Upon E-1's arrival notified heavy smoke in the area of Wagon Wheel campground. Reported a large woods fire along the tracks that was approaching building and propane tanks in the campground. Radioed for help from OOB E-2. Notified dispatch for additional units from Scarborough and Saco but was told they were also at fires along the tracks north and south of us and were not able to send help. OOB E-2 cleared the fire at Wild Acres and responded to Wagon Wheel to back up E-1. Upon arrival at Wagon Wheel found approximately 5 camper trailers in various stages of fire with multiple explosions and propane tanks venting. OOB E-1 was out of water and OOB E-2 deployed hose lines in an attempt to protect exposures. Struck a second and third alarm and told by dispatch that out next available apparatus was coming from Kennebunk. Notified dispatch to pull trucks from what ever surrounding town that had units available.

At the same time took reports of a fire in the area of Old Salt Village that was approaching a fence, sheds and building. Dispatched OOB T-1 to that area. Also took reports of fires along the tracks south of our location at Wagon Wheel in that area of 21 Old Orchard Rd. however no units were available to respond at first.

Called dispatch to notify the Maine Forest Service and ask for some units to respond also see if their helicopter was available, which it was and was dispatched.

Once OOB E-1 and E-2 had run out of water, took defensive

Old Orchard Beach Fire Department  
Incident ReportPage: 4  
05/19/2014

Incident #: 14OOB-594-IN Exp. 0

positions in wagon wheel awaiting backup apparatus and a water supply. Struck an 4th and 5th alarm cause we were still receiving reports of additional fires and that we did not have enough apparatus on scene to extinguish the fire.

Forest Service personnel started to arrive on scene and made contact with them to coordinate a air drop by the helicopter on the camper trailers that were burning. contacted CMP to disconnect the power grid in the area cause heavy fire was threatening the primary power lines in the area where fire personnel were operating a defensive position.

The Forest Service helicopter arrived on scene and started dropping water on various areas of the fire. At this time mutual aid companies were able to establish a water supply in the campground a long with the area of Old Salt Village and started attacking the forward progression of the fire.

Additional mutual aid companies arrived on scene and were assigned to fight the woods fire in the area of 21 Old orchard RD where houses and a large propane tank were close exposures.

Struck a Tanker Task Force to make sure we have enough fire apparatus and tanker trucks for the magnitude of the fire.

Additional apparatus arrived on scene which enabled fire crews at the campground to advance on the fire and extinguish the remaining burning camper trailers. Also crews at The old Salt and Old Orchard locations were able to make advances on the fire and extinguish.

Forest Service crews also assisted in locating and extinguishing small spot fires in the area with ground crews and air drops.

Fire crews continued to knock down hot spots and wet down and overhaul all effected fire locations.

All units cleared and were put back into service.

2 OOB firefighters were treated on scene and released for minor injuries.

Old Orchard Beach Fire Department  
Incident ReportPage: 5  
05/19/2014

Incident #: 1400B-594-IN Exp. 0

Responding Mutual Aid Departments were as following with multiple trucks from each Department.

Scarborough, South Portland, Portland, Windham, Gorham, Standish, Buxton, Kennebunk, Kennebunkport, Sanford, York, Arundel, Hollis, Alfred, Waterboro and the Maine Forest Service.

There were 3 major areas of fire damage and fire progression which were broken into Sectors.

Sector 1 Area of Old Salt Village, which burned several acres of vegetation along with complete destruction of 2 sheds with personal belongings, a large section of stockade fence and damage to additional sections of fence.

~~Sector 2 Area of Wagon Wheel Campground. Which burned approximately 1 acre of vegetation, did extensive damage to landscape trees in the park and completely destroyed personnel property including camper trailers, sheds, golf carts patio furniture etc at Sites; H3, H4, H5, H6, H7, H8, H9 H10, G8, F5. The fire also damaged personal property building ect at site; H2, G5, G6, G7, F4, P59, 3, 049, H13. The fire spread quickly from site to site assisted by dry vegetation, wind and exploding and venting propane tanks.~~

~~Sector 3 Area of 21 Old Orchard Road burned several acres of vegetation along the tracks from the fence line of the campground to the town line and threaten several homes adjacent to the tracks. No personal property damages was noticed.~~

There were several additional areas of fire located at the Wild acres Campground and Old Orchard Beach campground that were extinguished by fire crews.

there were estimated over 9 fire start points over a mile in distance all on the north side of the railroad tracks and approximately 10 acres of vegetation burned or damaged.

Overall assessed property damage costs by this fire (not including responding agency's operational costs) exceed \$100,000.

The cause of the fire is being investigated by the Maine Forest Service. See their report of Origin and Cause.



From:

Old Orchard Beach Fire Department  
Incident Report

06/27/2014 10:03

#432 P.006/006

05/19/2014

Incident #: 1400B-594-IN Exp. 0



Saco Fire Department  
Incident Report

Page: 1  
06/29/2014

Incident #: 14-1138-IN Exp. 0

Call #: 14-9808

Location: ...

Census Tract: 0203-00  
District: District 8  
Station: Saco Central

Officer In Charge: 1 on 06/05/2014  
Report By: 2 on 05/08/2014  
Approved By: 1 on 06/05/2014

Basic Incident Information

Incident Type: Forest, woods or wildland fire  
Property Use: Railroad right-of-way  
Actions Taken: Extinguishment by fire service personnel  
Confine fire (wildland)  
HazMat Release: None

Owner: ...

SACO, ME 04072

Property Loss: \$30000  
Contents Loss: \$0

Pre-Incident Value: Undetermined  
Pre-Incident Value: Undetermined

Resources Used Summary

Alarm: 05/08/2014 @ 1324 Arrived: 05/08/2014 @ 1338  
Controlled: 05/08/2014 @ 1900 Cleared: 05/08/2014 @ 1939

Shift: A Alarms: 1 Aid: Mutual aid received

<u>Apparatus</u>		<u>Personnel</u>	
Suppression:	16	Suppression:	22
EMS:	1	EMS:	1
Other:	10	Other:	11

Counts include resources received by mutual aid.

Casualties Summary

<u>Deaths</u>		<u>Injuries</u>	
Fire Service:	0	Fire Service:	0
Civilian:	0	Civilian:	0

Saco Fire Department  
Incident Report

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Incident #: 14-1138-IN Exp. 0

Apparatus	Involved	Type	Sex	Age	Home	Work
1		Witness				
SACO, ME						

Area type: Rural/urban or suburban

Cause: Undetermined

Factor contributing to ignition 1: Undetermined

Fire suppression factor 1: None

Fire suppression factor 2: None

Fire suppression factor 3: None

Heat source: Undetermined

Human factors contributing to ignition: None

Total acres burned: 20.0

Apparatus	Type	Dates/Times	Per Use	Actions Taken
1 Saco Car 1 1CAR1	Mobile command post	Disp 05/08/2014 @ 1336 Arr 05/08/2014 @ 1347 Clr 05/08/2014 @ 1939 InQt 05/08/2014 @ 1939 InSv 05/08/2014 @ 1939	1	Other
2 Saco Fire Car 2 1CAR2	Mobile command post	Disp 05/08/2014 @ 1336 Arr 05/08/2014 @ 1347 Clr 05/08/2014 @ 1935 InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935	1	Other
3 Saco Fire Car 3 1CAR3	Mobile command post	Disp 05/08/2014 @ 1338 Arr 05/08/2014 @ 1338 Clr 05/08/2014 @ 1939 InQt 05/08/2014 @ 1939 InSv 05/08/2014 @ 1939	2	Other
4 ENGINE 1 TANKER/PUMP 1E1	Engine	Disp 05/08/2014 @ 1416 Arr 05/08/2014 @ 1444 Clr 05/08/2014 @ 1935 InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935	1	Suppr
5 Saco Engine 3 1E3	Engine	Disp 05/08/2014 @ 1335 Arr 05/08/2014 @ 1345 Clr 05/08/2014 @ 1935 InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935	3	Suppr

Saco Fire Department  
Incident Report

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Incident #: 14-1138-IN Exp. 0

6	Saco Engine 4 1E4	Engine	Disp 05/08/2014 @ 1352 Arr 05/08/2014 @ 1352 Clr 05/08/2014 @ 1714 InQt 05/08/2014 @ 1714 InSv 05/08/2014 @ 1714	2	Suppr
7	Saco Engine 7 1E7	Engine	Disp 05/08/2014 @ 1329 Arr 05/08/2014 @ 1345 Clr 05/08/2014 @ 1935 InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935	2	Suppr
8	Saco Engine 8 1E8	Engine	Disp 05/08/2014 @ 1704 Arr 05/08/2014 @ 1704 Clr 05/08/2014 @ 1853 InQt 05/08/2014 @ InSv 05/08/2014 @ 1853	2	Suppr
9	Saco Engine 9 1E9	Brush truck	Disp 05/08/2014 @ 1328 Arr 05/08/2014 @ 1347 Clr 05/08/2014 @ 1814 InQt 05/08/2014 @ 1814 InSv 05/08/2014 @ 1814	2	Suppr
10	Fire Prevention Vehi 1FP1	Other apparatus/reso	Disp 05/08/2014 @ 1704 Arr 05/08/2014 @ 1704 Clr 05/08/2014 @ 1813 InQt 05/08/2014 @ 1813 InSv 05/08/2014 @ 1813	1	Other
11	Saco Ladder 1 1LADD1	Truck or aerial	Disp 05/08/2014 @ 1445 Arr 05/08/2014 @ 1445 Clr 05/08/2014 @ 1801 InQt 05/08/2014 @ 1802 InSv 05/08/2014 @ 1802	1	Suppr
12	RANGER 13 / ATV UNIT 1RNGR13	Privately owned vehi	Disp 05/08/2014 @ 1420 Arr 05/08/2014 @ 1421 Clr 05/08/2014 @ 1930 InQt 05/08/2014 @ 1930 InSv 05/08/2014 @ 1930	1	Other
13	Saco Service 2 1SER2	Support apparatus, o	Disp 05/08/2014 @ 1636 Arr 05/08/2014 @ 1636 Clr 05/08/2014 @ 1930 InQt 05/08/2014 @ 1930 InSv 05/08/2014 @ 1930	1	Other
14	BIDDEFORD BRUSH UNIT 2BIDBRU	Brush truck	Disp 05/08/2014 @ 1458 Arr 05/08/2014 @ 1508 Clr 05/08/2014 @ 1902 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Suppr

Saco Fire Department  
Incident Report

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06/29/2014

Incident #: 14-1138-IN Exp. 0

15	Alfred Engine ALFENG	Engine	Disp 05/08/2014 @ 1439 Arr 05/08/2014 @ 1451 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Suppr
16	ARUNDEL FORESTRY TRU ARUBRU	Brush truck	Disp 05/08/2014 @ 1429 Arr 05/08/2014 @ 1448 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ InSv 05/08/2014 @ 1903	1	Suppr
17	Arunde1 Tanker ARUTANK	Tanker or tender	Disp 05/08/2014 @ 1510 Arr 05/08/2014 @ 1510 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Other
18	Buxton Engine 1 BUXE1	Engine	Disp 05/08/2014 @ 1352 Arr 05/08/2014 @ 1408 Clr 05/08/2014 @ 1848 InQt 05/08/2014 @ 1849 InSv 05/08/2014 @ 1849	1	Suppr
19	Buxton Engine 2 BUXE2	Engine	Disp 05/08/2014 @ 1352 Arr 05/08/2014 @ 1408 Clr 05/08/2014 @ 1848 InQt 05/08/2014 @ 1849 InSv 05/08/2014 @ 1849	1	Suppr
20	BUXTON RESCUE BUXR1	Medical & rescue uni	Disp 05/08/2014 @ 1353 Clr 05/08/2014 @ 1404 InQt 05/08/2014 @ 1404 InSv 05/08/2014 @ 1404	1	EMS
21	FIRE/POLICE 103 FP103	Support apparatus, o	Disp 05/08/2014 @ 1454 Arr 05/08/2014 @ 1523 Clr 05/08/2014 @ 1813 InQt 05/08/2014 @ 1813 InSv 05/08/2014 @ 1813	1	Other
22	Goodwins Mills Brush GMBRUSH	Brush truck	Disp 05/08/2014 @ 1348 Arr 05/08/2014 @ 1450 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Suppr
23	GOODWINS MILLS ENGIN GME3	Engine	Disp 05/08/2014 @ 1358 Arr 05/08/2014 @ 1450 Clr 05/08/2014 @ 1756 InQt 05/08/2014 @ 1756 InSv 05/08/2014 @ 1756	1	Suppr

Saco Fire Department  
Incident Report

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06/29/2014

Incident #: 14-1138-IN Exp. 0

24	Hollis District 1 Ta HOLTANK	Tanker or tender	Disp 05/08/2014 @ 1637 Arr 05/08/2014 @ 1637 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Other
25	SANFORD FORESTRY 7 SANBRU	Brush truck	Disp 05/08/2014 @ 1637 Arr 05/08/2014 @ 1637 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Suppr
26	scarborough Tanker SCATANK	Brush truck	Disp 05/08/2014 @ 1540 Arr 05/08/2014 @ 1540 Clr 05/08/2014 @ 1904 InQt 05/08/2014 @ 1904 InSv 05/08/2014 @ 1904	1	Suppr
27	WATERBORO TANKER WATTANK	Tanker or tender	Disp 05/08/2014 @ 1541 Arr 05/08/2014 @ 1541 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903	1	Other

#	ID	Personnel	Start	End	ID/Type	Station	App
1	3	1	05/08/2014 @ 1336	05/08/2014 @ 1939	CC	CEN	1CAR1
2	322	1	05/08/2014 @ 1338	05/08/2014 @ 1939	CC	CEN	1CAR3
3	420	1	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
4	68	1	05/08/2014 @ 1338	05/08/2014 @ 1939	CC	CEN	1CAR3
5	1212	2	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
6	32	2	05/08/2014 @ 1324	05/08/2014 @ 1939	CO	CEN	
7	792	2	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
8	875	2	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
9	707	2	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
10	1008	2	05/08/2014 @ 1335	05/08/2014 @ 1935	FF	CEN	1E3
11	1038	2	05/08/2014 @ 1324	05/08/2014 @ 1939	SC	CEN	
12	765	5	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
13	1019	3	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
14	301	4	05/08/2014 @ 1324	05/08/2014 @ 1939	CO	CEN	
15	631	4	05/08/2014 @ 1335	05/08/2014 @ 1935	CO	CEN	1E3
16	941	4	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
17	1005	5	05/08/2014 @ 1324	05/08/2014 @ 1939	CO	CEN	
18	158	5	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
19	479	5	05/08/2014 @ 1324	05/08/2014 @ 1939	CO	CEN	
20	1215	6	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
21	1310	6	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
22	994		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
23	100		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
24	990		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
25	991		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
26	995		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
27	823		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
28	1321		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
29	1214		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
30	1134		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
31	1032		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
	112		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
33	1242		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
34	11351		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
35	143		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	
36	1078		05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN	

Saco Fire Department  
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Incident #: 14-1138-IN Exp. 0

37	1216	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
38	542	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
39	722	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
40	544	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
41	1208	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
42	1245	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
43	132	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN
44	1024	05/08/2014 @ 1324	05/08/2014 @ 1939	FF	CEN

Incident #: 14-1138-IN Exp. 0

NARRATIVE FOR

Ref: 14-1138-IN

Entered: 06/05/2014 @ 1012      Entry ID: 3  
Modified: 06/05/2014 @ 1012      Modified ID: 3

Damage Assessment Report conducted by York County EMA Staff shows;

had damage to a children's play set

Stockade fence damage at

Stockade fence damage at

Damage to a Car Port at

Stockade fence damage at

Stockade fence damage at

Damage to shrubs, flowers and an outdoor clock at

Fence and shrub damage at

Wheelbarrow damage at

Stockade fence damage at

Stockade fence damage at

Damage to 2 snow mobiles, lumber, wheelbarrow, aluminum row boat, SST Flag Pole, lobster traps, lawn mower, to property on



**A** F0ID R0230 State ME Incident Date 05/08/2014 Station CEN Incident Number 1138 Exposure 0

Delete  Change  No Activity

NFIRS-1 BASIC  
OMB 1660-0069  
Expires 08/30/2009  
\*Paperwork Burden  
Notices on Back

**Location Type**  Check this box to indicate that the address for this incident is provided on the Wildland Fire Module in Section B, "Alternative Location Specification. Use only for Wildland fires."

Street address  Intersection  In front of  Rear of  Adjacent to  Directions  US National Grid

Census Tract 0203-100

Street Type AVE Suffix

City Saco State ME Zip Code 04072

Cross Street, Directions or National Grid, as applicable

**C Incident Type** 141 Forest, woods or wildland fire

**D Aid Given or Received**  None

1  Mutual aid received  
2  Auto. aid received  
3  Mutual aid given  
4  Auto. aid given  
5  Other aid given

**E1 Dates & Times** Midnight is 0000

Month Day Year Hour Min  
Alarm 05/08/2014/1324  
Arrival 05/08/2014/1338  
Controlled 05/08/2014/1900  
Last Unit Cleared 05/08/2014/1939

**E2 Shifts & Alarms** Local Option

**E3 Special Studies** Local Option

**F Actions Taken**

11 Extinguishment by fire service personnel  
15 Confine fire (wildland)

**G1 Resources** Check this box and skip this block if an Apparatus or Personnel Module is used.

Suppression Apparatus 16 Personnel 22  
EMS 1 1  
Other 10 11

**G2 Estimated Dollar Losses and Values**

LOSSES: Required for all fires if known, Optional for non fires. None

Property \$ 30,000  
Contents \$

PRE-INCIDENT VALUE: Optional  
Property \$   
Contents \$

**Completed Modules**

Fire-2  
 Structure Fire-3  
 Civilian Fire Cas.-4  
 Fire Service Cas.-5  
 EMS-6  
 HazMat-7  
 Wildland Fire-8  
 Apparatus-9  
 Personnel-10  
 Arson-11

**H1 Casualties**  None

Deaths Injuries  
Fire Service    
Civilian

**H2 Detector** Required for confined fires.

Detector alerted occupants  
 Detector did not alert them  
 Unknown

**H3 Hazardous Materials Release**  None

1  Natural gas: slow leak, no evacuation or HazMat actions  
2  Propane gas: <21 lb. tank (as in home BBQ grill)  
3  Gasoline: vehicle fuel tank or portable container  
4  Kerosene: fuel burning equipment or portable storage  
5  Diesel fuel/fuel oil: vehicle fuel tank or portable storage  
6  Household solvent: home/office spilt, cleanup only  
7  Motor oil: from engine or portable container  
8  Paint: from paint cans totaling <55 gallons  
0  Other: Special HazMat actions required or spill > 55 gal (Please complete the HazMat form)

**Mixed Use Property**  Not mixed

10  Assembly use  
20  Education use  
33  Medical use  
40  Residential use  
61  Row of stores  
63  Enclosed mall  
68  Business & residential  
69  Office use  
60  Industrial use  
63  Military use  
65  Farm use  
00  Other mixed use

**J Property Use**  None

**Structures**

131  Church, place of worship  
161  Restaurant or cafeteria  
162  Bar/tavern or nightclub  
213  Elementary school, kindergarten  
216  High school, junior high  
241  College, adult education  
311  Nursing Home  
331  Hospital

**Outside**

341  Clinic, clinic-type infirmary  
342  Doctor/dentist office  
361  Prison or jail, not juvenile  
419  1- or 2-family dwelling  
429  Multifamily dwelling  
439  Rooming/boarding house  
449  Commercial hotel or motel  
459  Residential, board and care  
464  Dormitory/barracks  
519  Food and beverage sales  
936  Vacant lot  
938  Graded/cared for plot of land  
946  Lake, river, stream  
951  Railroad right-of-way  
960  Other street  
961  Highway/divided highway  
962  Residential street/driveway

539  Household goods, sales, repairs  
671  Gas or service station  
679  Motor vehicle/boat sales/repairs  
690  Business office  
615  Electric-generating plant  
629  Laboratory/science laboratory  
700  Manufacturing plant  
810  Livestock/poultry storage (barn)  
882  Non-residential parking garage  
891  Warehouse  
981  Construction site  
984  Industrial plant yard

Look up and enter a Property Use code and description only if you have NOT checked a Property Use box.

Property Use 951  
Railroad right-of-way

**A**  Delete **NFIRS-1 BASIC**  
 Change OMB 1660-0069  
 No Activity Expires 08/30/2009

FDIO **R,0,2,3,0** State **M,E** Incident Date **0,5 0,8 2,0,1,4** Station **C,E,N** Incident Number **1,1,3,8** Exposure **0**

**K1 Person/Entity Involved**

Local Option \_\_\_\_\_ Business name (if applicable) \_\_\_\_\_ Area Code \_\_\_\_\_ Phone Number \_\_\_\_\_

Check this box if same address as Incident Location (Section B). Then skip the three duplicate address lines.

Mr., Ms., Mrs. First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_ Suffix \_\_\_\_\_

Number \_\_\_\_\_ Prefix \_\_\_\_\_ Street or Highway \_\_\_\_\_ Street Type **A,V,E** Suffix \_\_\_\_\_

Post Office Box \_\_\_\_\_ Apt./Suite/Room \_\_\_\_\_ City **SACO**

State **M,E** Zip Code \_\_\_\_\_

More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.

**K2 Owner**  Same as person involved? Then check this box and skip the rest of this section.

Local Option \_\_\_\_\_ Business name (if applicable) \_\_\_\_\_ Area Code \_\_\_\_\_ Phone Number \_\_\_\_\_

Check this box if same address as Incident Location (Section B). Then skip the three duplicate address lines.

Mr., Ms., Mrs. First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_ Suffix \_\_\_\_\_

Number \_\_\_\_\_ Prefix \_\_\_\_\_ Street or Highway \_\_\_\_\_ Street Type **A,V,E** Suffix \_\_\_\_\_

Post Office Box \_\_\_\_\_ Apt./Suite/Room \_\_\_\_\_ City **SACO**

State **M,E** Zip Code **0,4,0,7,2**

**L** **Remarks:**  
Local Option

ITEMS WITH A ★ MUST ALWAYS BE COMPLETED!

More remarks? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.

**Authorization**

Check box if same as Officer in charge.

Officer in charge ID **3** Signature **1** Position or rank \_\_\_\_\_ Assignment **CC** Month **0,6** Day **0,5** Year **2,0,1,4**

Member making report ID **1,0,3,8** Signature **2** Position or rank \_\_\_\_\_ Assignment **SC** Month **0,5** Day **0,8** Year **2,0,1,4**



**A**

FOLD  **R,0,2,3,0**  **M,E** State  **0,5**  **0,8**  **2,0,1,4**  **C,E,N** Station  **1,1,3,8** Incident Number  **0** Exposure  **0**

MM DD YYYY  
 Incident Date

NFIRS-9 APPARATUS OR RESOURCES  
 OMB 1660-0069  
 Expires 03/30/2009  
 Paperwork Burden Notice on Back

Apparatus or Resources Use codes listed below	Dates and Times Midnight is 0000 Check if same date as Alarm date on the Basic Module (Block E1)				Sent <input checked="" type="checkbox"/>	Number of People <input type="checkbox"/>	Use Check ONE box for each apparatus to indicate its main use at the incident.	Actions Taken List up to 4 actions for each apparatus
	Month	Day	Year	Hours/Mins				
1 ID <b>ALFENG</b> Type <b>1,1</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,4,3,9</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
2 ID <b>ARUBRU</b> Type <b>1,6</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,4,2,9</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
3 ID <b>ARUTANK</b> Type <b>2,4</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,5,1,0</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	
4 ID <b>2BIDBRU</b> Type <b>1,6</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,4,5,8</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
5 ID <b>BUXE1</b> Type <b>1,1</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,3,5,2</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
6 ID <b>BUXE2</b> Type <b>1,1</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,3,5,2</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
7 ID <b>BUXR1</b> Type <b>7,0</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,3,5,3</b>	<input checked="" type="checkbox"/>	Suppression <input checked="" type="checkbox"/> EMS <input type="checkbox"/> Other	
8 ID <b>LE1</b> Type <b>1,1</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,4,1,6</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
9 ID <b>LEP1</b> Type <b>0,0</b>	Dispatch <input checked="" type="checkbox"/>	<b>0,5</b>	<b>0,8</b>	<b>2,0,1,4</b>	<b>1,7,0,4</b>	<input checked="" type="checkbox"/>	Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	

<b>Apparatus or Resource Type</b> <b>Ground Fire Suppression</b> 11 Engine 12 Truck or aerial 13 Quint 14 Tanker and pumper combination 16 Brush truck 17 ARFF (aircraft rescue and firefighting) 10 Ground fire suppression, other <b>Heavy Ground Equipment</b> 21 Dozer or plow 22 Tractor 24 Tanker or tender 20 Heavy ground equipment, other	<b>Aircraft</b> 41 Aircraft; fixed wing tanker 42 Helltanker 43 Helicopter 40 Aircraft, other <b>Marine Equipment</b> 51 Fire boat with pump 52 Boat, no pump 50 Marine equipment, other <b>Support Equipment</b> 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other	<b>Medical and Rescue</b> 71 Rescue unit 72 Urban search and rescue unit 73 High-angle rescue unit 75 BLS unit 76 ALS unit 70 Medical and rescue unit, other <b>Other</b> 91 Mobile command post 92 Chief officer car 93 HazMat unit 94 Type I hand crew 95 Type II hand crew 99 Privately owned vehicle 00 Other apparatus/resources	<div style="border: 1px solid black; padding: 5px; width: fit-content;">         More apparatus?          Use additional sheets.       </div> <p>         NN None          UU Undetermined       </p>
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A  
 FDID R0230  Star  
 State ME  Star  
 Incident Date 05 08 2014  Star  
 Station CEN  
 Incident Number 1138  Star  
 Exposure 0  Star

NFIRS-9 APPARATUS OR RESOURCES  
 OMB 1660-0059  
 Expires 06/30/2009  
 Paperwork Burden Notice on Back  
 Delete  
 Change

B	Apparatus or Resources Use codes listed below	Dates and Times Check if same date as Alarm date on the Basic Module (Block E1) Month Day Year Hours/Min	Midnight is 0000	Sent <input checked="" type="checkbox"/>	Number of People <input checked="" type="checkbox"/>	Use Check ONE box for each apparatus to indicate its main use at the incident.	Actions Taken List up to 4 actions for each apparatus
1	ID <u>EP103</u> Type <u>6,0</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>14,54</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>15,23</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>18,13</u>		<input checked="" type="checkbox"/>	<u>1</u>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	
2	ID <u>GMBRUSH</u> Type <u>1,6</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,48</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>14,50</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>19,03</u>		<input checked="" type="checkbox"/>	<u>1</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
3	ID <u>GME3</u> Type <u>1,1</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,58</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>14,50</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>17,56</u>		<input checked="" type="checkbox"/>	<u>1</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
4	ID <u>HOLTANK</u> Type <u>2,4</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>16,37</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>16,37</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>19,03</u>		<input checked="" type="checkbox"/>	<u>1</u>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	
5	ID <u>IRNGR13</u> Type <u>9,9</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>14,20</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>14,21</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>19,30</u>		<input checked="" type="checkbox"/>	<u>1</u>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	
6	ID <u>LCAR1</u> Type <u>9,1</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,36</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,47</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>19,39</u>		<input checked="" type="checkbox"/>	<u>1</u>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	
7	ID <u>LE3</u> Type <u>1,1</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,35</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,45</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>19,35</u>		<input checked="" type="checkbox"/>	<u>3</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
8	ID <u>LE4</u> Type <u>1,1</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,52</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,52</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>17,14</u>		<input checked="" type="checkbox"/>	<u>2</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
9	ID <u>LE7</u> Type <u>1,1</u>	Dispatch <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,29</u> Arrival <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>13,45</u> Clear <input checked="" type="checkbox"/> <u>05</u> <u>08</u> <u>2014</u> <u>19,35</u>		<input checked="" type="checkbox"/>	<u>2</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	

<b>Apparatus or Resource Type</b> <b>Ground Fire Suppression</b> 11 Engine 12 Truck or aerial 13 Quint 14 Tanker and pumper combination 16 Brush truck 17 ARFF (aircraft rescue and firefighting) 10 Ground fire suppression, other <b>Heavy Ground Equipment</b> 1 Dozer or plow 22 Tractor 24 Tanker or tender 20 Heavy ground equipment, other	<b>Aircraft</b> 41 Aircraft: fixed wing tanker 42 Helitanker 43 Helicopter 40 Aircraft, other <b>Marine Equipment</b> 51 Fire boat with pump 52 Boat, no pump 50 Marine equipment, other <b>Support Equipment</b> 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other	<b>Medical and Rescue</b> 71 Rescue unit 72 Urban search and rescue unit 73 High-angle rescue unit 75 BLS unit 76 ALS unit 70 Medical and rescue unit, other <b>Other</b> 91 Mobile command post 92 Chief officer car 93 HazMat unit 94 Type I hand crew 95 Type II hand crew 99 Privately owned vehicle 00 Other apparatus/resources	<div style="border: 1px solid black; padding: 5px; width: fit-content;">         More apparatus?          Use additional sheets.       </div> NN None UU Undetermined
--	--	---	---

**A**

FDID  State  Incident Date MM  DD  YYYY  Station  Incident Number  Exposure   Delete  Change

NFIRS-9 APPARATUS OR RESOURCES  
OMB 1660-0069  
Expires 06/30/2009  
Paperwork Burden Notice on Back

Apparatus or Resources <small>Use codes listed below</small>	Dates and Times <small>Midnight is 0000</small>					Sent <input checked="" type="checkbox"/>	Number of People	Use <small>Check ONE box for each apparatus to indicate its main use at the incident.</small>	Actions Taken <small>List up to 4 actions for each apparatus</small>
	Dispatch	Arrival	Clear	Month	Day				
1 ID <input type="text" value="LE8"/> Type <input type="text" value="1,1"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1704"/>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/> <input type="text"/>
2 ID <input type="text" value="LE9"/> Type <input type="text" value="1,6"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1328"/>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/> <input type="text"/>
3 ID <input type="text" value="LCAR2"/> Type <input type="text" value="9,1"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1336"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	<input type="text"/> <input type="text"/>
4 ID <input type="text" value="LCAR3"/> Type <input type="text" value="9,1"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1338"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	<input type="text"/> <input type="text"/>
5 ID <input type="text" value="LLADD1"/> Type <input type="text" value="1,2"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1445"/>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/> <input type="text"/>
6 ID <input type="text" value="LSER2"/> Type <input type="text" value="6,0"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1636"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	<input type="text"/> <input type="text"/>
7 ID <input type="text" value="SANBRU"/> Type <input type="text" value="1,6"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1637"/>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/> <input type="text"/>
8 ID <input type="text" value="SCATANK"/> Type <input type="text" value="1,6"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1540"/>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/> <input type="text"/>
9 ID <input type="text" value="WATTANK"/> Type <input type="text" value="2,4"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="text" value="05"/>	<input type="text" value="08"/>	<input type="text" value="2014"/>	<input type="text" value="1541"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	<input type="text"/> <input type="text"/>

Apparatus or Resource Type	Aircraft	Medical and Rescue	
Ground Fire Suppression	41 Aircraft: fixed wing tanker	71 Rescue unit	More apparatus? Use additional sheets.
11 Engine	42 Helitanker	72 Urban search and rescue unit	
12 Truck or aerial	43 Helicopter	73 High-angle rescue unit	
13 Quint	40 Aircraft, other	75 BLS unit	
14 Tanker and pumper combination		76 ALS unit	
16 Brush truck	Marine Equipment	70 Medical and rescue unit, other	
17 ARFF (aircraft rescue and firefighting)	51 Fire boat with pump	Other	
10 Ground fire suppression, other	52 Boat, no pump	91 Mobile command post	NN None
Heavy Ground Equipment	50 Marine equipment, other	92 Chief officer car	UU Undetermined
1 Dozer or plow	Support Equipment	93 HazMat unit	
22 Tractor	61 Breathing apparatus support	94 Type I hand crew	
24 Tanker or tender	62 Light and air unit	95 Type II hand crew	
20 Heavy ground equipment, other	60 Support apparatus, other	99 Privately owned vehicle	
		00 Other apparatus/resources	



**A** FDID R,0,2,3,0  State M,E  Incident Date 0,5 0,8 2,0,1,4  Station C,E,N  Incident Number 1,1,3,8  Exposure 0

NFIRS - PT  
Personnel  
Time Sheet

Personnel ID <input type="checkbox"/>	Dates and Times <input type="checkbox"/>				Duty	Station	Apparatus or Resource
	Month	Day	Year	Hours/Min			
<b>A</b> <u>1,0,0,5</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>C,O</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>5</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>O,T</u> <input type="checkbox"/>	
<b>B</b> <u>1,5,8</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>5</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>O,T</u> <input type="checkbox"/>	
<b>C</b> <u>4,7,9</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>C,O</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>5</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>O,T</u> <input type="checkbox"/>	
<b>D</b> <u>1,2,1,5</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>6</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>E</b> <u>1,3,1,0</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>6</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>F</b> <u>9,9,4</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>G</b> <u>1,0,0</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>H</b> <u>9,9,0</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>I</b> <u>9,9,1</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>J</b> <u>9,9,5</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>K</b> <u>8,2,3</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>L</b> <u>1,3,2,1</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>1</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>M</b> <u>1,2,1,4</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<u>1</u> <input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>N</b> <u>1,1,3,4</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>O</b> <u>1,0,3,2</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	
<b>P</b> <u>1,1,2</u> <input type="checkbox"/>	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,3,2,4</u>	<u>F,F</u> <input type="checkbox"/> <u>C,E,N</u> <input type="checkbox"/>	
<input type="checkbox"/>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,3,9</u>	Attendance Code <u>R,D</u> <input type="checkbox"/>	



A

R,0,2,3,0  
FDID

M,E  
State

MM DD YYYY  
0,5 | 0,8 | 2,0,1,4  
Incident Date

C,E,N  
Station

14- IN  
1,1,3,8  
Incident Number

0  
Exposure

NFIRS - PT  
Personnel  
Time Sheet

Personnel ID	Dates and Times				Duty	Station	Apparatus or Resource
	Month	Day	Year	Hours/Min			
A   1,2,4,2,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
B   1,1,3,5,1,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
C   1,4,3,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
D   1,0,7,8,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
E   1,2,1,6,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
F   5,4,2,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
G   7,2,2,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
H   5,4,4,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
I   1,2,0,8,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
J   1,2,4,5,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
K   1,3,2,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
L   1,0,2,4,	Start	0,5	0,8	2,0,1,4	1,3,2,4	[F,F]	[C,E,N]
	End	0,5	0,8	2,0,1,4	1,9,3,9	Attendance Code	[R,D]
M	Start						
	End					Attendance Code	
N	Start						
	End					Attendance Code	
O	Start						
	End					Attendance Code	
P	Start						
	End					Attendance Code	

A	FDID	State	MM	DD	YYYY	Station	14-	IN	Exposure	<input type="checkbox"/> Delete	NFIRS-AU Authorization
	R,0,2,3,0	M,E	0,5	0,8	2,0,1,4	C,E,N		1,1,3,8	A,L,I	<input type="checkbox"/> Change	

**Authorization**

Check box if same as Officer in charge. <input type="checkbox"/>	Officer in charge ID	1	Position or rank	Assignment	Month	Day	Year
	3			CC	0,6	0,5	2,0,1,4
<input type="checkbox"/>	Member making report ID	2	Position or rank	Assignment	Month	Day	Year
	1,0,3,8			SC	0,5	0,8	2,0,1,4

**C Approval**

By signing this report I affirm that, to the best of my knowledge, all information provided herein is complete and accurate.

Approving Officer ID	1 Duross, John	Position or rank	Assignment	Month	Day	Year
3			CC	0,6	0,5	2,0,1,4



Saco Fire Department  
Incident Report

Page: 1  
06/29/2014

Incident #: 14-1137-IN Exp. 0

Call #: 14-9840

Location:

Saco, ME 04072

District: District 15 Camp Ellis  
Station: Saco Central

Officer In Charge: [redacted] on 05/08/2014  
Report By: [redacted] on 05/08/2014  
Approved By: [redacted] on 05/08/2014

Basic Incident Information

Incident Type: Forest, woods or wildland fire  
Property Use: Forest, timberland, woodland  
Actions Taken: Extinguishment by fire service personnel  
Owner:  
04072

Property Loss: \$0  
Contents Loss: \$0

Pre-Incident Value: \$0  
Pre-Incident Value: \$0

Resources Used Summary

Alarm: 05/08/2014 @ 1932  
Cleared: 05/08/2014 @ 2013

Arrived: 05/08/2014 @ 1943

Shift: A

Alarms: 0

Aid: None

	<u>Apparatus</u>
Suppression:	2
EMS:	0
Other:	1

	<u>Personnel</u>
Suppression:	4
EMS:	0
Other:	1

Casualties Summary

	<u>Deaths</u>
Fire Service:	0
Civilian:	0

	<u>Injuries</u>
Fire Service:	0
Civilian:	0

Remarks

EXTINGUISHED A REKINDLE OF A TREE, TREE WAS CUT DOWN AND DRENCHED WITH CLASS-A FOAM.

People and Entities Involved

Type

Sex Age Home #

Work #

Saco Fire Department  
Incident Report

Page: 2  
06/29/2014

Incident #: 14-1137-IN Exp. 0

Notes

Buildings involved: 0 On site mat 1: Trees, plants, flowers -Undetermined  
Residential living units: 0  
Acres Burned:

Area of origin: Wildland, woods  
Cause of ignition: Unintentional  
Heat source: Hot ember or ash  
Item first ignited: Heavy vegetation - not crop, including trees  
Type of material: Undetermined  
1st Contributing Ignition Factor: Rekindle  
2nd Contributing Ignition Factor: Natural condition, other

Human factors contributing to ignition: None

Mobile Property Involved: None

Pre-fire plan available: No

#	Apparatus	Type	Dates/Times	Qty	Use	Actions Taken
1	Saco Fire Car 2 1CAR2	Mobile command post	Disp 05/08/2014 @ 1936 Arr 05/08/2014 @ 1943 Clr 05/08/2014 @ 2013 InQt 05/08/2014 @ 2013 InSv 05/08/2014 @ 2013	1	Other	- Action taken, oth
2	Saco Engine 3 1E3	Engine	Disp 05/08/2014 @ 1936 Arr 05/08/2014 @ 1945 Clr 05/08/2014 @ 2009 InQt 05/08/2014 @ 2009 InSv 05/08/2014 @ 2009	2	Suppr	- Action taken, oth
3	Saco Engine 9 1E9	Brush truck	Disp 05/08/2014 @ 1934 Arr 05/08/2014 @ 1943 Clr 05/08/2014 @ 2001 InQt 05/08/2014 @ 2013 InSv 05/08/2014 @ 2013	2	Suppr	- Extinguishment by - Action taken, oth

#	ID	Personnel	Start	End	Dist	Station	App
1	322	1	05/08/2014 @ 1932	05/08/2014 @ 2013	FF	CEN	1CAR2
2	792	2	05/08/2014 @ 1932	05/08/2014 @ 2013	FF	CEN	1E9
3	875	2	05/08/2014 @ 1932	05/08/2014 @ 2013	FF	CEN	1E3
4	1008	2	05/08/2014 @ 1936	05/08/2014 @ 2009	FF	CEN	1E9
5	1038	2	05/08/2014 @ 1932	05/08/2014 @ 2013	SC	CEN	1E3

Person

**A** FDID  R,0,2,3,0 State  M,E Incident Date  0,5 |  0,8 | 2,0,1,4 Station  C,E,N Incident Number  1,1,3,7 Exposure  0

Delete  Change  No Activity **NFIRS-1 BASIC**  
OMB 1660-0059  
Expires 06/30/2009  
Paperwork Burden  
Notice on Back

**Location Type**  Check this box to indicate that the address for this incident is provided on the Wildland Fire Module in Section B, "Alternative Location Specification. Use only for Wildland fires."  Census Tract \_\_\_\_\_

Street address  Intersection  In front of  Rear of  Adjacent to  Directions  US National Grid

Number/Zippost Prefix Street or Highway Street Type Suffix  
Apt./Suite/Room City State Zip Code  
Saco M,E 0,4,0,7,2

Cross Street, Directions or National Grid, as applicable

**C Incident Type**  141 Forest, woods or wildland fire  
Incident Type

**E1 Dates & Times** Midnight is 0000  
Month Day Year Hour Min  
ALARM always required  
Check boxes if dates are the same as Alarm Date.  
Alarm  0,5 | 0,8 | 2,0,1,4 | 1,9,3,2  
ARRIVAL required, unless canceled or did not arrive  
Arrival  0,5 | 0,8 | 2,0,1,4 | 1,9,4,3  
CONTROLLED optional, except for wildland fires  
Controlled   
LAST UNIT CLEARED, required except for wildland fires  
Last Unit Cleared  0,5 | 0,8 | 2,0,1,4 | 2,0,1,3

**E2 Shifts & Alarms** Local Option  
Shift or Alarms District  
A 0 | 1,5

**D Aid Given or Received**  None  
1  Mutual aid received  
2  Auto. aid received  
3  Mutual aid given  
4  Auto. aid given  
5  Other aid given

Their FDID Their State  
Their Incident Number

**E3 Special Studies** Local Option  
Special Study ID# Special Study Value

**F Actions Taken**  Extinguishment by fire service personnel  
Primary Action Taken (1)  
Additional Action Taken (2)  
Additional Action Taken (3)

**G1 Resources**  Check this box and skip this block if an Apparatus or Personnel Module is used.  
Apparatus Personnel  
Suppression 2 | 4  
EMS 0 | 0  
Other 1 | 1  
 Check box if resource counts include aid received resources.

**G2 Estimated Dollar Losses and Values**  
LOSSES: Required for all fires if known, Optional for non-fires. None  
Property \$ \_\_\_\_\_   
Contents \$ \_\_\_\_\_   
PRE-INCIDENT VALUE: Optional  
Property \$ \_\_\_\_\_   
Contents \$ \_\_\_\_\_

**Completed Modules**  
 Fire-2  
 Structure Fire-3  
 Civilian Fire Cas.-4  
 Fire Service Cas.-5  
 EMS-6  
 HazMat-7  
 Wildland Fire-8  
 Apparatus-9  
 Personnel-10  
 Arson-11

**H1 Casualties**  None  
Deaths Injuries  
Fire Service  
Civilian  
**H2 Detector** Required for confined fires.  
1  Detector alerted occupants  
2  Detector did not alert them  
U  Unknown

**H3 Hazardous Materials Release**  None  
1  Natural gas: slow leak, no evacuation or HazMat actions  
2  Propane gas: <21 lb. tank (as in home BBQ grill)  
3  Gasoline: vehicle fuel tank or portable container  
4  Kerosene: fuel burning equipment or portable storage  
5  Diesel fuel/fuel oil: vehicle fuel tank or portable storage  
6  Household solvents: home/office spill, cleanup only  
7  Motor oil: from engine or portable container  
8  Paint: from paint cans totaling <65 gallons  
0  Other: Special HazMat actions required or spill > 65 gal (Please complete the HazMat form)

**Mixed Use Property**  Not mixed  
10  Assembly use  
20  Education use  
33  Medical use  
40  Residential use  
61  Row of stores  
63  Enclosed mall  
68  Business & residential  
59  Office use  
60  Industrial use  
63  Military use  
65  Farm use  
00  Other mixed use

**J Property Use**  None  
**Structures**  
131  Church, place of worship  
161  Restaurant or cafeteria  
162  Bar/tavern or nightclub  
213  Elementary school, kindergarten  
215  High school, junior high  
241  College, adult education  
311  Nursing Home  
331  Hospital  
341  Clinic, clinic-type infirmary  
342  Doctor/dentist office  
361  Prison or jail, not juvenile  
419  1- or 2-family dwelling  
429  Multifamily dwelling  
439  Rooming/boarding house  
449  Commercial hotel or motel  
459  Residential, board and care  
464  Dormitory/barracks  
519  Food and beverage sales  
539  Household goods, sales, repairs  
571  Gas or service station  
579  Motor vehicle/boat sales/repairs  
599  Business office  
615  Electric-generating plant  
629  Laboratory/science laboratory  
700  Manufacturing plant  
819  Livestock/poultry storage (barn)  
882  Non-residential parking garage  
891  Warehouse  
**Outside**  
4  Playground or park  
655  Crops or orchard  
669  Forest (timberland)  
807  Outdoor storage area  
919  Dump or sanitary landfill  
931  Open land or field  
936  Vacant lot  
938  Graded/cared for plot of land  
946  Lake, river, stream  
951  Railroad right-of-way  
960  Other street  
961  Highway/divided highway  
962  Residential street/driveway  
981  Construction site  
984  Industrial plant yard

Look up and enter a Property Use code and description only if you have NOT checked a Property Use box. **Property Use** 6,6,9  
Forest, timberland, woodland

**A** **R,0,2,3,0** **M,E** **0,5** **0,8** **2,0,1,4** **C,E,N** **1,1,3,7** **0**

FOID State Incident Date Station Incident Number Exposure

Delete  Change  No Activity

**NFIRS-1 BASIC**  
OMB 1650-0039  
Expires 03/30/2009

**K1** **Person/Entity Involved**

Local Option Business name (if applicable) Area Code Phone Number

Check this box if same address as incident Location (Section B). Then skip the three duplicate address lines.

Mr., Ms., Mrs. First Name MI Last Name Suffix

Number Prefix Street or Highway Street Type Suffix

Post Office Box Apt./Suite/Room City

State Zip Code

More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.

**K2** **OWNER**  Same as person involved? Then check this box and skip the rest of this section.

Local Option Business name (if applicable) Area Code Phone Number

Check this box if same address as incident Location (Section B). Then skip the three duplicate address lines.

Mr., Ms., Mrs. First Name MI Last Name Suffix

Number Prefix Street or Highway Street Type Suffix

Post Office Box Apt./Suite/Room City

State Zip Code

**L** **Remarks:**

Local Option

EXTINGUISHED A REKINDLE OF A TREE, TREE WAS CUT DOWN AND DRENCHED WITH CLASS-A FOAM.

ITEMS WITH A ☆ MUST ALWAYS BE COMPLETED!

More remarks? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.

**H** **Authorization**

Officer in charge ID Signature Position or rank Assignment Month Day Year

Member making report ID Signature Position or rank Assignment Month Day Year

**Property Details**

**B1** 0  Not Residential  
 Estimated number of residential living units in building of origin whether or not all units became involved

**B2** 0  Buildings not involved  
 Number of buildings involved

**B3**       None  Less than one acre  
 Acres burned (outside fires)

**C On-Site Materials or Products**  None  
 Complete if there were any significant amounts of commercial, industrial, energy or agricultural products or materials on the property whether or not they became involved.

Enter up to three codes. Check one box for each code entered.

1,3,1  Trees, plants, flowers  
 On-site material (1)

      
 On-site material (2)

      
 On-site material (3)

**On-Site Materials Storage Use**

1  Bulk storage or warehousing  
 2  Processing or manufacturing  
 3  Packaged goods for sale  
 4  Repair or service  
 U  Undetermined

1  Bulk storage or warehousing  
 2  Processing or manufacturing  
 3  Packaged goods for sale  
 4  Repair or service  
 U  Undetermined

1  Bulk storage or warehousing  
 2  Processing or manufacturing  
 3  Packaged goods for sale  
 4  Repair or service  
 U  Undetermined

**D Ignition**

**D1** 9,5 Wildland, woods  
 Area of fire origin

**D2** 4,3 Hot ember or ash  
 Heat source

**D3** 7,3 Heavy vegetation - not crop, including  
 Item first ignited  Check box if fire spread was confined to object of origin

**D4** U,U Undetermined  
 Type of material first ignited Required only if item first ignited code is 00 or <70

**E1 Cause of Ignition**  Check box if this is an exposure report. Skip to Section G

1  Intentional  
 2  Unintentional  
 3  Failure of equipment or heat source  
 4  Act of nature  
 5  Cause under investigation  
 6  Cause undetermined after investigation  
 U  Cause undetermined after investigation

**E2 Factors Contributing To Ignition**   None

7,2 Rekindle  
 Factor contributing to ignition (1)

6,0 Natural condition, other  
 Factor contributing to ignition (2)

**E3 Human Factors Contributing to Ignition**  None

Check all applicable boxes

1  Asleep  
 2  Possibly impaired by alcohol or drugs  
 3  Unattended person  
 4  Possibly mentally disabled  
 5  Physically disabled  
 6  Multiple persons involved  
 7  Age was a factor

Estimated age of person involved     

1  Male 2  Female

**F1 Equipment Involved in Ignition**

None ➔ If equipment was not involved, skip to Section G

      
 Equipment Involved

Brand       
 Model       
 Serial #       
 Year     

**F2 Equipment Power**

      
 Equipment Power Source

**F3 Equipment Portability**

1  Portable  
 2  Stationary

Portable equipment normally can be moved by one or two persons, is designed to be used in multiple locations, and requires no tools to install.

**G Fire Suppression Factors**

Enter up to three codes.  None

      
 Fire suppression factor (1)

      
 Fire suppression factor (2)

      
 Fire suppression factor (3)

**H1 Mobile Property Involved**  None

1  Not involved in ignition, but burned  
 2  Involved in ignition, but did not burn  
 3  Involved in ignition and burned

➔

      
 Mobile property model

                               
 License Plate Number State VIN

**H2 Mobile Property Type & Make**

      
 Mobile property type

      
 Mobile property make

                               
 Year

**Local Use**

Pre-Fire Plan Available  
Some of the information presented in this report may be based upon reports from other agencies:

Arson report attached  
 Police report attached  
 Coroner report attached  
 Other reports attached

**A**

FDID: R0230 State: ME Incident Date: MM 05 DD 08 YYYY 2014 Station: CEN Incident Number: 1137 Exposure: 0

Delete NFIRS-9 APPARATUS OR RESOURCES  
 Change Expires 06/30/2009  
 Paperwork Burden Notice on Back

Apparatus or Resources Use codes listed below	Dates and Times Check if same date as Alarm date on the Basis Module (Block E1)					Sent <input checked="" type="checkbox"/>	Number of People ☆	Use Check ONE box for each apparatus to indicate its main use at the incident.	Actions Taken List up to 4 actions for each apparatus	
	Dispatch	Arrival	Clear	Month	Day					Year
1 ID <u>1E3</u> Type <u>1,1</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>05</u>	<u>08</u>	<u>2014</u>	<u>19</u>	<u>36</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>0,0</u>
2 ID <u>1E9</u> Type <u>1,6</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>05</u>	<u>08</u>	<u>2014</u>	<u>19</u>	<u>34</u>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<u>1,1</u> <u>0,0</u>
3 ID <u>1CAR2</u> Type <u>9,1</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>05</u>	<u>08</u>	<u>2014</u>	<u>19</u>	<u>36</u>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input checked="" type="checkbox"/> Other	<u>0,0</u>
4 ID _____ Type _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
5 ID _____ Type _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
6 ID _____ Type _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
7 ID _____ Type _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
8 ID _____ Type _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	
9 ID _____ Type _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	

<b>Apparatus or Resource Type</b> <b>Ground Fire Suppression</b> 11 Engine 12 Truck or aerial 13 Quint 14 Tanker and pumper combination 16 Brush truck 17 ARFF (aircraft rescue and firefighting) 10 Ground fire suppression, other <b>Heavy Ground Equipment</b> 1 Dozer or plow 2 Tractor 24 Tanker or tender 20 Heavy ground equipment, other	<b>Aircraft</b> 41 Aircraft: fixed wing tanker 42 Helitanker 43 Helicopter 40 Aircraft, other <b>Marine Equipment</b> 51 Fire boat with pump 52 Boat, no pump 50 Marine equipment, other <b>Support Equipment</b> 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other	<b>Medical and Rescue</b> 71 Rescue unit 72 Urban search and rescue unit 73 High-angle rescue unit 75 BLS unit 76 ALS unit 70 Medical and rescue unit, other <b>Other</b> 91 Mobile command post 92 Chief officer car 93 HazMat unit 94 Type I hand crew 95 Type II hand crew 99 Privately owned vehicle 00 Other apparatus/resources	<div style="border: 1px solid black; padding: 5px; width: fit-content;">         More apparatus?          Use additional sheets.       </div> <p>NN None          UU Undetermined</p>
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**A** FDID  State  Incident Date MM  DD  YYYY  Station  Incident Number  Exposure

**NFIRS - PT Personnel Time Sheet**

Personnel ID	Dates and Times				Duty	Station	Apparatus or Resource	
	Month	Day	Year	Hours/Mins				
<b>A</b> <input type="text" value="3,2,2,"/> 1	Start	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="1,9,3,2"/>	<input type="text" value="F,F"/>	<input type="text" value="C,E,N"/>	<input type="text" value="1,C,A,R,2"/>
	End	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="2,0,1,3"/>	Attendance Code <input type="text" value="C,C"/>		
<b>B</b> <input type="text" value="7,9,2,"/> 2	Start	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="1,9,3,2"/>	<input type="text" value="F,F"/>	<input type="text" value="C,E,N"/>	<input type="text" value="1,E,9"/>
	End	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="2,0,1,3"/>	Attendance Code <input type="text" value="R,D"/>		
<b>C</b> <input type="text" value="8,7,5,"/> 2	Start	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="1,9,3,2"/>	<input type="text" value="F,F"/>	<input type="text" value="C,E,N"/>	<input type="text" value="1,E,3"/>
	End	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="2,0,1,3"/>	Attendance Code <input type="text" value="R,D"/>		
<b>D</b> <input type="text" value="1,0,0,8,"/> 2	Start	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="1,9,3,6"/>	<input type="text" value="F,F"/>	<input type="text" value="C,E,N"/>	<input type="text" value="1,E,9"/>
	End	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="2,0,0,9"/>	Attendance Code <input type="text" value="R,D"/>		
<b>E</b> <input type="text" value="1,0,3,8,"/> 2	Start	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="1,9,3,2"/>	<input type="text" value="S,C"/>	<input type="text" value="C,E,N"/>	<input type="text" value="1,E,3"/>
	End	<input type="text" value="0,5"/>	<input type="text" value="0,8"/>	<input type="text" value="2,0,1,4"/>	<input type="text" value="2,0,1,3"/>	Attendance Code <input type="text" value="R,D"/>		
<b>F</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>G</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>H</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>I</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>J</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>K</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>L</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>M</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>N</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>O</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		
<b>P</b> <input type="text" value=""/> 	Start	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>
	End	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	Attendance Code <input type="text" value=""/>		

**A** FDID  State  Incident Date  Station  Incident Number  Exposure   Delete  Change

NFIRS-11 ARSON  
OMB 1620-0089  
Expires 03/31/2009  
Paperwork Burden  
Notice on Back

**B** Agency Referred To  None

Agency name \_\_\_\_\_ Their case number \_\_\_\_\_

Number \_\_\_\_\_ Prefix \_\_\_\_\_ Street or Highway \_\_\_\_\_ Street Type \_\_\_\_\_ Suffix \_\_\_\_\_ Their ORI \_\_\_\_\_

Post Office Box \_\_\_\_\_ Apt/Suite/Room \_\_\_\_\_ City \_\_\_\_\_ Agency phone number \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_ Their Federal Identifier (FID) \_\_\_\_\_ Their FDID \_\_\_\_\_

**C** Case Status

1  Investigation open      4  Closed with arrest

2  Investigation closed      5  Closed with exceptional clearance

3  Investigation inactive

**D** Availability of Material First Ignited

1  Transported to scene

2  Available at scene

U  Unknown

**E** Suspected Motivation Factors      Check up to three factors

11 <input type="checkbox"/> Extortion	21 <input type="checkbox"/> Personal	42 <input type="checkbox"/> Vanity/recognition	54 <input type="checkbox"/> Burglary
12 <input type="checkbox"/> Labor unrest	22 <input type="checkbox"/> Hate crime	43 <input type="checkbox"/> Thrills	61 <input type="checkbox"/> Homicide concealment
13 <input type="checkbox"/> Insurance fraud	23 <input type="checkbox"/> Institutional	44 <input type="checkbox"/> Attention/sympathy	62 <input type="checkbox"/> Burglary concealment
14 <input type="checkbox"/> Intimidation	24 <input type="checkbox"/> Societal	45 <input type="checkbox"/> Sexual excitement	63 <input type="checkbox"/> Auto theft concealment
15 <input type="checkbox"/> Void contract/lease	31 <input type="checkbox"/> Protest	51 <input type="checkbox"/> Homicide	64 <input type="checkbox"/> Destroy records/evidence
16 <input type="checkbox"/> Foreclosed property	32 <input type="checkbox"/> Civil unrest	52 <input type="checkbox"/> Suicide	00 <input type="checkbox"/> Other suspected motivation
	41 <input type="checkbox"/> Fireplay/curiosity	53 <input type="checkbox"/> Domestic violence	UU <input type="checkbox"/> Unknown motivation

**F** Apparent Group Involvement  None      Check up to three factors

Terrorist group

2  Gang

3  Anti-government group

4  Outlaw motorcycle organization

5  Organized crime

6  Racial/ethnic hate group

7  Religious hate group

8  Sexual preference hate group

0  Other group

U  Unknown

**H** Incendiary Devices       No container

Select one from each category

**CONTAINER**

11  Bottle (glass)      14  Pressurized container      17  Box

12  Bottle (plastic)      15  Can (not gas or fuel)      00  Other Container

13  Jug      16  Gasoline or fuel can      UU  Unknown

**IGNITION/DELAY DEVICE**       No device

14  Wick or fuse      17  Road flare/fuse

12  Candle      18  Chemical component

13  Cigarette and matchbook      19  Trailer/streamer

14  Electronic component      20  Open flame source

15  Mechanical device      00  Other delay device

16  Remote control      UU  Unknown

**G1** Entry Method

Entry Method \_\_\_\_\_

**G2** Extent of Fire Involvement on Arrival

Extent of Fire Involvement \_\_\_\_\_

**FUEL**       None

11  Ordinary combustibles      16  Pyrotechnic material

12  Flammable gas      17  Explosive material

14  Ignitable liquid      00  Other material

15  Ignitable solid      UU  Unknown

**I** Other Investigative Information      Check all that apply

1  Code violations

2  Structure for sale

3  Structure vacant

Other crimes involved

Illicit drug activity

6  Change in insurance

7  Financial problem

8  Criminal/civil actions pending

**J** Property Ownership

1  Private

2  City, town, village, local

3  County or parish

4  State or province

5  Federal

6  Foreign

7  Military

0  Other

**K** Initial Observations      Check all that apply

1  Windows ajar      5  Fire department forced entry

2  Doors ajar      6  Forced entry prior to FD arrival

3  Doors locked      7  Security system activated

4  Doors unlocked      8  Security system present (not activated)

**L** Laboratory Used      Check all that apply       None

1  Local      3  ATF      5  Other      6  Private

2  State      4  FBI      Federal

NFIRS-11 Revision 01/01/07

A	R,0,2,3,0	M,E	0,5	0,8	2,0,1,4	C,E,N	1,1,3,7	A,L,L	<input type="checkbox"/> Delete	NFIRS-AU Authorization
	FDID	State	Incident Date		Station	Incident Number	Exposure	<input type="checkbox"/> Change		

**Authorization**

Check box if same as Officer in charge. <input checked="" type="checkbox"/>	1,0,3,8	2		SC	0,5	0,8	2,0,1,4
	Officer in charge ID		Position or rank	Assignment	Month	Day	Year
<input checked="" type="checkbox"/>	1,0,3,8	2		SC	0,5	0,8	2,0,1,4
Member making report ID		Position or rank	Assignment	Month	Day	Year	

**C Approval**

By signing this report I affirm that, to the best of my knowledge, all information provided herein is complete and accurate.

1,0,3,8	2		SC	0,5	0,8	2,0,1,4
Approving Officer ID		Position or rank	Assignment	Month	Day	Year



Saco Fire Department  
Incident Report

Page: 1  
06/29/2014

Incident #: 14-1139-IN Exp. 0

Call #: 14-9842

Location: 04072

Census Tract: 0203-00  
District: District 8  
Station: Saco Central

Officer In Charge: 2 on 05/08/2014  
Report By: 2 on 05/08/2014  
Approved By: 2 on 05/08/2014

Basic Incident Information

Incident Type: Brush or brush-and-grass mixture fire  
Property Use: Railroad right-of-way  
Actions Taken: Investigate  
Extinguishment by fire service personnel

Property Loss: \$0 Pre-Incident Value: Undetermined  
Contents Loss: \$0 Pre-Incident Value: Undetermined

Resources Used Summary

Alarm: 05/08/2014 @ 1952 Arrived: 05/08/2014 @ 1959  
Cleared: 05/08/2014 @ 2009

Shift: A Alarms: 0 Aid: None

Apparatus		Personnel	
Suppression:	1	Suppression:	2
EMS:	0	EMS:	0
Other:	1	Other:	1

Casualties Summary

Deaths		Injuries	
Fire Service:	0	Fire Service:	0
Civilian:	0	Civilian:	0

Remarks

Smoldering caused by rekindle from woods fire.

People and Entities Involved

No.	Type	Sex	Age	Home	No.
1	Witness				
	SACO, ME		04072		

Saco Fire Department  
Incident Report

Page: 2  
06/29/2014

Incident #: 14-1139-IN Exp. 0

Buildings involved: 0 On site mat 1: Trees, plants, flowers -Bulk storage or warehousing  
Residential living units: 0  
Acres Burned:

Area of origin: Other area of fire origin  
Cause of ignition: Unintentional  
Heat source: Heat source: other  
Item first ignited: Item First Ignited, Other  
Type of material: Type of material first ignited, other  
1st Contributing Ignition Factor:  
2nd Contributing Ignition Factor:

Human factors contributing to ignition: None

Mobile Property Involved: None

Pre-fire plan available: No

#	Apparatus	Type	Dates/Times	Qty	Use	Actions Taken
1	Saco Fire Car 3 1CAR3	Mobile command post	Disp 05/08/2014 @ 1955 Arr 05/08/2014 @ 1959 Clr 05/08/2014 @ 2009 InQt 05/08/2014 @ 2010 InSv 05/08/2014 @ 2010	1	Other	
2	Saco Engine 8 1E8	Engine	Disp 05/08/2014 @ 1956 Arr 05/08/2014 @ 2000 Clr 05/08/2014 @ 2009 InQt 05/08/2014 @ 2010 InSv 05/08/2014 @ 2010	2	Suppr	

#	ID	Personnel	Start	End	Dty	Station	App
1	420	1	05/08/2014 @ 1952	05/08/2014 @ 2009	CC	CEN	
2	995		05/08/2014 @ 1952	05/08/2014 @ 2009	FF	CEN	

**A** FDID R0230 State ME Incident Date 05/08/2014 Station CEN Incident Number 1139 Exposure 0

Delete  Change  No Activity

NFIRS-1 BASIC  
OMB 1650-0059  
Expires 05/30/2009  
\*Paperwork Burden  
Notice on Back

**Location Type**  Check this box to indicate that the address for this incident is provided on the Wildland Fire Module in Section B, "Alternative Location Specification. Use only for Wildland fires." Census Tract 0203-00

Street address  
 Intersection  
 In front of  
 Rear of  
 Adjacent to  
 Directions  
 US National Grid

Number/Inpost Prefor Street or Highway Street Type Suffix  
 Apt./Suite/Room City State Zip Code  
Saco ME 04072

Cross Street, Directions or National Grid, as applicable

**C Incident Type** 142 (Brush or brush-and-grass fire)  
**D Aid Given or Received**  None  
 1  Mutual aid received  
 2  Auto. aid received  
 3  Mutual aid given  
 4  Auto. aid given  
 5  Other aid given

**E1 Dates & Times** Midnight is 0000  
 Alarm  Arrival  Controlled  Last Unit Cleared   
 Month Day Year Hour Min  
05/08/2014 19:52  
05/08/2014 19:59  
05/08/2014 20:09

**E2 Shifts & Alarms** Local Option  
 Shift or Alarms District  
0  
**E3 Special Studies** Local Option  
 Special Study ID# Special Study Value

**F Actions Taken** 86 Investigate  
 Primary Action Taken (1)  
11 Extinguishment by fire service personnel  
 Additional Action Taken (2)  
 Additional Action Taken (3)

**G1 Resources**  Check this box and skip this block if an Apparatus or Personnel Module is used.  
 Apparatus Personnel  
 Suppression 1 2  
 EMS 0 0  
 Other 1 1  
 Check box if resource counts include aid received resources.

**G2 Estimated Dollar Losses and Values**  
 LOSSES: Required for all fires if known, Optional for non fires. None  
 Property \$              
 Contents \$              
 PRE-INCIDENT VALUE: Optional  
 Property \$              
 Contents \$           

**Completed Modules**  
 Fire-2  
 Structure Fire-3  
 Civilian Fire Cas.-4  
 Fire Service Cas.-5  
 EMS-6  
 HazMat-7  
 Wildland Fire-8  
 Apparatus-9  
 Personnel-10  
 Arson-11

**H1 Casualties**  None  
 Fire Deaths Injuries  
 Service                
 Civilian              

**H2 Detector** Required for confined fires.  
 1  Detector alerted occupants  
 2  Detector did not alert them  
 U  Unknown

**H3 Hazardous Materials Release**  None  
 1  Natural gas: slow leak, no evacuation or HazMat actions  
 2  Propane gas: <21 lb. tank (as in home BBQ grill)  
 3  Gasoline: vehicle fuel tank or portable container  
 4  Kerosene: fuel burning equipment or portable storage  
 5  Diesel fuel/fuel oil: vehicle fuel tank or portable storage  
 6  Household solvents: home/office spill, cleanup only  
 7  Motor oil: from engine or portable container  
 8  Paint: from paint cans totaling <55 gallons  
 0  Other: Special HazMat actions required or spill > 55 gal (Please complete the HazMat form)

**Mixed Use Property**  Not mixed  
 10  Assembly use  
 20  Education use  
 33  Medical use  
 40  Residential use  
 51  Row of stores  
 63  Enclosed mall  
 68  Business & residential  
 69  Office use  
 60  Industrial use  
 63  Military use  
 65  Farm use  
 00  Other mixed use

**J Property Use**  None  
**Structures**  
 131  Church, place of worship  
 161  Restaurant or cafeteria  
 162  Bar/tavern or nightclub  
 213  Elementary school, kindergarten  
 215  High school, junior high  
 241  College, adult education  
 311  Nursing Home  
 331  Hospital

**Outside**  
 341  Clinic, clinic-type infirmary  
 342  Doctor/dentist office  
 361  Prison or jail, not juvenile  
 419  1- or 2-family dwelling  
 429  Multifamily dwelling  
 439  Rooming/boarded house  
 449  Commercial hotel or motel  
 459  Residential, board and care  
 464  Dormitory/barracks  
 619  Food and beverage sales  
 936  Vacant lot  
 938  Graded/cared for plot of land  
 946  Lake, river, stream  
 951  Railroad right-of-way  
 960  Other street  
 961  Highway/divided highway  
 962  Residential street/driveway

539  Household goods, sales, repairs  
 571  Gas or service station  
 579  Motor vehicle/boat sales/repairs  
 599  Business office  
 615  Electric-generating plant  
 629  Laboratory/science laboratory  
 700  Manufacturing plant  
 819  Livestock/poultry storage (barn)  
 882  Non-residential parking garage  
 891  Warehouse  
 981  Construction site  
 984  Industrial plant yard

Look up and enter a Property Use code and description only if you have NOT checked a Property Use box.  
 Property Use 951  
 Railroad right-of-way

NFIRS-1 Revision 01/01/07

**A** FDID: R,0,2,3,0 State: M,E Incident Date: 0,5 0,8 2,0,1,4 Station: C,E,N Incident Number: 1,1,3,9 Exposure: 0

Delete  Change  No Activity

**NFIRS-1 BASIC**  
OMB 1660-0069  
Expires 06/30/2009

**K1 Person/Entity Involved**  
Local Option: \_\_\_\_\_ Business name (if applicable): \_\_\_\_\_ Area Code: 2,0,7 Phone Number: 6,0,2 8,6,7,0

Check this box if same address as incident Location (Section B). Then skip the three duplicate address lines.

Mr., Ms., Mrs.: \_\_\_\_\_ First Name: \_\_\_\_\_ MI: \_\_\_\_\_ Last Name: \_\_\_\_\_ Suffix: \_\_\_\_\_  
 Number: \_\_\_\_\_ Prefix: \_\_\_\_\_ Street or Highway: \_\_\_\_\_ Street Type: \_\_\_\_\_ Suffix: \_\_\_\_\_  
 Post Office Box: \_\_\_\_\_ Apt./Suite/Room: SACO City: \_\_\_\_\_  
 State: M,E Zip Code: 0,4,0,7,2

More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.

**K2 Owner**  Same as person involved? Then check this box and skip the rest of this section.

Local Option: \_\_\_\_\_ Business name (if applicable): \_\_\_\_\_ Area Code: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Check this box if same address as incident Location (Section B). Then skip the three duplicate address lines.

Mr., Ms., Mrs.: \_\_\_\_\_ First Name: \_\_\_\_\_ MI: \_\_\_\_\_ Last Name: \_\_\_\_\_ Suffix: \_\_\_\_\_  
 Number: \_\_\_\_\_ Prefix: \_\_\_\_\_ Street or Highway: \_\_\_\_\_ Street Type: \_\_\_\_\_ Suffix: \_\_\_\_\_  
 Post Office Box: \_\_\_\_\_ Apt./Suite/Room: \_\_\_\_\_ City: \_\_\_\_\_  
 State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

**L** Remarks: Local Option

Smoldering caused by rekindle from woods fire.

ITEMS WITH A ☆ MUST ALWAYS BE COMPLETED!

More remarks? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.

**7 Authorization**

Officer in charge ID: 1,0,3,8 Signature: 2 Position or rank: \_\_\_\_\_ Assignment: SC Month: 0,5 Day: 0,8 Year: 2,0,1,4

Member making report ID: 1,0,3,8 Signature: 2 Position or rank: K Assignment: SC Month: 0,5 Day: 0,8 Year: 2,0,1,4

Check box if same as Officer in charge:

**A** FDID R0230 State ME Incident Date MM 05 DD 08 YYYY 2014 Station CEN Incident Number 1139 Exposure 0  Delete  Change **NFIRS-2 FIRE**  
OMB 1680-0069 Expires 06/30/2009 Paperwork Burden Notice on Back

**Property Details**

**B1** 0  Not Residential  
 Estimated number of residential living units in building of origin whether or not all units became involved

**B2** 0  Buildings not involved  
 Number of buildings involved

**B3** 0  None  Less than one acre  
 Acres burned (outside fires)

**C On-Site Materials or Products**  None Complete if there were any significant amounts of commercial, industrial, energy or agricultural products or materials on the property whether or not they became involved.

Enter up to three codes... Check one box for each code entered.

1,3,1 Trees, plants, flowers  
 On-site material (1)

      
 On-site material (2)

      
 On-site material (3)

**On-Site Materials Storage Use**

1  Bulk storage or warehousing  
 2  Processing or manufacturing  
 3  Packaged goods for sale  
 4  Repair or service  
 U  Undetermined

1  Bulk storage or warehousing  
 2  Processing or manufacturing  
 3  Packaged goods for sale  
 4  Repair or service  
 U  Undetermined

1  Bulk storage or warehousing  
 2  Processing or manufacturing  
 3  Packaged goods for sale  
 4  Repair or service  
 U  Undetermined

**D Ignition**

**D1** 0,0 Other area of fire origin  
 Area of fire origin

**D2** 0,0 Heat source: other  
 Heat source

**D3** 0,0 Item First Ignited, Other  
 Item first ignited  Check box if fire spread was confined to object of origin

**D4** 0,0 Type of material first ignited, other  
 Type of material first ignited Required only if item first ignited code is 00 or <70

**E1 Cause of Ignition**  Check box if this is an exposure report.

1  Intentional  
 2  Unintentional  
 3  Failure of equipment or heat source  
 4  Act of nature  
 5  Cause under investigation  
 U  Cause undetermined after investigation

**E2 Factors Contributing To Ignition**  None

      
 Factor contributing to ignition (1)

      
 Factor contributing to ignition (2)

**E3 Human Factors Contributing to Ignition**  None

Check all applicable boxes

1  Asleep  
 2  Possibly impaired by alcohol or drugs  
 3  Unattended person  
 4  Possibly mentally disabled  
 6  Physically disabled  
 6  Multiple persons involved

7  Age was a factor

Estimated age of person involved     

1  Male 2  Female

**F1 Equipment Involved In Ignition**  None

      
 Equipment Involved

Brand       
 Model       
 Serial#       
 Year     

**F2 Equipment Power**       
 Equipment Power Source

**F3 Equipment Portability**

1  Portable  
 2  Stationary

Portable equipment normally can be moved by one or two persons, is designed to be used in multiple locations, and requires no tools to install.

**G Fire Suppression Factors** Enter up to three codes.  None

      
 Fire suppression factor (1)

      
 Fire suppression factor (2)

      
 Fire suppression factor (3)

**H1 Mobile Property Involved**  None

1  Not involved in ignition, but burned  
 2  Involved in ignition, but did not burn  
 3  Involved in ignition and burned

      
 Mobile property model

                
 License Plate Number State VIN

**H2 Mobile Property Type & Make**

      
 Mobile property type

      
 Mobile property make

           
 Year

**Local Use**

Pre-Fire Plan Available  
 Some of the information presented in this report may be based upon reports from other agencies:

Arson report attached  
 Police report attached  
 Coroner report attached  
 Other reports attached



**A**

FDID: R,0,2,3,0    State: M,E    Incident Date: MM 0,5 DD 0,8 YYYY 2,0,1,4    Station: C,E,N    Incident Number: 1,1,3,9    Exposure: 0

NFIRS-9 APPARATUS OR RESOURCES  
OMB 1660-0089  
Expires 05/30/2009  
Paperwork Burden  
Notice on Back

B Apparatus or Resources		Dates and Times				Sent	Number of People	Use	Actions Taken
Use codes listed below		Check if same date as Alarm date on the Basic Module (Block E1)				<input checked="" type="checkbox"/>		Check ONE box for each apparatus to indicate its main use at the incident	List up to 4 actions for each apparatus
		Month	Day	Year	Hours/Min				
1	ID 1E8,    Type 1,1	Dispatch <input checked="" type="checkbox"/>	0,5	0,8	2,0,1,4	1,9,5,6	<input checked="" type="checkbox"/> Suppression		
		Arrival <input checked="" type="checkbox"/>	0,5	0,8	2,0,1,4	2,0,0,0	<input type="checkbox"/> EMS		
		Clear <input checked="" type="checkbox"/>	0,5	0,8	2,0,1,4	2,0,0,9	<input type="checkbox"/> Other		
2	ID 1CAR3,    Type 9,1	Dispatch <input checked="" type="checkbox"/>	0,5	0,8	2,0,1,4	1,9,5,5	<input type="checkbox"/> Suppression		
		Arrival <input checked="" type="checkbox"/>	0,5	0,8	2,0,1,4	1,9,5,9	<input type="checkbox"/> EMS		
		Clear <input checked="" type="checkbox"/>	0,5	0,8	2,0,1,4	2,0,0,9	<input checked="" type="checkbox"/> Other		
3	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		
4	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		
5	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		
6	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		
7	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		
8	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		
9	ID    Type	Dispatch <input type="checkbox"/>					<input type="checkbox"/> Suppression		
		Arrival <input type="checkbox"/>					<input type="checkbox"/> EMS		
		Clear <input type="checkbox"/>					<input type="checkbox"/> Other		

<b>Apparatus or Resource Type</b> <b>Ground Fire Suppression</b> 11 Engine 12 Truck or aerial 13 Quint 14 Tanker and pumper combination 16 Brush truck 17 ARFF (aircraft rescue and firefighting) 10 Ground fire suppression, other <b>Heavy Ground Equipment</b> 22 Dozer or plow 24 Tractor 24 Tanker or tender 20 Heavy ground equipment, other	<b>Aircraft</b> 41 Aircraft: fixed wing tanker 42 Helltanker 43 Helicopter 40 Aircraft, other <b>Marine Equipment</b> 51 Fire boat with pump 52 Boat, no pump 50 Marine equipment, other <b>Support Equipment</b> 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other	<b>Medical and Rescue</b> 71 Rescue unit 72 Urban search and rescue unit 73 High-angle rescue unit 75 BLS unit 76 ALS unit 70 Medical and rescue unit, other <b>Other</b> 91 Mobile command post 92 Chief officer car 93 HazMat unit 94 Type I hand crew 96 Type II hand crew 99 Privately owned vehicle 00 Other apparatus/resources	<b>More apparatus? Use additional sheets.</b>  NN None UU Undetermined
---	--	---	---

**A**

FDID: R,0,2,3,0 ☆ State: M,E ☆ Incident Date: MM 0,5 DD 0,8 YYYY 2,0,1,4 ☆ Station: C,E,N Incident Number: 1,1,3,9 ☆ Exposure: 0 ☆

14- IN

**NFIRS - PT Personnel Time Sheet**

Personnel ID ☆	Dates and Times ☆				Duty	Station	Apparatus or Resource
	Month	Day	Year	Hours/Mins			
<b>A</b> <u>4,2,0</u> ☆	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,5,2</u>	<u>C,C</u>	<u>C,E,N</u>
<u>1</u>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>2,0,0,9</u>	Attendance Code	<u>R,D</u>
<b>B</b> <u>9,9,5</u> ☆	Start	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>1,9,5,2</u>	<u>F,F</u>	<u>C,E,N</u>
<u>l</u>	End	<u>0,5</u>	<u>0,8</u>	<u>2,0,1,4</u>	<u>2,0,0,9</u>	Attendance Code	<u>R,D</u>
<b>C</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>D</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>E</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>F</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>G</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>H</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>I</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>J</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>K</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>L</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>M</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>N</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>O</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____
<b>P</b> _____ ☆	Start	_____	_____	_____	_____	_____	_____
_____	End	_____	_____	_____	_____	Attendance Code	_____

A	R 0 2 3 0	M E	0 5	0 8	2 0 1 4	C E N	1 1 3 9	A L L	<input type="checkbox"/> Delete	NFIRS-AU Authorization
	FDID	State	Incident Date		Station	Incident Number	Exposure	<input type="checkbox"/> Change		

**Authorization**

Check box if same as Officer in charge. <input checked="" type="checkbox"/>	1 0 3 8							SC	0 5	0 8	2 0 1 4
	Officer in charge ID	2	Position or rank				Assignment	Month	Day	Year	
	1 0 3 8							SC	0 5	0 8	2 0 1 4
Member making report ID	2	Position or rank				Assignment	Month	Day	Year		

**C Approval**

By signing this report I affirm that, to the best of my knowledge, all information provided herein is complete and accurate.

1 0 3 8								SC	0 5	0 8	2 0 1 4
Approving Officer ID	2	Position or rank				Assignment	Month	Day	Year		

TIME: 1324

For Date: 05/08/2014 - Thursday

<u>all</u>	<u>Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
	-16297	1330	911 - OUTDOOR FIRE (Brush/Woods)	Services Rendered	
Call Taker:					
Location/Address: [BID 3193] PODS					
Party Entered By: 05/08/2014 1333					
Calling Party: ***UNKNOWN*** @ ***UNKNOWN***					
Fire Unit: E6-Pumper-Bidd Engine 6					
Disp-13:32:16 Enrt-13:33:41 Arvd-13:35:56 Clrd-14:59:43					
InQrtsUnavl-14:59:43 InSrvce-14:59:44					
Manned By ID's: 68650 60550 62915					
Enroute By:					
Arrived By:					
Cleared By:					
Fire Unit: UTIL7-Brush-Bidd Utility 7					
Disp-13:32:16 Enrt-13:33:39 Arvd-13:35:58 Clrd-14:52:00					
T-Srvce-14:52:00					
Enroute By:					
Arrived By:					
Cleared By:					
Fire Unit: E5-Pumper-Bidd Engine 5					
Disp-13:40:38 Enrt-13:40:44 Arvd-13:53:55 Clrd-15:11:23					
InQrtsUnavl-15:11:23 InSrvce-15:11:24					
Manned By ID's: 36400					
Dispatched By:					
Enroute By:					
Arrived By:					
Cleared By:					
Location Change: [Modified: 05/08/20141342]					
Location Change: [BID 8611] [Modified: 05/08/20141359]					
Location Change: [Modified: 05/08/20141411]					
Location Change: [SAC] [Modified: 05/08/20141430]					
Location Change: [SAC] [Modified: 05/08/20141444]					
Fire Unit: TR32-Aerial-Bidd Truck 32					
Disp-13:42:31 Enrt-13:42:37 Arvd-13:53:56 Clrd-14:00:30					
InQrtsUnavl-14:00:31 InSrvce-14:00:32					
Manned By ID's: 10060 64700					
Dispatched By:					
Enroute By:					
Arrived By:					
Cleared By:					
Location Change: WESTERN AVE [Modified: 05/08/20141342]					
Fire Unit: ARU301-Pumper-ARU Engine 301					
Disp-13:50:19 Enrt-13:50:22 Arvd-13:56:53 Clrd-14:51:58					
InSrvce-14:51:58					
Dispatched By:					
Enroute By:					
Arrived By:					
Cleared By:					
Location Change: [SAC] [Modified: 05/08/20141351]					
Fire Unit: ARUC1-Support-Arundel Car 1					
Disp-14:05:57 Enrt-14:06:00 Arvd-14:06:01 Clrd-15:11:10					
InSrvce-15:11:10					
Dispatched By:					
Enroute By:					
Arrived By:					
Cleared By:					
Location Change: [SAC] AMTRAK STATION - [Modified: 05/08/20141406]					
Fire Unit: C1-Command-Bidd Car 1					
Disp-14:45:19 Enrt-14:45:29 Arvd-14:45:30 Clrd-15:11:10					
InQrtsUnavl-15:11:11 InSrvce-15:11:12					
Dispatched By:					
Enroute By:					
Arrived By:					
Cleared By:					
Fire Unit: C2-Command-Bidd CAR 2					
Disp-14:45:22 Enrt-14:45:28 Arvd-14:45:30 Clrd-15:00:00					

InQrtsUnavl-15:00:01 InSrvce-15:00:02

Dispatched By:  
Enroute By:  
Arrived By:  
Cleared By:  
Fire Unit: C3-Command-Bidd CAR 3  
Disp-14:45:25 Enrt-14:45:28 Arvd-14:45:31 Clrd-15:11:13  
InQrtsUnavl-15:11:18 InSrvce-15:11:19

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Dispatched By:  
Enroute By:  
Arrived By:  
Cleared By:  
Narrative: 05/08/2014 1338 I  
Modified By: 05/08/2014 1446  
At 1330 ~ Caller reporting a brush fire on the tracks by  
it)  
  
c2 engine to  
  
bp to central to cover

Narrative: 05/08/2014 1341  
Modified By: 05/08/2014 1343  
of Amtrak advised. Can be reached direct at

Narrative: 05/08/2014 1347  
Arundel FD toned to cover Biddeford Central Station.

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Narrative: 05/08/2014 1349  
Arundel 301 is enroute to Biddeford.

Narrative: 05/08/2014 1356  
A third call for a fire behind the

Narrative: 05/08/2014 1356  
Eng-05 will be enroute to the

Narrative: 05/08/2014 1402  
rom Arundel advising he has an off-duty  
firefighter who is a contractor with a couple bulldozers in  
Ocean Park if needed. Saco advised as well.

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Narrative: 05/08/2014 1402  
Arundel 301 is on scene at the Amtrak station.

Narrative: 05/08/2014 1416  
Chief 3 (Thornton Street Command) advises that they are  
mopping up. They are waiting for someone from the railroad  
to respond to take a pole down.

Narrative: 05/08/2014 1431  
Biddeford Eng-5 is enroute to the Amtrak Station.

Narrative: 05/08/2014 1434  
Chief 2 is requesting Desk Box 101 for manpower to Central  
Station for Coverage.

Refer To Fire Case: 14-1509-IN

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16295	1324	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address: [SAC]				
Party Entered By: 05/08/2014 1325				
Calling Party: CPC @ E - SACO, ME 04072				
Narrative: 05/08/2014 1325				
911 call for Saco				
Call was transferred				
Narrative: 05/08/2014 1327				
Numerous calls rec'd.				

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@1324

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For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16299	1334	911 OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address: [SAC]				
Party Entered By: 05/08/2014 1334				
Calling Party: Unknown				
Narrative: 05/08/2014 1334 911 call for Saco				

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
1-16300	1335	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address: [SAC]				
Party Entered By: 05/08/2014				
Calling Party: Unknown				
Narrative: 05/08/2014				
911 call for Saco				



For Date: 05/08/2014 - Thursday

Call Number	Time	Call Reason	Action	Duplicate
16302	1335	Radio - MUTUAL AID - FIRE PROVIDE	Services Rendered	
Call Taker: V D				
Location/Address: [SAC]				
Party Entered By: 05/08/2014 1337				
Calling Party: ***UNKNOWN*** @ ? - SACO, ME 04072 207-262-8200				
Fire Unit: GWME1-Pumper-GWM Engine 1				
Disp-13:38:37 Enrt-13:41:27 Arvd-13:53:51 Clrd-18:00:56				
InQrtsUnavl-18:00:57 InSrvce-18:00:58				
Fire Unit: GWME2-Pumper-GWM Engine 2				
Disp-13:38:40 Enrt-13:41:26 Arvd-13:53:52 Clrd-17:57:29				
InQrtsUnavl-17:57:30 InSrvce-17:57:31				
EMS Unit: GWMR5-GWM Rescue 5				
Disp-14:06:03 Clrd-15:22:56				
InSrvce-15:22:56				
Dispatched By:				
Fire Unit: ARU312-Tanker-ARU ENG-TAN 312				
Disp-14:16:19 Enrt-14:16:22 Arvd-14:25:01 Clrd-18:00:14				
InQrtsUnavl-18:00:15 InSrvce-18:00:15				
Fire Unit: C4-Command-BIDD CAR 4				
Disp-14:44:27 Enrt-14:44:29 Arvd-14:44:30 Clrd-17:39:03				
InQrtsUnavl-17:39:04 InSrvce-17:39:05				
Location Change: [SAC] SACO CENTRAL STATION - (Modified: 05/08/20141444)				
EMS Unit: R008-Bidd Rescue 8				
Disp-14:59:33 Enrt-15:00:14 Arvd-15:00:15 Clrd-16:09:16				
Hosp-16:09:17 ClrHosp-17:04:49 InSrvce-17:05:22				
Manned By ID's: 10053 10584				
Location Change: [SAC] [Modified: 05/08/20141500]				
Location Change: [SAC] [Modified: 05/08/20141522]				
Fire Unit: E6-Pumper-Bidd Engine 6				
Disp-14:59:49 Enrt-14:59:55 Arvd-15:00:42 Clrd-17:05:19				
InQrtsUnavl-17:05:27 InSrvce-17:05:27				
Manned By ID's: 68650 60550 62915				
Cleared By:				
Location Change: [SAC] C Modified: 05/08/20141502]				
Location Change: [SAC] Modified: 05/08/20141522]				
Fire Unit: C2-Command-Bidd CAR 2				
Disp-15:00:06 Enrt-15:00:09 Arvd-15:00:43 Clrd-17:39:00				
InQrtsUnavl-17:39:01 InSrvce-17:39:02				
Location Change: [SAC] Modified: 05/08/20141500]				
Location Change: [SAC] Modified: 05/08/20141501]				
Location Change: [SAC] Modified: 05/08/20141514]				
Location Change: [SAC] Modified: 05/08/20141520]				
Fire Unit: E5-Pumper-Bidd Engine 5				
Disp-15:11:35 Enrt-15:11:36 Arvd-15:11:38 Clrd-16:11:58				
InQrtsUnavl-16:11:59 InSrvce-16:12:00				
Manned By ID's: 36400				
Location Change: [SAC] SACO FIRE CENTRAL STATION - (Modified: 05/08/20141511)				
Fire Unit: ARU301-Pumper-ARU Engine 301				
Disp-15:11:42 Enrt-15:11:43 Arvd-15:11:44 Clrd-17:59:27				
InQrtsUnavl-17:59:28 InSrvce-17:59:29				
Dispatched By:				
Enroute By:				
Arrived By:				
Fire Unit: E5-Pumper-Bidd Engine 5				
Disp-16:28:07 Enrt-16:28:12 Arvd-16:28:13 Clrd-16:34:36				
InQrtsUnavl-16:34:36 InSrvce-16:34:37				
Manned By ID's: 36400				
Location Change: [SAC] Modified: 05/08/20141628]				
Fire Unit: E5-Pumper-Bidd Engine 5				
Disp-16:34:55 Enrt-16:34:57 Arvd-16:34:58 Clrd-17:05:17				
InQrtsUnavl-17:05:25 InSrvce-17:05:25				
Manned By ID's: 36400				
Cleared By: NY				
Location Change: [SAC] Modified: 05/08/20141635]				
Narrative: 05/08/2014 1337				

REquesting 2 Engines to saco for assistance with multiple

fires.

Narrative: 05/08/2014 1359  
Requesting a rescue from the Mills for station coverage.

Narrative: 05/08/2014 1402 :  
Chief Mullen from Arundel advising he has an off-duty  
firefighter who is a contractor with a couple bulldozers in  
Ocean Park if needed.

Narrative: 05/08/2014 1418  
Arundel 312 is enroute to Old Orchard to assist on their  
end.

Narrative: 05/08/2014 1439  
Biddeford Chief 4 advises that the fire at Amtrak is in the  
overhaul mode.

Narrative: 05/08/2014 1443  
Chief Hooper requesting to strike deskbox 8 for manpower.

Narrative: 05/08/2014 1443 :  
Mills requesting an Engine and EMT from Limerick for station  
coverage.

Narrative: 05/08/2014 1451  
Biddeford Eng-5 has a full tank and enroute to Saco Central  
Station for coverage.

Narrative: 05/08/2014 1458  
Saco Command is requesting Utility 7 and Ranger 18 to  
staging at Cumberland Avenue and Ocean Park Road.

Narrative: 05/08/2014 1459  
Biddeford Eng-6 and Chief 2 are enroute Common Street to  
assist Rescue 8 with railroad ties on fire.

Narrative: 05/08/2014 1511  
Chief 2 advises that units on Common Street are in mopping  
up mode.

Narrative: 05/08/2014 1515  
Modified By: 05/08/2014 1517  
Chief 2 is at 141 Beach Street with areas burning.  
Requesting at least one Engine. There is about 200 feet  
burning. Saco Eng-7 is enroute.

Narrative: 05/08/2014 1520  
Chief 2 is requesting Biddeford Eng-6 to start from James  
Street and move towards Beach Street.

Narrative: 05/08/2014 1550  
Kennebunk Rescue 2 is enroute to Biddeford Central Station  
for coverage.

Narrative: 05/08/2014 1748  
Utility 7 and Ranger 18 are clearing and enroute to Central.

Narrative: 05/08/2014 1757  
Saco Command has cleared Goodwins Mills Eng-2.

Narrative: 05/08/2014 1759  
Saco Command has released Arundel 301.

Narrative: 05/08/2014 1848 :  
Recall Goodwins Mills Box 8 per at 1847

Refer To Fire Case: 14-1527-IN

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16305	1348	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address:		[SAC] OLD ORCHARD RD		
Party Entered By:	05/08/2014 1348 T			
Calling Party:		***UNKNOWN*** @ ***UNKNOWN*** 2		
Narrative:	05/08/2014 1348			
		911 call for Saco		

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16305	1348	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address: [SAC] OLD ORCHARD RD				
Party Entered By: 05/08/2014 1348 THERIAULT, FRANCE				
Calling Party: ***UNKNOWN*** @ ***UNKNOWN***				
Narrative: 05/08/2014 1348 THERIAULT, FRANCE				
911 call for Saco				



For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16311	1418	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address: [SAC]				
<del>Party Entered By: 05/08/2014 1419</del>				
Calling Party: CPC @ SACO, ME 04072				
Narrative: 05/08/2014 1419				
911 call for Saco				
Call was transferred				

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16312	1420	Radio - E M C /PROVIDE MUTUAL AID	No Transport	
Call Taker:				
Location/Address: [SAC] :				
<del>Party Entered By: 05/08/2014 1421</del>				
Calling Party: SACO FIRE DEPT. 2				
***UNKNOWN*** @ 20 SACO, ME 04072				
EMS Unit: R008-Bidd Rescue 8				
Disp-14:20:46 Enrt-14:21:43 Arvd-14:29:26 Clrd-14:55:25				
Hosp-14:55:26 ClrHosp-14:55:27 InQrtsUnavl-14:55:27 InSrvce-14:55:28				
Manned By ID's: 10053 10584				
Narrative: 05/08/2014 1422				
Mutual aid to Saco for a subject with breathing problems.				
Narrative: 05/08/2014 1455				
Rescue 8 cleared with no transport.				
Refer To Fire Case: <u>14-1511-IM</u>				

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
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-16312	1420	Radio - F M C./PROVIDE MUTUAL AID	No Transport	
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Call Taker:

Location/Address: [SAC] {

Party Entered By: 05/08/2014 1421

Calling Party: SACO FIRE DEPT.

\*\*\*UNKNOWN\*\*\* @

SACO, ME 04072

EMS Unit: R008-Bidd Rescue 8

Disp-14:20:46 Enrt-14:21:43 Arvd-14:29:26 Clrd-14:55:25

Hosp-14:55:26 ClrHosp-14:55:27 InQrtsUnavl-14:55:27 InSrvce-14:55:28

Manned By ID's: 10053 10584

Narrative: 05/08/2014 1422

Mutual aid to Saco for a subject with breathing problems.

Narrative: 05/08/2014 1455 \

Rescue 8 cleared with no transport.

Refer To Fire Case: 14-1531-IN



For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16322	1553	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:				
Location/Address: [SAC]				
<hr/>				
Party Entered By: 05/08/2014 1554				
Calling Party: CPC @ ***UNKNOWN*** - SACO, ME 04072				
Narrative: 05/08/2014 1554				
911 call for Saco				
Call was transferred				



For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
-16329	1609	Radio - F M C./PROVIDE MUTUAL AID	No Transport	
Call Taker:				
Location/Address: [SAC] P				
Party Entered By: 05/08/2014 1611				
Calling Party: SACO FIRE DEPT. 2				
***UNKNOWN*** @ [REDACTED] - SACO, ME 04072 [REDACTED]				
EMS Unit: R010-Bidd Rescue 10				
Disp-16:10:41 Enrt-16:12:16 Arvd-16:14:55 Clrd-16:21:34				
Hosp-16:21:35 ClrHosp-16:21:35 InQrtsUnavl-16:21:36 InSrvce-16:21:37				
Fire Unit: E5-Pumper-Bidd Engine 5				
Disp-16:12:04 Enrt-16:12:18 Arvd-16:13:23 Clrd-16:23:09				
InQrtsUnavl-16:23:10 InSrvce-16:23:10				
Manned By ID's: 36400				
Narrative: 05/08/2014 1612 [REDACTED]				
Mutual aid to Saco for a motor vehicle accident.				
Narrative: 05/08/2014 1623 [REDACTED]				
Units are clearing with no transport.				
Refer To Fire Case: <u>14-1513-IN</u>				

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16334	1625	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker: [REDACTED]				
Location/Address: [REDACTED]				
Party Entered By: 05/08/2014 1626 [REDACTED]				
Calling Party: CPC @ [REDACTED] - SACO, ME 0407 [REDACTED]				
Narrative: 05/08/2014 1626 VIRE, RAYMOND [REDACTED]				
911 call for Saco				
Call was transferred				

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16347	1739	Radio - TURNPIKE ACCIDENT - H	Transported to Hospital	
Call Taker:		[REDACTED]		
Location/Address:		MAINE TPKE		
Party Entered By:	05/08/2014	[REDACTED]		
Calling Party:		SACO FIRE DEPT. ***UNKNOWN***		
Fire Unit:		E5-Pumper-Bidd Engine 5		
		Disp-17:40:46 Enrt-17:42:06 Arvd-17:48:37 Clrd-18:21:23		
		InQrtsUnavl-18:21:24 InSrvce-18:21:25		
Manned By ID's:		36400		
Fire Unit:		SQUAD12-Heavy Rescue-Bidd Squad 12		
		Disp-17:40:51 Enrt-17:43:35 Arvd-17:55:33 Clrd-17:55:34		
		InQrtsUnavl-17:55:34 InSrvce-17:55:35		
Manned By ID's:		10060 64700		
Fire Unit:		C2-Command-Bidd CAR 2		
		Disp-17:45:05 Enrt-17:45:10 Arvd-17:55:40 Clrd-18:21:26		
		InQrtsUnavl-18:21:27 InSrvce-18:21:28		
Narrative:	05/08/2014 1740	[REDACTED]		
		Mutual aid to the Maine Turnpike 34 southbound.		
Narrative:	05/08/2014 1821	[REDACTED]		
		Patient was transported by Scarborough Rescue.		
Refer To Fire Case:		<u>14-1517-IN</u>		

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
-16348	1744	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker: [REDACTED]				
Location/Address: [SAC] [REDACTED]				
Party Entered By: 05/08/2014 [REDACTED]				
Calling Party: ***UNKNOWN*** @ ***UNKNOWN*** [REDACTED]				
Narrative: 05/08/2014 1744 [REDACTED]				
Transferred to Saco.				

For Date: 05/08/2014 - Thursday

Call Number      Time      Call Reason      Action      Duplicate

-16358      1826      911 - APPLIANCE/STOVE FIRE - H      Services Rendered

Call Taker: [REDACTED]  
Location/Address: [REDACTED] [BID 0000000397]

Party Entered By: 05/08/2014 1826 [REDACTED]

Modified By: 05/08/2014 1834 [REDACTED]

Calling Party: [REDACTED] BIDDEFORD, ME 04005 [REDACTED]

Fire Unit: E4-Pumper-Bidd Engine 4  
Disp-18:28:06 Enrt-18:29:57 Arvd-18:32:17 Cldr-18:52:06  
InSrvce-18:52:06

Dispatched By: [REDACTED]

Enroute By: [REDACTED]

Arrived By: [REDACTED]

Cleared By: [REDACTED]

Fire Unit: E4-Pumper-Bidd Engine 6  
Disp-18:28:10 Enrt-18:29:59 Arvd-18:32:16 Cldr-18:37:39  
InSrvce-18:37:39

Manned By ID's: 68650 60580 62915

Dispatched By: [REDACTED]

Enroute By: [REDACTED]

Arrived By: [REDACTED]

Cleared By: [REDACTED]

Fire Unit: Aerial-Bidd Truck 32  
Disp-18:28:15 Enrt-18:30:02 Arvd-18:32:15 Cldr-18:49:01  
InSrvce-18:49:01

Manned By ID's: 10060 64700

Dispatched By: [REDACTED]

Enroute By: [REDACTED]

Arrived By: [REDACTED]

Cleared By: [REDACTED]

Fire Unit: ES-Command-Bidd CAR 3  
Disp-18:31:08 Enrt-18:31:11 Arvd-18:31:12 Cldr-18:52:08  
InSrvce-18:52:08

Dispatched By: [REDACTED]

Enroute By: [REDACTED]

Arrived By: [REDACTED]

Cleared By: [REDACTED]

Narrative: 05/08/2014 1827 [REDACTED]  
Grease fire inside the oven.

Narrative: 05/08/2014 1852 [REDACTED]

Ventilation completed. Units clearing, command terminated.

Refer To Fire Case: 14-1519-IN

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
-16366	1932	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:		[REDACTED]		
Location/Address:		[REDACTED]		
Party Entered By:	05/08/2014 1932	[REDACTED]		
Calling Party:		***UNKNOWN*** @ ***UNKNOWN***		
Narrative:	05/08/2014 1932	[REDACTED]		
		Transferred to Saco.		



For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16367	1952	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker: [REDACTED]				
Location/Address: [REDACTED]				
Party Entered By: 05/08/2014 1953 [REDACTED]				
Calling Party: ***UNKNOWN*** @ ***UNKNOWN*** [REDACTED]				
Narrative: 05/08/2014 1953 [REDACTED] Transferred to Saco.				

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16368	1955	Phone - MUTUAL AID - FIRE PROVIDE	Services Rendered	
Call Taker:		[REDACTED]		
Location/Address:		[REDACTED]		
Fire Unit:		UTIL7-Brush-Bidd Utility 7		
		Disp-19:57:04 Enrt-19:58:32 Arvd-20:01:03	CIRD-20:01:52	
		InSrvce-20:01:52		
Fire Unit:		UTIL7-Brush-Bidd Utility 7		
		Disp-20:10:17		
		InOrtsUnavl-20:10:30 InSrvce-20:10:30	CIRD-20:10:26	
Dispatched By:		[REDACTED]		
Cleared By:		[REDACTED]		
Refer To Fire Case:		<u>14-1521-IN</u>		

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16371	2035	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:	[REDACTED]			
Location/Address:	[REDACTED]			
Party Entered By:	05/08/2014-2036 [REDACTED]			
Calling Party:	***UNKNOWN*** @ ***UNKNOWN*** [REDACTED]			
Narrative:	05/08/2014 [REDACTED]			
	Open 911 line, transferred to SRCC.			

For Date: 05/08/2014 - Thursday

<u>Call Number</u>	<u>Time</u>	<u>Call Reason</u>	<u>Action</u>	<u>Duplicate</u>
16372	2040	911 - 911 CALL - OTHER TOWN	Call Transferred	
Call Taker:		[REDACTED]		
Location/Address:		[SAC] [REDACTED]		
Party Entered By:	05/08/2014 2040	[REDACTED]		
Calling Party:		***UNKNOWN*** @ ***UNKNOWN***		
Narrative:	05/08/2014 2041	[REDACTED]		
		PD call for Saco. Transferred.		

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MAINE FOREST SERVICE  
DIVISION OF FOREST PROTECTION  
SUPPLEMENTAL REPORT

Ranger Matthew Bennett

Tracking Number: 14 4210 183

Subject: Railroad Fires 05/08/14

Narrative:

On May 8, 2014 at 1426 while patrolling and mapping a fire from the previous day in Brownfield I was directed to respond to the Amtrak Downeaster station in Portland Maine to inspect an Amtrak train. I was currently operating Maine Forest Service Engine 6156.

At 1446 I was redirected to the fire scene in Old Orchard Beach, as the suspect train was now in Boston.

At 1521 I was redirected to a fire scene in North Berwick as fire crews were requesting a Ranger. I called District Ranger Lavoie, to ascertain as to whether we were sending anyone to inspect the suspect locomotive, as Wagon Wheel campground in Old Orchard had sustained significant damage. I stressed the importance of an inspection as restitution could be a major factor.

At 1648 I was directed to Dover New Hampshire to inspect Pan Am train 307. I was told that a Dover Police Officer would be there to prevent anyone from tampering with locomotive 307 until my arrival. I was also notified that a New Hampshire Forest Ranger was also responding.

1748 I met with \_\_\_\_\_, Pan Am Rigby Mechanical Dept. Manager, off Oak Street in Dover, NH. He led me to Locomotive 307 where I met \_\_\_\_\_, Pan Am mechanic. \_\_\_\_\_ then stopped the trains motor. I released the Dover Police from their assignment. Pan Am employees led me to the locomotive, and advised me of some safety tips while on top of the train. My first observation on top of the train was that there were no visible carbon deposits on the roof. We walked across the three cooling fans to the exhaust port. I looked down into the port; \_\_\_\_\_ provided light with a flashlight. I made the comment that I didn't think it looked, too, bad. \_\_\_\_\_ reply was, "compared to some, I've seen much worse". I also noticed a small piece of loose metal lying below the eductor tube. It had jagged edges as if torn free. Neither Pan Am employee could tell me what it is or where it was from. \_\_\_\_\_ mentioned that he had arrived before the Dover Police, and went on top of the locomotive as a safety check for fire. He said he had not touched anything.

We then walked the westerly side of the train as all the fire starts were on that side of the tracks.

\_\_\_\_\_ mentioned the locomotive brakes were on his inspection list. He mentioned the spalling on the outside of the wheel and that it was not out of the ordinary; he referred to it as an over-riding brake shoe. I noticed one of the locomotives train wheels that had some clean steel and bluing flakes at the brake shoe.

We then continued along all the train cars. There were, on two cars, a set of brake pads sitting within the cars frame work. When I brought it to their attention, they discarded them onto the ballast. From the locomotive to the last car was 480 paces. (36 paces=100 feet; (13.333) 100 foot segments; estimated train length is 1,333 feet) The dispatch log indicated that the train was 18/0; 18 cars/zero empties. This would mean that the train had 72 brake shoes on cars per side. I did not see any obvious signs of wheel or brake failure.



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Once we arrived at the end of the train we crossed over to wait for Amtrak to pass. At that time, New Hampshire Ranger, \_\_\_\_\_, arrived. He had walked up the west side of the track behind us. He was advised to wait on that side until Amtrak passed. He accompanied me as I took some exterior photos of the locomotive.

I then forwarded a picture of the exhaust port and eductor tube to District Ranger Lavoie, whom I forwarded it to Ranger Byers. Ranger Byers suggested that I collect carbon from inside the exhaust port and take pictures of each side.

A third trip up onto the train was made to get a better photograph of the metal piece lying below the eductor tube.

\_\_\_\_\_ provided a brief written statement, and then they left the area.

I made a phone call to District Ranger Lavoie. When I mentioned the spalling at the brake shoe, he asked if the brake shoe was touching the wheel. I assumed it would as the train was stopped. I decided to go back and photograph each brake pad on the locomotive. See photos 05.08.14 thru 05.08.14 (36) and 05.10.14 (7)

That night I watched local news coverage, and learned that witnesses are saying "sparks from under the train". I took note of who was interviewed for follow up.

5/9/14 0830 Responded to Old Orchard Beach Fire Department for Investigator briefing. I first met with the IC for the Fire Dept. \_\_\_\_\_ and the Fire Chief, \_\_\_\_\_. I was also introduced to \_\_\_\_\_ of Pan Am and \_\_\_\_\_ of the Boston and Maine Railroad Police. Officer \_\_\_\_\_ was to be our contact for informing where on the tracks Rangers would be. \_\_\_\_\_ said that he had heard that Amtrak had reported a fire but thought it looked controlled, so he commented, "guess it really wasn't".

I confirmed with Ranger Leavitt, that he was assisting the Department of Inland Fisheries and Wildlife with a controlled burn in Scarborough on 5/8/14 northeast of the tracks (downwind of the tracks). He advises that his 1000 weather observations were as follows; Temp: 72 degrees, RH: 25%, Winds: North @ 2 MPH, gusting to 6 MPH. Around 1115 he reported a wind shift; this was a sea breeze taking effect; 5 MPH. (See Map 13)

We coordinated with Old Orchard Police Detectives \_\_\_\_\_ and \_\_\_\_\_ with our potential witnesses.

Ranger Desautels then took me and Ranger Rousseau to view the extent of the damage at Wagon Wheel Campground. (See photos 05.09.14 (1) and (2)) While at the campground I recognized \_\_\_\_\_ from the news report I had seen the night before. She reported that she had seen sparks coming from under the train. She showed me where she was standing and described what she had seen; sparks were spitting onto the ground from under the train". I referred her to Ranger Desautels to provide a written statement.

I was assigned the section of track from Old Orchard Road to Beach Street in Saco. I walked the tracks from just west of Beach Street to just beyond MP 210. Throughout the course of the day I swept a magnet over the fire areas to collect metal fragments. I was able to collect such at one fire scene and the



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burn patterns corroborated the find. I collected the fragment. It then started to rain. See Photos 05.09.14 (3) thru 05.09.14 (7)

I requested [redacted] and his K-9, [redacted] to the scene to detect/rule out the use of accelerants on these fires. We met at Beach Street and Washington Avenue in Saco. He worked on 4-5 separate fire starts. She did not indicate the presence of any accelerants. (See Map 10 and attached FMO Report)

Once I arrived at the Wood Ave area of Saco I met [redacted]. He said he was outside tending a garden with his neighbors, [redacted] when the train passed. He said his neighbor thought there was a helicopter coming because the train was making a loud thumping noise. [redacted] said the train sounded very different than normal. The noise caused them to turn and look towards the coming train. He could see a lot of smoke rolling out from under the train and it smelled like burning rubber. When the last car passed, he described the smoke that followed as looking like the billowing snow from behind a tractor trailer on a snowy highway. He did not notice the smell of smoke or see smoke prior to the freight trains passage. He attempted to extinguish the fires and was overcome by smoke inhalation and was transported to the hospital via ambulance. For his own reasons ~~Frank has been reluctant to provide a written statement. His neighbor~~ [redacted] has also not responded to telephone messages that I had left nor the courtesy card I left on their door. (See Map 10)

I also GPS'd the larger fire located on the City of Saco's land. I located two hot spots; I GPS'd their locations (Marked as "Hot Flag" and "Hot Flag 2") and passed them on to [redacted]. We ended the day with a debrief at the Old Orchard Fire Dept.

5/10/14 0800 Responded to Old Orchard Fire Dept. for an AM brief and assignments. It was still raining. I was tasked with entering "wildfire situation reports" on each fire start area from the Saco/Biddeford line to the Saco/Old Orchard Beach line. I walked this section of track. I took note of some small fire starts that appeared to have no or minimal fire suppression activities for later investigation. I tallied 32 fire start areas in Saco. I did not try to differentiate if some of the larger fire areas were actually separate fire starts that burned together. See Maps 4 and 7

By afternoon it had stopped raining. Ranger Rousseau and I met at one of the areas that had two small fire starts near the Saco/Old Orchard town line ([redacted]). We conducted an origin and cause investigation, and were able to collect small metal fragments using a magnet within the specific origin area. See photos 05.10.14 (8)-(17)

5/14/14 I was made aware that an individual that frequents a waterfront park in Saco found a brake shoe on the ground below the grade of the railroad tracks. He claims it was not there before the fires occurred but was there shortly after the fires occurred. He collected it and delivered it to the Saco FD. Ranger Myers collected it.

5/15/15 At a Ranger District meeting, Ranger Myers said that she had heard that a Saco firefighter saw a highrail truck following the freight train. I called the Saco fire department to ascertain. They advised me that it was actually Biddeford's [redacted] that witnessed the highrail truck. [redacted] advised that he saw the train on the track west of the Biddeford Connector. It was there that he saw the highrail pulling off the track at Alfred Road.





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5/16/14 Met \_\_\_\_\_ on the Biddeford Connector (Precourt Street). I took two photographs of the railroad tracks (one looking in a northerly direction and the other in a southerly direction). Using a stylus, he indicated on copies of the photos what he'd seen on May 8<sup>th</sup>. He also provided me with a written statement. See photos 05.16.14 (2) and (3) and Map 1 "DOI stops for roll-by".

I then proceeded to inspect that section of track siding. I alerted \_\_\_\_\_ road \_\_\_\_\_ my activities. Along this section of track I photographed and collected four worn brake shoes and a pair of work gloves. One of the brake pads was worn down to the steel backer; it also had a steel slug in the middle of the brake pad. It was found near the dead end of this siding. Also of note was a 4 foot long metal rod. The ends appeared to have been cut off using a blow torch. At one point a Pan Am highrail truck and stopped to check on me. I advised that I had cleared my presence with \_\_\_\_\_. They were very reluctant to answer any questions and hurried off. See photos 05.16.14 (4) thru 05.16.14 (38). Photos 05.16.14 (39)-(41) are pictures taken of cars sitting in the Biddeford siding for reference only.

5/17/14 Met with Ranger Parsons and District Ranger Lavoie at Bolton Hill in Augusta to share the evidence I had collected.

5/21/14 Received Pan Am train records in the mail.

5/22/14 Met with Chief Ranger Hamilton, District Ranger Hesslein and District Ranger Lavoie to advise on case progress.

Myself and District Ranger Hesslein stopped at St. Lawrence and Atlantic Train Yard in Auburn. A couple workers showed us how to change the brake shoe on a train car. It can be done in in roughly 30 seconds. I asked them about a brake shoe that had a metal slug within the composite shoe. They advised that that was a Treadguard brake shoe. The metal slug is there to help smooth the wheel over the course of the brake shoes life. I asked them what might cause sparking from the wheel area. They explained that if the cars manual brake is set then the wheels will not turn on that car; on a long consist one cars locked wheels may not be felt. Another explanation is that the brake shoe key breaks and falls out, which could cause the brake shoe to fall out resulting on metal-on-metal. Additionally, a worn shoe will spark, too. They advised that an acceptable shoe only needs 3/8<sup>th</sup> inch, including the steel backer; but that each end of the shoe can wear at different rates depending on uneven pressure.

5/23/14 Conducted Interviews at Bayley' Dockside restaurant and took photos of the area field of view (see photos 05.23.14-05.23.14 (4)).

Continued South along East Grand Ave in Old Orchard Beach stopping at businesses that had views of the tracks; inquired about video footage from security cameras. Most businesses didn't have them or the DVR had already overwritten the day in question (Seabreeze Motel-poolside camera).

\_\_\_\_\_ ) gave me the names of some guests that were possibly there that day; \_\_\_\_\_ did not see anything that day, and \_\_\_\_\_ was not there at the time.



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\_\_\_\_\_ was working the lot that day, remembers waving to both trains but didn't remember seeing sparks.

At a local parking lot I met \_\_\_\_\_. He indicated that this parking lot had not opened yet the day of the fires. But he said a friend of his was golfing at the Biddeford/Saco Country Club and had taken pictures. His name was \_\_\_\_\_; (cell: \_\_\_\_\_). I have left \_\_\_\_\_ multiple messages with requests to call me; he has not called back yet.

Stopped at a couple apartment complexes that have balconies facing east towards the railroad tracks. I left a courtesy card at the mailboxes of the first apartment with a request to call me if anyone knew anything about the railroad fires on May 8<sup>th</sup>. At the second apartment, residents remember seeing the suicide but not a sparking train. One resident, \_\_\_\_\_, sitting on his third floor deck, remembered seeing a freight train heading east earlier on that day (between 11:00 and 12:00). He said he could see sparks coming from the exhaust and he described a burning electrical smell. No fires occurred within sight of this apartment. The District 2 Dispatch log shows only two eastbound freight trains that pass through the Old Orchard Beach area early in the morning.

~~I next went to Wild Acres Campground (Old Orchard Beach & Saco). Employees didn't see what started the fires, they only responded to the fires that occurred after the trains passed.~~

I then went to the Saco Fire Department to meet with a potential \_\_\_\_\_. He was the individual that found the brake shoe at the Saco riverside park, and was going to show me exactly where he found it; which he did by means of a white marker flag. I photographed the area, and asked that \_\_\_\_\_ provide a written statement. See photos 05.23.14 (5)-(8)

Met with District Ranger Gregg Hesslein, I asked if he would obtain burn permits from Scarborough, Old Orchard, Saco and Biddeford. He was also going to check with some area radio tower workers.

I next went to the Biddeford/Saco Country Club on Old Orchard Road to get list of attendees from May 8<sup>th</sup>. The manager of the club provided me with names of people who were on the greens during that time period. While we were talking, two gentlemen present were also on the greens the day of the fire. Neither \_\_\_\_\_ nor \_\_\_\_\_ saw a "sparking" train, although the golf course is situated on the non-fire side of the tracks. They were golfing next to \_\_\_\_\_ and \_\_\_\_\_ remembered two trains passing, maybe twenty minutes apart from each other. It wasn't until after the second train passed that they could see smoke and fire spread. Off in the the distance they could see the black smoke and hear explosions from what would later be identified as the fires from Wagon Wheel Campground. \_\_\_\_\_ early tried to get \_\_\_\_\_ and \_\_\_\_\_ to back off the tracks in case there was a larger explosion. They observed the fires spread and fire suppression activities. Also scheduled to be golfing was \_\_\_\_\_ and \_\_\_\_\_ did not arrive until after the fires had started. \_\_\_\_\_ did not golf that day. \_\_\_\_\_ was golfing but was unaware of the trains passage.

5/24/14 Went to Bolton Hill to meet with Ranger Byers, Ranger Parsons, District Ranger Hesslein and District Ranger Lavoie. Received burn permits from the fire towns to verify any near where the Pan Am engineer remembered seeing a smoldering burn pile.



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5/25/14 interviewed . No one saw anything regarding the fires or were not home at the time. But one resident recalled that a man, in what appeared to be a uniform and driving a grey Impala with antennas on the roof frequents the area to watch the trains and that maybe they were there that day. I contacted ; to see if he knew the He knew of him as a ' ' and would get me information on him at his earliest convenience. At this location I also collected, what appeared to be, a locomotive plow blade. See photos 05.25.14-05.25.14 (11)

I then went to He took me to where he burned on 5/7/14. There was still a garden hose present. The burn pile was roughly 50 feet from the near track but was also upwind of the tracks. I asked him if he had fully extinguished his pile that day, fore the engineer remembers seeing smoke coming from the pile. He was adamant he had extinguished his pile. He also said fire fighters came that night to inspect his pile as a neighbor made a complaint that he was burning manure (he owns horses). His pile consisted of mostly leaves. I later measured the distance from his burn pile to the far side of the tracks and fire edge. It measured 120 feet. He also said he was there the day of the fires and was trackside trying to extinguish the forest fire. He recalled a highrail truck with at least four Pan Am employees driving through the fire scene. I asked him to write me a statement; which he did. I would guess that his pile was probably still smoldering the day of the fire else the engineer would not have taken note of a pile of leaves 50 feet from the tracks through forested area. See photos 05.25.14 (12)-(15) and 05.31.14-(2)

I also inspected the burn permit sites for burned on 5/2/14 and 5/5/14 at his residence/parsonage at His 5/2 debris burn was at the western end of the church. His 5/5 debris burn was behind the church and downwind of the tracks. He also claims to have fully extinguished his fire. See photos 05.25.14 (16) and (17).

5/26/14 District Ranger Hesslein and myself met with and in Saco.

I then continued to the Amtrak Downeaster station in Portland to obtain a passenger manifest. The attendant said those records weren't kept there, so I contacted He and I set up a meeting for the 30<sup>th</sup> so I could interview the engineer of Amtrak train 684.

5/29/14 Attempt to contact Wagon Wheel campers. I also received information on "railfan" Chuck Marsters from also mentioned that on 5/13/14 a reported campfire within the ROW of the train tracks had been seen and Biddeford PD had been involved and identified the individuals having the fire. According to and were having a campfire without a permit. was taken into custody for violating conditions of release. i contacted the State Fire Marshal's Office, the Maine Forest Service, and the Boston and Maine Railroad Police. Subsequently, interviewed

According to when questioned about having had fires on railroad property, said he was at the in on He said he had taken his shirt off and was using it to beat back the flames.





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To note, that on May 9<sup>th</sup>, reference an email from (FRA) to (FRA), and regarding a telephone conversation between and , Executive Vice President of Pan Am Railways, there are some erroneous times communicated to FRA.

- "Fires reported at around 1500 HRs." Fires were actually reported at 1320-1330hrs.
- "Pan Am train DOI passes MP 210 at approx. 1307". DOI more likely passed MP 210 between 1318 and 1323 hrs. according to dispatch log.
- "Train DOI...inspected by Warden Service in Dover NH at 1530 HRs". Train was actually inspected in Dover NH at 1750 hrs by the Maine Forest Service with NH Forest Ranger present.

6/17/14 District Ranger Hesslein and myself met with Pan Am officials: , Senior Vice President and General Council; I Director of Claims; Executive Director of Safety and Security; was invited in as an experienced employee with knowledge of the locomotive downloader (blackbox equivalent).

~~6/23/14 District Ranger Hesslein and myself conducted interviews on DOI Conductor, I t and Engineer. Present during these interviews was Senior Vice President and General Council, I.~~

6/27/14 Conduct interviews on Track Foremen and in Portsmouth, NH.

6/28/14 Sketch and map Old Orchard background fire areas. Spoke with Separately, I had each walk me through their actions and what they were seeing at those times.

Ranger Matthew Bennett  
Department of Agriculture, Conservation and Forestry  
Maine Forest Service  
Forest Resources Protection Unit

Cc: District Ranger Gregg Hesslein

On May 8, 2014, at approximately 1343 hours, I (John Leavitt) was dispatched to a wildfire in Old Orchard Beach. Upon arrival, I met at the \_\_\_\_\_ with Incident Commander \_\_\_\_\_, Old Orchard Beach Fire Dept. It was explained to me that a passing train had caused the wildfire, and the resulting fire spread to the campground. The burning vegetation ignited approximately ten mobile homes and camper trailers. \_\_\_\_\_ and I strategized how to attack the fire, and agreed to mobilize our helicopter for suppression and observation functions.

Forest Ranger Claudette Desautels arrived on scene, and I asked her to assist \_\_\_\_\_ while I flew with our pilot, Jeff Miller, to coordinate resources from the air. Miller and I then assessed the fire scene, assisting in directing resources to priority areas (uncontrolled fire areas, structures at risk, etc.). Miller dropped multiple loads of water on hot spots, and once completed, we flew the railroad tracks to determine if there were any uncontrolled areas.

Once we completed our mission, we landed, and Miller departed for Augusta. I met with \_\_\_\_\_ and Desautels, and then with representatives from the railroad. Once suppression activities were completed, I left the scene at approximately 1824 hours.

The following day, I returned to Old Orchard Beach, and met with Forest Rangers Desautels, Myers, Hesslein, Bennett, and Rousseau. I had been asked by State Supervisor Bill Hamilton and Southern Regional Ranger Matt Gomes if I would coordinate activities that day, and be the local media contact. I first went to Saco Fire Station, where I met with Saco Fire city officials, and representatives from the railroad and York County EMA. I then went to Old Orchard Beach Fire Station, where I met with the Rangers (excluding Hamilton and Gomes) to formulate a strategy for that day. Hesslein and Myers investigated additional fires outside the OOB/Saco area; Bennett and Rousseau conducted the fire investigation along the railroad tracks; Desautels interviewed witnesses; and I interacted with the media, both in person, and by phone.

Late that afternoon, the rangers met at OOB Fire Station, and we held a debrief, with Gomes joining us on the phone. We formulated a plan for the following day; I was scheduled to be off-duty the next day;; Hesslein then assumed the role as lead contact for the incident.

Ranger Claudette R. Desautels 4216  
2281 Alfred Rd  
Lyman, Me. 04002  
Tel# 207-324-6633

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5-8-14

At around 1400, I responded to Old Orchard Beach for a fire on the railroad tracks. Hooked up with 4217 and spent the rest of the day working fire suppression. 935 also came down and dropped water on the fire for awhile.

5-9-14

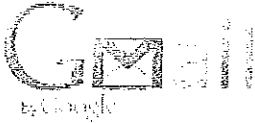
Spent the day conducting interviews, and mostly talking with the public. They were pressing for answers about the fire, and the loss of personal property.

5-10-14

Checked with towns south of Biddeford to see if there were any other fires on the railroad tracks that we were not aware of. Worked with 4210 and did wildfire situation reports on a section of the fire.

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## May 8th fires.

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Miller, Jeffrey <Jeffrey.Miller@maine.gov>

Sat, Jun 14, 2014 at 1:48 PM

To: Matthew Bennett <ranger.matthew.bennett@gmail.com>

I launched around 2ish. I was at the airport when Jill called me and I hustled back to Bolton Hill and left. I could see the smoke plume when I got to Gardiner. At that point all I could see was the black smoke from the campers burning. As I got closer I could see a much wider area of white smoke as well as the black smoke from the trailers. When I got on scene all of the campers had already mostly burned to the ground. I did a quick flyover of the area and saw an almost continuous fire on the west side of the tracks, running for about 2 miles. At that point I called for a second helicopter. I was talking with 4217 and told him I was going to land and put on the bucket, which I did. I landed at the golf course across the tracks from the RV park. I used the golf pond for water and started looking for fires to drop on. There were people all along the tracks, both civilian and fire fighters. Most of the fire was right along the tracks, and looked to be burning in discarded railroad ties. There was a fair sized woods fire burning on the southern end, and it looked like a shed had burned up in someone's backyard. I began dropping in that area, but as I did more fire equipment showed up so it was difficult to find areas where I could drop without hitting anyone.

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With the fire looking under control, I cancelled the request for a second bird and I landed to pick up John and do a flyover of the area. We ended up dropping a couple more buckets at the request of a fire chief(not sure which), in the woods in the southern end. But again, there were crews in the immediate area, and they had hoses run almost immediately. I dropped a total of 12 buckets and logged 1.9 hours.

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May 9 and 10 RR Fires at Old Orchard Beach  
Gregg Hesslein

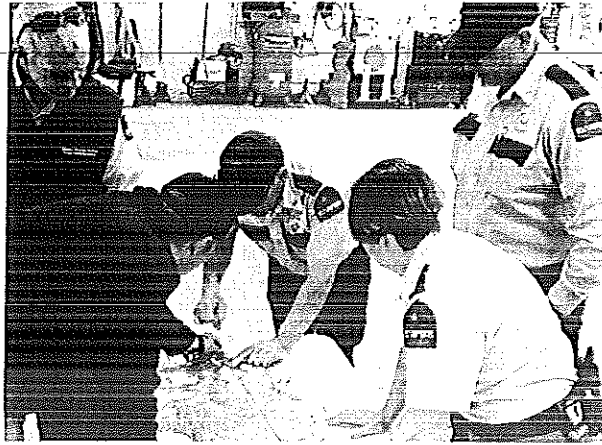
On the 9<sup>th</sup> I worked with Ranger Myers on locating and reporting on two fires that occurred along the RR in the Scarborough Marsh. Ranger Myers and I then located and reported on the 4 most southerly RR fires in Biddeford. One of the Biddeford fires had been extinguished by the land owner before any fire department response. The landowner stated that the train went by and he saw smoke and fire in their back yard. The land owner removed hay from a newly installed lawn and extinguished the fire. We also drove through and looked at the

May 10<sup>th</sup> I worked with Ranger Desautels on two interviews with eye witnesses near the  
1. Ranger Desautels and I also did Situation reports on 9 fires from the Old Orchard train station south to Orchard Road. I helped Ranger Bennett place his vehicle at Orchard Rd. and dropped him off at the Saco Biddeford line to document fires in that area. I drove to the southernmost fire and walked south approximately ¾ of a mile to mile marker 213 to see if I could find any suspicious looking pieces of brake shoes or steel evidence on or adjacent to tracks. At the 4<sup>th</sup> Biddeford fire or most southerly fire we are aware of. I spoke with home owner [redacted] who told me he saw and heard the train go by. "I was upstairs on the porch and saw the train go by slow with a lot of black smoke and hesitating, chugging along, seemed to be working hard, noisy, something was not normal, heard scanner go off about [redacted] I saw the fire department ladder truck show up".

What I saw in my investigation of the fire area from Scarborough to Biddeford was fire indicators along the tracks that looked similar to many other fires along the tracks I have witnessed in my 28 years of service. I think the photos, timeline, 911 calls, eye witness's accounts and other evidence reveal a freight train caused fire.

Gregg Hesslein  
Maine Forest Service  
Gray, Maine 04039  
1-800-750-9777

# Maine Forest Service Saco River District



## Fire Investigation Team

05/08/2014 RR Fires

~~On Friday 05/09/2014~~ I was returning to work from my scheduled days off. Only that morning on a radio report had I heard anything about any fires, stating there were fires in several communities along the railroad [RR] tracks. I received a call from my supervisor and reported to the Old Orchard Beach [OOB] Fire Dept. The Maine Forest Service was meeting with investigators from several different agencies on how to proceed with the investigation now that the fires were under control.

The workload was divided up and teams were created to cover the most territory. Matt 4213 and Mark 4222 remained the lead fire investigators and looked at the numerous fire starts. John 4217 and Claudette 4216 continued their interviews with each 911 called received, each caller was contacted and statements of eye witness reports were collected from individuals.

I, 4215 was to respond with Gregg 4210 to locations of reported fires in Biddeford and the possibility of fires in Scarborough. We obtained permission of the RR and were provided access to the tracks along the Scarborough Marsh. Just past the Scarborough River trestle evidence of 2 fires were located. Both were long thin fires on the west side of the track just north of the bridge. There was a small inlet through the marsh that followed the track and the fires burned along this thin spit. It was later determined that Scarborough FD had responded and extinguished the fires.

42104039	Scarborough RR Fire 1	0.10 grass	43.558903	-70.340396
42104040	Scarborough RR Fire 2	0.05 grass	43.557984	-70.341291

Gregg and I then proceeded off the tracks and drove to Biddeford FD. We were provided locations of 3 fires that the FD attended to and extinguished on the RR tracks yesterday. One

small spot fire was located along Elm adjacent to the smoke stack communications tower within a side rail. When we arrived at [redacted] a landowner approached Gregg and they spoke as I took some photographs. The hay covering his new grass lawn had ignited along the fence line. Brush and debris had accumulated between the rail and his lawn but this debris had not caught. It was determined that the FD did not extinguish this fire location. Just a few feet up the rail was Biddeford's largest fire in the woods across from the old [redacted]. The last reported fire in Biddeford was off of Westmore Ave. I walked the tracks to the north and was able to locate the site adjacent to several condo buildings.

42104082	Biddeford RR Fire 1	0.01 wood	43.496597	-70.452468
42104083	Biddeford RR Fire 2	0.01 grass	43.496533	-70.457127
42104084	Biddeford RR Fire 3	0.20 wood	43.496533	-70.457127
42104085	Biddeford RR Fire 4	0.10 wood	43.493177	-70.468593

Gregg and I then responded to the [redacted] view the lost property and damage caused by the fires. In one section of the campground it was evident that the fire was being blown across the park. I could see charred remains and different patches where fires burned in scattered spots and clusters of fuels clear across the park as it skipped over roads and driveways.

Throughout the day I took photographs and created 'wildfire situation reports' for the fire scenes we identified. Gregg and I then met up with the investigation team to share information. We described highlights, discoveries, and discussed how best to share the information. Lines of communication were openly encouraged between agencies and information flowed between all parties involved. Biddeford dispatch provided copies of run sheets, dispatch reports and open burning permits issued locally leading up to and after the RR fires. Plans were made for the next shift and duties identified.



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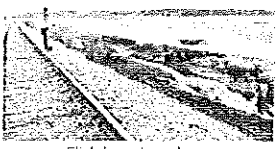
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<b>ID:</b> 22253	<b>Staff (Device):</b> <a href="#">Sue Myers (ONLINE)</a>
<b>County:</b> Cumberland	<b>Assessed:</b> 05/09/2014 12:30 PM
<b>Subject:</b> 42104039 Scarborough RR FIRE 1	<b>Posted:</b> 05/09/2014 1:01 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.558903, -70.340396	<b>Last Edited:</b> 05/30/2014 7:02 PM by sue.myers
<b>mgrs:</b> 19TCJ9174123756	<b>Last Shared:</b> n/a



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#### Assessment Details

##### Category: Assessor [\[ show / hide \]](#)

<b>Ranger Name:</b>	Sue Myers
<b>Ranger ID Number:</b>	4215
<b>Region:</b>	South
<b>District:</b>	1

##### Category: General Info [\[ show / hide \]](#)

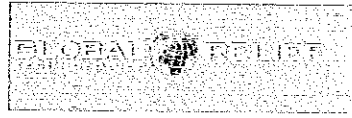
<b>Town Name:</b>	Scarborough
<b>Fire Code #:</b>	41204039
<b>Fire Name:</b>	Scarborough RR FIRE 1
<b>Fire Start Date:</b>	05/08/2014

##### Category: Wildfire Info [\[ show / hide \]](#)

<b>Wildfire Cause:</b>	Railroad
<b>Wildfire Size (acres):</b>	0.10
<b>* Note:</b>	350x20
<b>Fuel Type:</b>	Grass
<b>Control Stage:</b>	Out
<b>Area Structures...:</b>	None
<b>Resources Committed:</b>	Crews, Engines, Rangers
<b>Number of Crews:</b>	2
<b>Number of Engines:</b>	2
<b>Number of Rangers:</b>	2
<b>Growth Potential:</b>	High

#### Assessment History Information

- [05/30/2014 7:02 PM](#)





Maine Forest Rangers

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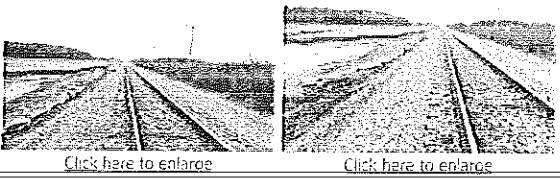
### Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

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#### Assessment Information

<b>ID:</b> 22254	<b>Staff (Device):</b> <a href="#">Sue Myers (25770-030)</a>
<b>County:</b> Cumberland	<b>Assessed:</b> 05/09/2014 12:24 PM
<b>Subject:</b> 42104040 Scarborough RR Fire 2	<b>Posted:</b> 05/09/2014 1:01 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.557984, -70.341291	<b>Last Edited:</b> 06/30/2014 6:59 PM by sue.myers
<b>mgrs:</b> 19TCJ9166823655	<b>Last Shared:</b> n/a



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#### Assessment Details

**Category: Assessor** [\[ show / hide \]](#)

**Ranger Name:** Sue Myers  
**Ranger ID Number:** 4215  
**Region:** South  
**District:** 1

**Category: General Info** [\[ show / hide \]](#)

**Town Name:** Scarborough  
**Fire Code #:** 42104040  
**\* Note:** Scarborough RR FIRE 2 of 2

**Fire Name:** Scarborough RR Fire 2  
**Fire Start Date:** 05/08/2014

**Category: Wildfire Info** [\[ show / hide \]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 0.05  
**\* Note:** 200x10  
**Fuel Type:** Grass  
**Control Stage:** Controlled  
**Area Structures...:** None  
**Resources Committed:** Crews  
**Number of Crews:** 2  
**Number of Rangers:** 2  
**Growth Potential:** High  
**\* Note:** along raised rail section of RR ROW through Scarborough Marsh

#### Assessment History Information

- 05/10/2014 2:21 PM
- 06/30/2014 6:59 PM



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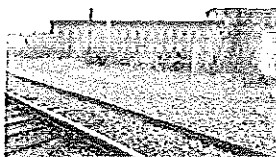
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Assessment Information

<b>ID:</b> 22270	<b>Staff (Device):</b> <a href="#">Sue Myers (GR704030)</a>
<b>County:</b> York	<b>Assessed:</b> 05/09/2014 1:44 PM
<b>Subject:</b> 42104082 Biddeford RR Fire 1	<b>Posted:</b> 05/09/2014 5:41 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.496597, -70.452468	<b>Last Edited:</b> 05/30/2014 5:09 PM by sue.myers
<b>mgrs:</b> 19TC18256916988	<b>Last Shared:</b> n/a



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Assessment Details

**Category: Assessor** [\[ show / hide \]](#)

<b>Ranger Name:</b>	Sue Myers
<b>Ranger ID Number:</b>	4215
<b>Region:</b>	South
<b>District:</b>	1

**Category: General Info** [\[ show / hide \]](#)

<b>Town Name:</b>	Biddeford
<b>Fire Code #:</b>	42104082
<b>Fire Name:</b>	Biddeford RR FIRE 1
<b>Fire Start Date:</b>	05/08/2014

**Category: Wildfire Info** [\[ show / hide \]](#)

<b>Wildfire Cause:</b>	Railroad
<b>Wildfire Size (acres):</b>	.01
<b>Fuel Type:</b>	Duff
<b>Control Stage:</b>	Out
<b>Area Structures...:</b>	None
<b>Houses Threatened:</b>	0
<b>Camps Threatened:</b>	0
<b>Outbuildings Threatened:</b>	0
<b>Houses Damaged:</b>	0
<b>Camps Damaged:</b>	0
<b>Outbuildings Damaged :</b>	0
<b>Houses Destroyed:</b>	0
<b>Camps Destroyed:</b>	0
<b>Outbuildings Destroyed:</b>	0
<b>Resources Committed:</b>	Crews, Engines
<b>Number of Aircraft:</b>	0
<b>Number of Crews:</b>	1
<b>Number of Dozers:</b>	0
<b>Number of Engines:</b>	2
<b>Number of Helicopters:</b>	0
<b>Number of Rangers:</b>	2



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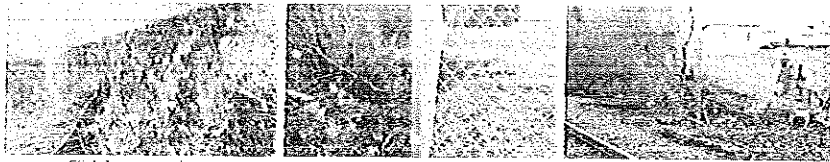
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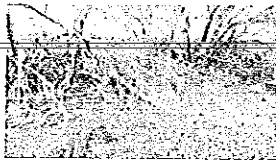
<b>ID:</b> 22269	<b>Staff (Device):</b> Sue Myers (GRTTrn059)
<b>County:</b> York	<b>Assessed:</b> 05/09/2014 1:53 PM
<b>Subject:</b> 42104083 Biddeford RR Fire 2	<b>Posted:</b> 05/09/2014 5:40 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.496533, -70.457127	<b>Last Edited:</b> 05/30/2014 5:14 PM by sue.myers
<b>mgrs:</b> 19TQJ8219216988	<b>Last Shared:</b> n/a



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Assessment Details

**Category: Assessor** [ show / hide ]

<b>Ranger Name:</b>	Sue Myers
<b>Ranger ID Number:</b>	4215
<b>Region:</b>	South
<b>District:</b>	1

**Category: General Info** [ show / hide ]

<b>Town Name:</b>	Biddeford
<b>Fire Code #:</b>	42104083
<b>Fire Name:</b>	Biddeford RR Fire 2
<b>Fire Start Date:</b>	05/08/2014

**Category: Wildfire Info** [ show / hide ]

<b>Wildfire Cause:</b>	Railroad
<b>Wildfire Size (acres):</b>	20x10
<b>Fuel Type:</b>	Grass
<b>Control Stage:</b>	Out
<b>Area Structures...:</b>	None
<b>Houses Threatened:</b>	0
<b>Camps Threatened:</b>	0
<b>Outbuildings Threatened:</b>	0
<b>Houses Damaged:</b>	0
<b>Camps Damaged:</b>	0
<b>Outbuildings Damaged :</b>	00
<b>Houses Destroyed:</b>	0
<b>Camps Destroyed:</b>	0
<b>Outbuildings Destroyed:</b>	0
<b>Resources Committed:</b>	Crews
<b>Number of Aircraft:</b>	0



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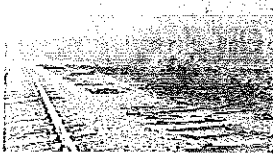
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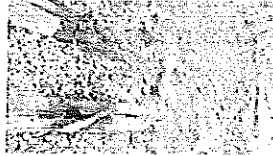
<b>ID:</b> 22268	<b>Staff (Device):</b> Sue Myers (22268-050)
<b>County:</b> York	<b>Assessed:</b> 05/09/2014 1:57 PM
<b>Subject:</b> 42104084 Biddeford RR FIRE 3	<b>Posted:</b> 05/09/2014 5:40 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.496533, -70.457127	<b>Last Edited:</b> 05/30/2014 5:15 PM by sue.myers
<b>mgrs:</b> 19TCJ8219216988	<b>Last Shared:</b> n/a

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#### Assessment Details

##### Category: Assessor [\[ show / hide \]](#)

<b>Ranger Name:</b>	Sue Myers
<b>Ranger ID Number:</b>	4215
<b>Region:</b>	South
<b>District:</b>	1

##### Category: General Info [\[ show / hide \]](#)

<b>Town Name:</b>	Biddeford
<b>Fire Code #:</b>	42104084
<b>Fire Name:</b>	Biddeford RR FIRE 3
<b>Fire Start Date:</b>	05/08/2014

##### Category: Wildfire Info [\[ show / hide \]](#)

<b>Wildfire Cause:</b>	Railroad
<b>Wildfire Size (acres):</b>	160x50
<b>Fuel Type:</b>	Grass
<b>Control Stage:</b>	Out
<b>Area Structures...:</b>	Threatened
<b>Houses Threatened:</b>	2
<b>Camps Threatened:</b>	0
<b>Outbuildings Threatened:</b>	0
<b>Houses Damaged:</b>	0
<b>Camps Damaged:</b>	0
<b>Outbuildings Damaged :</b>	0
<b>Houses Destroyed:</b>	0
<b>Camps Destroyed:</b>	0
<b>Outbuildings Destroyed:</b>	0
<b>Resources Committed:</b>	Crews
<b>Number of Aircraft:</b>	0





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#### Assessment Information

<b>ID:</b> 22267	<b>Staff (Device):</b> <a href="#">Sue Myers (50700-019)</a>
<b>County:</b> York	<b>Assessed:</b> 05/09/2014 2:37 PM
<b>Subject:</b> 42104085 Biddeford RR FIRE 4	<b>Posted:</b> 05/09/2014 5:39 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.493177, -70.468593	<b>Last Edited:</b> 06/30/2014 5:17 PM by sue.myers
<b>mgrs:</b> 19TCJ8125916631	<b>Last Shared:</b> n/a



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#### Assessment Details

**Category:** Assessor [\[ show / hide \]](#)

**Ranger Name:** Sue Myers

**Ranger ID Number:** 4215

**Region:** South

**District:** 1

**Category:** General Info [\[ show / hide \]](#)

**Town Name:** Biddeford

**Fire Code #:** 42104085

**Fire Name:** Biddeford RR FIRE 4

**Fire Start Date:** 05/08/2014

**Category:** Wildfire Info [\[ show / hide \]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** 0.10

**\* Note:** 30x15

**Fuel Type:** Brush

**Control Stage:** Out

**Area Structures...:** Threatened

**Houses Threatened:** 2

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Houses Damaged:** 0

**Camps Damaged:** 0

**Outbuildings Damaged :** 0

**Houses Destroyed:** 0

**Camps Destroyed:** 0

# Maine Forest Service Saco River District

## Fire Investigation 4215 (cont.)

---

On 05/13/2014 the Maine Forest Service Dispatch received a call from Crew members of the [redacted] called stating several individuals were on the tracks with an open flame. Railroad police in the area responded to the call. It had been a cool morning and the scene was described as standing around a small fire on the ballast very close to the rail. I investigated the scene upon arrival no one was on site.

### From information gained on 05/09/2014:

On 05/14/2014 I arrived at Old Orchard Beach Fire Dept. to investigate 2 [previous] fire starts believed to have been RR caused.

OOFD - Incident # 14OOF 476      04/14/2014 @ 13:16pm      size 0.15 acre  
*"Report of Grass Fire behind a residence, and next to a building. According to witnesses was that this fire was caused by the train going by. Extinguished by FD"*

---

OOFD - Incident # 14OOF 477      04/14/2014 @ 13:22pm      size 0.10 acre  
*"Wood lot across from [redacted] 's along the RR tracks there was a woods fire that was called in by PD. It was extinguished by the FD. This fire was also believed to be set by a train passing by."*

---

On 05/14/2014 I took a call at the Maine Forest Service office in Gray. An individual was reporting he had located an item along the RR tracks he believed to be evidence involving the recent fire starts. He had removed the item from the site and dropped it off at Saco FD. Later in the day I made my way to [redacted] and took over custody. The item was provided to Matt 4213.

---

On 05/14/2014 while I was at the Saco FD collecting information, I overheard a side conversation that mentioned 'Biddeford fire fighters said the freight train had stopped in the area behind [redacted] or a short time' [on the date of the fire 05/08/2014.] This information was passed along to Matt 4213 and necessitated further investigation.

On 05/21/2014, Gregg 4210 and I 4215 scheduled a flight with Ranger Pilot John Crowley. The flight was for an aerial view of the rail line from [redacted] South Portland past what we believed to be the last fire start area in Biddeford. We wanted to ensure all fire starts had been located or IF others existed they could best be located from the air. On 05/21/2014 it was determined that fires identified in S Portland as well as the 2 detailed from OOF, that they were RR caused fires from early spring but did not attributed to the Pan Am Railway Fire activity on 05/08/2014.



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#### Assessment Information

<b>ID:</b> 22559	<b>Staff (Device):</b> <a href="#">Sue Myers (311050)</a>
<b>County:</b> York	<b>Assessed:</b> 05/13/2014 1:54 PM
<b>Subject:</b> 144210250. Biddeford O Burn Transients	<b>Posted:</b> 05/13/2014 5:27 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> 06/26/2014 12:28 PM by David.Hilton
<b>Lat, Lon:</b> 43.496588, -70.451982	<b>Last Edited:</b> 05/25/2014 5:37 PM by sue.myers
<b>mgrs:</b> 19TCJ8260816986	<b>Last Shared:</b> n/a



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#### Assessment Details

##### Category: General Info [\[ show / hide \]](#)

<b>Tracking #:</b>	144210250
<b>GeoCode:</b>	31050
<b>Ranger Unit:</b>	4215
<b>Town Occurred:</b>	Biddeford
<b>Location of Offense:</b>	RR ROW
<b>Ranger Assigned:</b>	Sue Myers
<b>Region:</b>	South
<b>District:</b>	S1
<b>Date:</b>	05/13/2014
<b>Respondent Name:</b>	Transients
<b>Type of Investigation:</b>	Open Burning-No Permit
<b>* Note:</b>	RR-ROW

##### Category: Complaint Info [\[ show / hide \]](#)

<b>Complainant Name:</b>	Biddeford Fire Chief
<b>* Note:</b>	reported by DOWNEASTER TRAIN
<b>Complainant Address:</b>	Biddeford FD
<b>Complainant Town:</b>	Biddeford
<b>Complainant State:</b>	Maine
<b>Witness Name:</b>	DOWNEASTER TRAIN
<b>Other Agency Notified:</b>	Local PD
<b>Contact Person:</b>	Off Reali
<b>Description of Offense:</b>	2 transients had small campfire near comments tower along RR tracks
<b>* Note:</b>	Downeaster Train called in to report fire
<b>Complaint Disposition:</b>	Intervention/Prevention
<b>Ranger Hours:</b>	2
<b>Date Disposed:</b>	05/13/2014

##### Category: Warning Info [\[ show / hide \]](#)

<b>Number of Warnings:</b>	2
<b>* Note:</b>	C% Railroad Police
<b>(1) Warning Date:</b>	05/13/2014
<b>(1) Warning Title/Section:</b>	T 12 Section 9321-A: Failure to Possess Open Burning Permit



## Maine Forest Service Saco River District

### RR Fire Investigation (cont.)

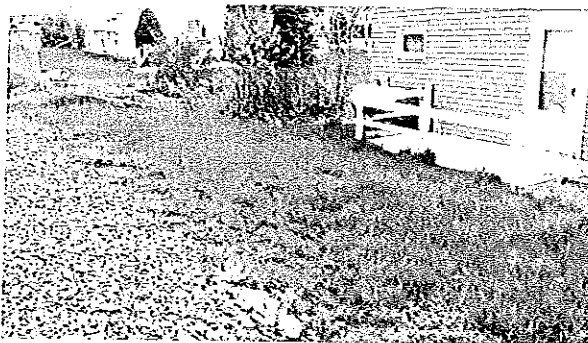
During the afternoon debriefing the [redacted] detective brought to my attention that there had been another set of fires along the RR tracks sometime in April. He went through his notes and provided the date he believed fire(s) occurred April 14th, 2014. I spoke to the [redacted] and he made the run sheet for the incidents available to me.

With provided directions I made my way downtown to Old Orchard Beach. As I approached the tracks I turn left on [redacted] and fires are between the track and homes at 42 and 46 [redacted]. I walk from behind [redacted] up the tracks to Walnut and back through to Old Orchard Street crossing locating evidence of 2 fires.

**OOB April Fire 1 #42104037 0.15acre L/L 43.519100 -70.372131**



**OOB April Fire 2 #42104038 0.10acre L/L 43.517824 -70.373527**



The size of Fire 1 was 40'x25' and Fire 2 was approximately 55'x15' and burned up to the porch.



Maine Forest Rangers

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Assessment Information

<b>ID:</b> 22625	<b>Staff (Device):</b> <a href="#">Sue Myers (sue@grt.mf)</a>
<b>County:</b> York	<b>Assessed:</b> 05/14/2014 4:07 PM
<b>Subject:</b> 42104037 OOB April RR Fire 1	<b>Posted:</b> 05/14/2014 5:21 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> 05/15/2014 11:34 AM by
<b>Lat, Lon:</b> 43.519100, -70.372131	<b>Last Edited:</b> 06/30/2014 4:58 PM by sue.myers
<b>mgrs:</b> 19TC8910519377	<b>Last Shared:</b> n/a



Assessment Details

<b>Category: Assessor</b> <a href="#">[ show / hide ]</a>	
<b>Ranger Name:</b>	Sue Myers
<b>Ranger ID Number:</b>	4215
<b>Region:</b>	South
<b>District:</b>	1
<b>Category: General Info</b> <a href="#">[ show / hide ]</a>	
<b>Town Name:</b>	Old Orchard Beach
<b>Fire Code #:</b>	42104037
<b>Fire Name:</b>	OOB April RR Fire 2
<b>Fire Start Date:</b>	04/14/2014

<b>Category: Wildfire Info</b> <a href="#">[ show / hide ]</a>	
<b>Wildfire Cause:</b>	Railroad
<b>* Note:</b>	RR
<b>Wildfire Size (acres):</b>	40 x 25
<b>* Note:</b>	0.15
<b>Fuel Type:</b>	Mature Hardwood
<b>Control Stage:</b>	Contained
<b>Area Structures...:</b>	None
<b>Houses Threatened:</b>	0
<b>Camps Threatened:</b>	0
<b>Outbuildings Threatened:</b>	00
<b>Houses Damaged:</b>	0
<b>Camps Damaged:</b>	0
<b>Outbuildings Damaged :</b>	0
<b>Houses Destroyed:</b>	0
<b>Camps Destroyed:</b>	0
<b>Outbuildings Destroyed:</b>	0
<b>Resources Committed:</b>	Engines
<b>Number of Aircraft:</b>	0
<b>Number of Crews:</b>	1
<b>Number of Dozers:</b>	0
<b>Number of Engines:</b>	2
<b>Number of Helicopters:</b>	0
<b>Number of Rangers:</b>	1



Maine Forest Rangers

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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

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Assessment Information

<b>ID:</b> 22632	<b>Staff (Device):</b> <a href="#">Sue Myers (6870000)</a>
<b>County:</b> York	<b>Assessed:</b> 05/14/2014 4:44 PM
<b>Subject:</b> 42104038 OOB April RR Fire 2	<b>Posted:</b> 05/15/2014 11:20 AM
<b>State:</b> Maine	<b>Last Reviewed:</b> 05/15/2014 12:03 PM by
<b>Lat, Lon:</b> 43.517624, -70.373527	<b>Last Edited:</b> 05/15/2014 11:52 AM by sue.myers
<b>mgrs:</b> 19TCJ8899019237	<b>Last Shared:</b> n/a



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Assessment Details

Category: Assessor [\[ show / hide \]](#)

<b>Ranger Name:</b>	Sue Myers
<b>Ranger ID Number:</b>	4215
<b>Region:</b>	South
<b>District:</b>	1

Category: General Info [\[ show / hide \]](#)

<b>Town Name:</b>	Old Orchard Beach
<b>Fire Code #:</b>	42104038
<b>Fire Name:</b>	OOB April RR Fire 2
<b>Fire Start Date:</b>	04/14/2014

Category: Wildfire Info [\[ show / hide \]](#)

<b>Wildfire Cause:</b>	Machine
<b>* Note:</b>	RR
<b>Wildfire Size (acres):</b>	55x15
<b>* Note:</b>	0.10
<b>Fuel Type:</b>	Grass
<b>Control Stage:</b>	Contained
<b>Area Structures...:</b>	Threatened
<b>Houses Threatened:</b>	1
<b>Camps Threatened:</b>	0
<b>Outbuildings Threatened:</b>	0
<b>Houses Damaged:</b>	0
<b>Camps Damaged:</b>	0
<b>Outbuildings Damaged :</b>	0
<b>Houses Destroyed:</b>	0
<b>Camps Destroyed:</b>	0
<b>Resources Committed:</b>	Engines
<b>Number of Aircraft:</b>	0
<b>Number of Crews:</b>	1
<b>Number of Dozers:</b>	0
<b>Number of Engines:</b>	2
<b>Number of Helicopters:</b>	0
<b>Number of Rangers:</b>	1
<b>Growth Potential:</b>	High



Maine Forest Rangers

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Assessment Details: Rangers / Maine Forest Service / Complaint Tracking Form

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Assessment Information

**ID:** 22634  
**County:** York  
**Subject:** 144210255. Saco FR Inv Evidence  
**State:** Maine  
**Lat, Lon:** 43.517728, -70.451476  
**mgrs:** 19TC18269019334  
**Staff (Device):** Sue Myers (S142000000)  
**Assessed:** 05/14/2014 6:06 PM  
**Posted:** 05/15/2014 11:40 AM  
**Last Reviewed:** 06/26/2014 1:28 PM by  
**Last Edited:** 06/25/2014 5:26 PM by sue.myers  
**Last Shared:** n/a



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Assessment Details

Category: General Info [ show / hide ]

**Tracking #:** 144210255  
**GeoCode:** 31220  
**Ranger Unit:** 4215  
**Town Occurred:** Saco  
**Location of Offense:** moved from along RR ROW to the Saco FD and reported as cause of RR fires. I stopped at station and provided it to Fire Investigator 4213  
**Ranger Assigned:** Sue Myers  
**Region:** South  
**District:** S1  
**Date:** 05/14/2014

**Respondent Name:**  
**Respondent Address:**  
**Respondent Town:** Saco  
**State:** Maine  
**Phone Number:**  
**Type of Investigation:** Ranger Requested-Fire Inv in OT

Category: Complaint Info [ show / hide ]

**Complainant Name:**  
**Complainant Address:**  
**Complainant Town:** Saco  
**Complainant State:** Maine  
**Other Agency Notified:**  
**Contact Person:** given to fire investigator Matt Bennett  
**Description of Offense:** spare parts found along track individual believed they were cause of fires and wanted included as evidence so he brought them to Saco FD  
**Complaint Disposition:** Intervention/Prevention  
**Ranger Hours::** 3  
**Date Disposed:** 05/21/2014

Category: Status [ show / hide ]

**Complaint Status:** Closed  
**\* Note:** evidence unfounded  
**Date Closed:** 05/21/2014

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Maine Forest

## Wildland Fire Investigation Narrative

Fire Code Number

42104044

Incident Date

05-08-  
2014

Service

SYNOPSIS: (Date, Fire Name, Estimated Acres, Location, Jurisdiction) (Estimated Cost, Damage, Property / Resource) (Cause: Determined / Undetermined)

On May 8, 2014 Scarborough, Old Orchard Beach, Saco and Biddeford experienced 47 separate fire starts along the Pan Am railroad right of way that burned a total of 32.86 acres. Two Forest Rangers and a Maine Forest Service helicopter responded to the wildfires to assist the local fire departments with suppression activities. Several properties were damaged or destroyed as a result of these fires. The hardest hit area was the Wagon Wheel Campground in Old Orchard, which suffered the total loss of 10 camper trailers and damage to several others. Total Damage estimates are expected to be in the hundreds of thousands of dollars.

Forest Rangers and local law enforcement officers conducted several interviews and received numerous eyewitness accounts of sparks coming from the wheels of a south bound freight train immediately preceding the start of the fires. The Maine Forest Service was able to get the suspected freight train stopped in Dover New Hampshire and sent a Forest Ranger fire Investigator there to inspect Pan Am Engine 307. The exhaust stacks were found to be within compliance with Maine spark arrestor guidelines but could not completely be ruled out as a contributing factor in the fire starts.

On May 9th and 10th, 2014, Forest Ranger fire Investigators Mark Rousseau and Matt Bennett conducted a wildfire cause and origin investigation. ~~As a result of their investigation they were able to determine that the~~ cause of the fires originated from the railroad. Steel fragments collected from the point of origin from some of the fires supports the eyewitness accounts of sparks coming from the wheels of the south bound freight train.

DETAILS OF INVESTIGATION: (Initial Report, Initial Attack, Initial Investigation, Fire Behavior Analysis, Statements, Origin Examination, Cause determination)

### Initial Report:

At 1343 hours, on May 08, 2014, The Maine Forest Service Dispatch at Bolton Hill was notified about several fires burning along the railroad right of way in Old Orchard Beach.

### Initial Attack:

Firefighters and apparatus from Old Orchard Beach FD, Scarborough FD, Saco FD and Biddeford FD made initial attack on the fires in their respective towns with support from surrounding mutual aid FD's. Forest Ranger's John Leavitt, and Claudette Desautels and MFS Helo 935 also assisted with initial attack. Some of the fires were contained and suppressed by property owners and neighbors using garden hoses and hand tools.

### Initial Investigation:

Forest Ranger Leavitt was told that eyewitnesses had reported seeing the fires start directly after the passing of a Pan Am freight train and that there were reports of people actually seeing sparks coming from the undercarriage of the freight train. The MFS was able to get the train in question stopped in Dover, NH and Forest Ranger Matt Bennett inspected the engine but did not find enough evidence to indicate that it was operating with a faulty or fowled spark arrestor system. He did notice that there were deficiencies with some of the brakes on the cars.

### Cause and Origin Investigation:

On May 09<sup>th</sup> and 10<sup>th</sup> A Forest Ranger investigation team conducted interviews and documented the fire scene. Myself and fellow Fire Investigator Matt Bennett conducted cause and origin determinations in Old Orchard Beach and Saco. I looked at eight separate fire starts and the fire indicators on all eight showed that

the fires started on the north side of the tracks within the railroad right of way and progressed outward from the right of way. The last fire I looked at MFS FC # 42104044 was 1.0 acres in size and had received very minimal impact from fire suppression efforts. I was able to follow both macro and micro fire indicators back to the point of origin in the ditch alongside the rail bed ballast. Using a magnet I was able to recover several small shards of fine metal filings at the point of origin. Both the location of the point of origin and metal filings recovered supported the eyewitness accounts of sparks coming from the undercarriage of the passing freight train starting the fires.


**SUMMARY:** (Cause Determined / Undetermined) (Causes Included / Excluded or Partially – Included / Excluded) (Subjects Known / Unknown) (Other Actions)

I determined that the eight fires that I looked at along the Pan Am Railway in Old Orchard Beach were Railroad caused. Based on the fire indicators observed, ignition source evidence recovered and eyewitness accounts, the most likely source of ignition was sparks that came from the intense frictional heat caused by metal to metal contact within the undercarriage of the passing freight train.

The other eight Standard Wildland Fire Causes were considered and excluded since there was no evidence or related activity found to support as other possible cause of the eight fires I investigated. **Lightning, Smoking, Campfire, Debris Burning, Incendiary, Machinery, Children and Miscellaneous** were all excluded as cause for ignition of the fires.

Prepared By	Date	Submitted To	Date
Mark L. Rousseau	06-30-2014	Ranger Matt Bennett	06-30-2014

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 <b>Maine Forest Service</b>	<b>Wildland Fire Investigation Origin &amp; Cause</b>					Fire Code	42104048	
								Incident Date

<b>LOCATION</b>							
Fire Name	Dispatch #	Account Code	Region	Forest	District	State	County
<b>Pan Am OOB #7</b>			<b>South</b>	<b>N/A</b>	<b>Saco River</b>	<b>Maine</b>	<b>York</b>
Origin Location: geographical landmarks, highways, roads, trails, etc.			Township	Range	Section	1/2 Sec	Meridian
Railroad tracks: Old Orchard Beach			Latitude (D - M' - S")		Longitude (D - M' - S")		

<b>JURISDICTION</b>			
MEFS Only	Unified: Identify Other Agency	Lead Origin & Cause Investigator	Cost Exceeds \$40K
	<b>MEFS &amp; Old Orchard Beach FD</b>	<b>Ranger Matthew Bennett</b>	

<b>EVENT SEQUENCE</b>															
Estimated Time of Ignition				Time Fire Reported				Time Origin Protected				Time Origin Released			
Mo.	Day	Year	HHMM	Mo.	Day	Year	HHMM	Mo.	Day	Year	HHMM	Mo.	Day	Year	HHMM
5	8	2014	1323	5	8	2014	1324								
Who	Cindy Rowe			Who	Cindy Rowe			Who	N/A			Who	N/A		

<b>FIRE BEHAVIOR</b>							
Estimated Acres	Fuel Type @ Origin Material First Ignited		Weather Observer (On Scene)	Temperature	Relative Humidity	Wind Direction	Wind Speed
6	Leaf litter, needle drop		-	-	-	-	-
Slope %	Aspect: N E S W	Elevation	Weather Zone / Weather Station	Temperature	Relative Humidity	Wind Direction	Wind Speed (20')
	SE to NW		1	65	28	East	7

**CAUSE DETERMINATION** Code: (I) = Included, (E) = Excluded, (P) = Partially-Included/Excluded (Explain in Narrative)

<input type="checkbox"/> E	Lightning	(Detection Method)
No lightning reported by residents or NOAA, Clear skies		
<input type="checkbox"/> E	Equipment Use	(Exhaust, Brake Shoe, Aircraft, Vehicle Fire, Power lines, Other)
Motor vehicle/ATV use prohibited on railroad right of way. No reports of such by residents, Amtrak or Pan Am.		
<input type="checkbox"/> E	Smoking	(Tobacco, Other)
Relative Humidity (NOAA readings) from Portland ME to Portsmouth NH ranging from 27-28% at 1300hrs does not support cigarettes as a viable heat source. Nor were cigarettes found at the fire start areas.		
<input type="checkbox"/> E	Campfire	(Cooking, Warming, Ceremonial, Other)
No Evidence or reports of campfires kindled along the tracks.		
<input type="checkbox"/> E	Debris Burning	(Land, Slash, Refuse, Other)
(3)Saco debris burns excluded, due to dates, wind direction and fire behavior. Dept. IF & W conducted prescribed burn in Scarborough marsh ruled out as the wind direction does not support such. Marsh is east of the tracks; Sea breeze in place during fire start times.		
<input type="checkbox"/> I	Railroad	(Ignition Activities Associated with Railroad Companies)
Pan Am's locomotive 307 passed spark arrestor inspection. Eye witnesses recall and reported, via 911 calls, "sparks coming from under the freight train". Amtrak 684 had three inspections from Wells ME to Boston MA		
<input type="checkbox"/> E	Incendiary	(Ignition Component / Material First Ignited)
Neither Amtrak nor Pan Am reported any suspicious fire activity along the tracks. Fires reportedly started seconds after the freight train passed by. The Engineer of Pan Am did not report passing any fires along the tracks. Improbable considering the distance and speed of fire starts.		
<input type="checkbox"/> E	Children	(Ignition Activities Associated with Children)
No children reported on the tracks by either residents, Amtrak, or Pan Am. Improbable considering the distance and speed of fire starts.		
<input type="checkbox"/> E	Miscellaneous	(Blasting, Structure, Fireworks, Pest Control, Logging, Glass, Target Shooting, Spontaneous Combustion, Other)
Miscellaneous was ruled out as none of these subcategories were reported or seen at or near the fire start areas.		

Cause Determined: State brief reason & explain in the narrative	Cause Undetermined: State brief reason & explain in the narrative
Railroad Caused Fire.	

Prepared by	<b>Ranger Matthew Bennett</b>	Date	6/28/14	Submitted to	<b>Sgt. Gregg Hesslein</b>	Date	6/28/14
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<input type="checkbox"/> E	Attachments	LE Incident Report	Supplemental Incident Report		<input checked="" type="checkbox"/> X	Interviews	<input checked="" type="checkbox"/> X	Statements	<input checked="" type="checkbox"/> X
<input type="checkbox"/> I	Included	Fire Stat Report	Sketches / Diagrams	<input checked="" type="checkbox"/> X	Maps	<input checked="" type="checkbox"/> X	Photographs	<input checked="" type="checkbox"/> X	Other





Maine Forest Service

### Wildland Fire Investigation Narrative

Fire Code

42104048

Incident Date

5/8/14

**SYNOPSIS:** (Date, Fire Name, Estimated Acres, Location, Jurisdiction) (Estimated Cost, Damage, Property / Resource) (Cause, Determined / Undetermined)

On May 8, 2014 Scarborough, Old Orchard Beach, Saco and Biddeford experienced multiple fire starts along the railroad. Witnesses report "the freight train" starting fires, clacking, thumping, and squealing. Many properties were damaged or destroyed as a result of these fires (ranging from burnt fences, sheds, melted vinyl siding, to multiple destroyed camper trailers). One Saco resident ambulated due to smoke inhalation, one fire fighter checked out for dehydration/heat exhaustion. Damage estimated to be in the hundreds of thousands. Evidence collected supports sparks/spalling of steel and possible brake shoe failure, although I did not locate damaged components on Pan Am DO1 (#307) or Amtrak 684 (# 94 and #142).

**DETAILS OF INVESTIGATION:** (Initial Report, Initial Attack, Initial Investigation, Fire Behavior Analysis, Statements, Origin Examination, Cause Determination)

At 13:23 calls 911 to report a fire burning along the railroad tracks behind Old Salt Village, Old Orchard Beach.  
At 13:24 calls 911 from Wagon Wheel Campground to report fires along the railroad tracks adjacent to campground.  
At 13:25 calls 911 from Wagon Wheel Campground.

Initial Attack on the fires in the "H" area of the campground was ...  
Initial Attack on the fires in the "I" area of the campground was ... e and two landscapers, ... ind

Fire apparatus arrived in the Campground at 13:31.

Initial investigation involved identifying and GPSing separate fire starts, photographing those areas and identifying potential witnesses. The focus of this cause and origin was at the Wagon Wheel Campground.

Persons interviewed were

Origin examination consisted of identifying macro indicators and then micro indicators, working from head fire indicators to the rear of the fire.

Witness describes the train as "spitting" sparks. Once she and went to the fence line they could see multiple small fires burning into each other. Witness describes the train wheel sending sparks that set fire every 10 or 15 feet for as far as he could see.

These descriptions corroborate burn patterns seen, as there was not a single fire start, but more of a 1,000 foot strip of fire start. When the train ballast was investigated brake shoe fragments were found and collected.

fires in Old Orchard Beach were determined to be train caused. Of the 9 fire causes, railroad became the focus as per witness accounts, fire behavior analysis, and the distance and timing of fire starts. See Inclusionary Supplement.

Lightning was ruled out as it was a clear, sunny day and NOAA did not record any lightning activity.

Equipment Use was excluded as a cause as no vehicle or ATV traffic was reported by either train crew or by witnesses. The utility poles seen in photographs along the railroad tracks are no longer in service.

Smoking was excluded as atmospheric conditions would not have allowed for fuels to be receptive to that heat source.

Campfires excluded as none had been reported on that date. Amtrak reported a campfire on May 13th. Biddeford PD responded and identified responsible parties. When further questioned, individual states he was at the Oasis on the day of the fire. He states he took his shirt off to beat back the flames. When interviewing individuals as having been identified as having been at the Oasis on May 8th, none can remember seeing a shirtless man fighting fire.

Debris Burning had not occurred adjacent to the railroad tracks in Old Orchard Beach, nor were debris burns reported.

~~Incendiary was ruled out as a cause due to the improbability of arson occurring near simultaneously for almost 10 miles of track. The Fire Marshal's Office also used accelerant detecting K-9 in the areas of Beach St Saco to the area of Wood Ave Saco and did not positively indicate the presence of any accelerants.~~

( Children (classified in Maine as being under 13 years old) was ruled out as none being reported and the improbability due to number of starts, timing and distance.

Miscellaneous was ruled out as a cause as none had been reported, nor found at the origin areas. There was a notice sent to the City of Saco notifying that herbicide treatment would begin along the tracks starting May 6th; it had not begun yet. There was a question regarding the flammability of the herbicides to be used. This, too, was ruled out by MSDS information.

Prepared By	Date	Submitted To	Date
Ranger Matthew Bennett	6/30/14		



Maine Forest Service

# Wildland Fire Investigation Sketch / Diagram

Fire Code

42104 048

Incident Date

5/8/14

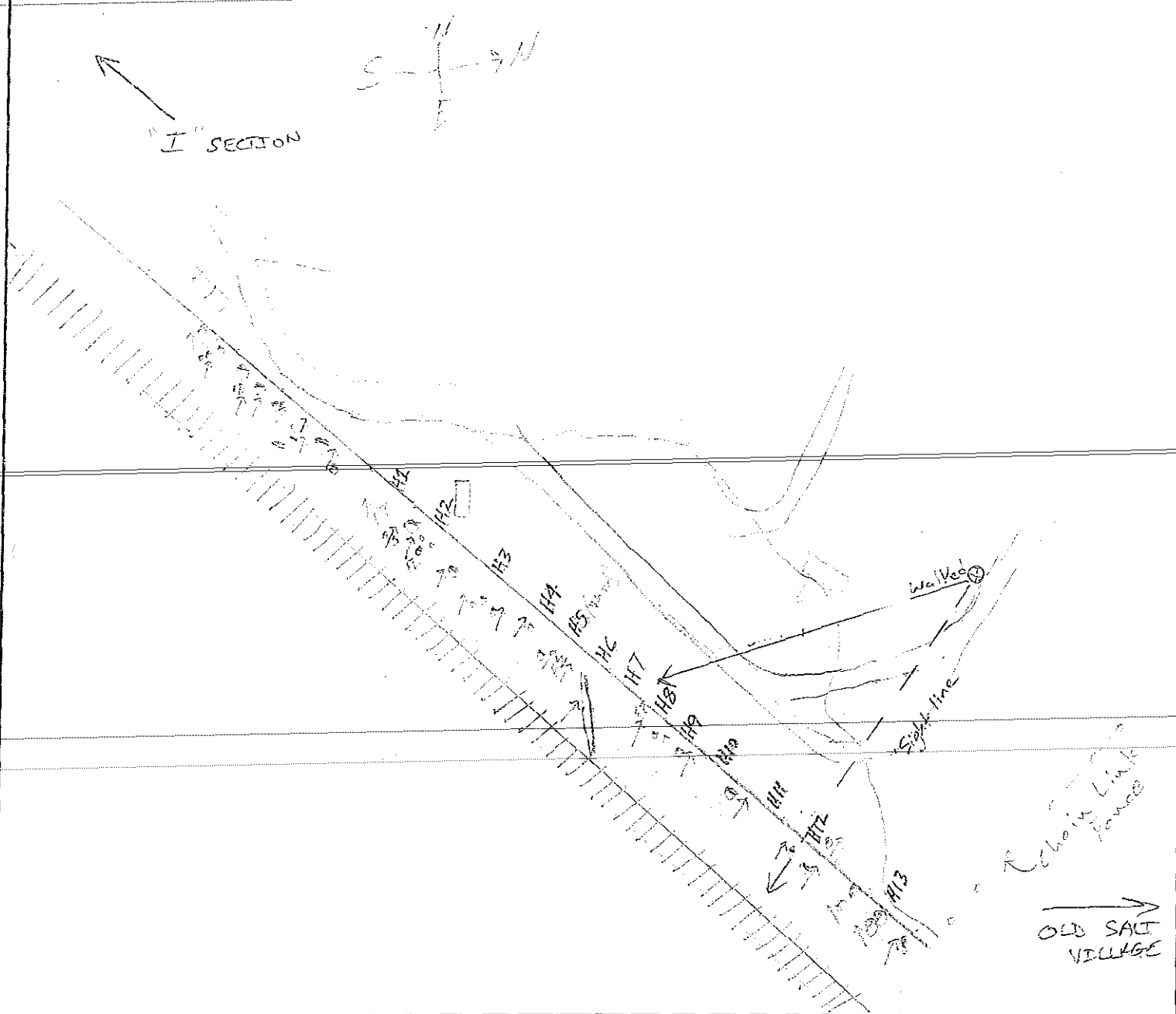
Title **WAGON WHEEL CAMPFIRE - "H"**

Latitude

Longitude

Map Key

Note: STAND= Scale, Title, Author, North Arrow, Date and Time



Scale **NOT TO SCALE**

Author **RANGER MAT BENNETT**

Date **6/28/14**

Time

Prepared by

Submitted to





Maine Forest Service

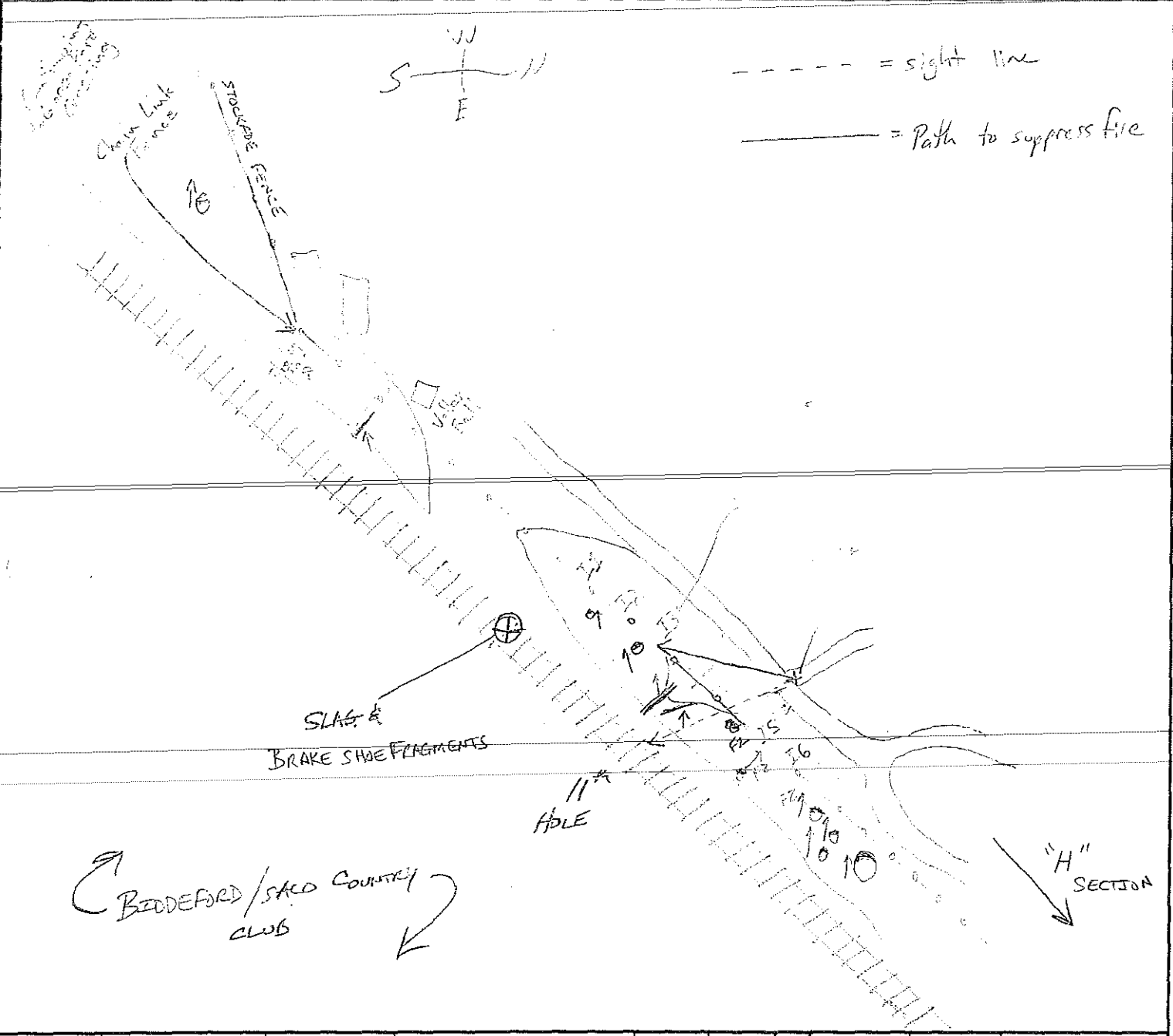
# Wildland Fire Investigation Sketch / Diagram

Fire Code 4210 4048

Incident Date 5/6/14

Title	WAGON WHEEL CAMPGROUND "I"				
Latitude		Longitude		Map Key	

Include: STAND= Scale, Title, Author, North Arrow, Date and Time



Scale	NOT TO SCALE	Author	RANGER BENNETT	Date	6/28/14	Time	
Prepared by		Submitted to					

42104047

Wagon Wheel Campground

42104048

Brake shoe fragments & slag

42104049

42104050

5/19/2014 3:33:24 pm  
 3:33 pm  
 1:21 pm

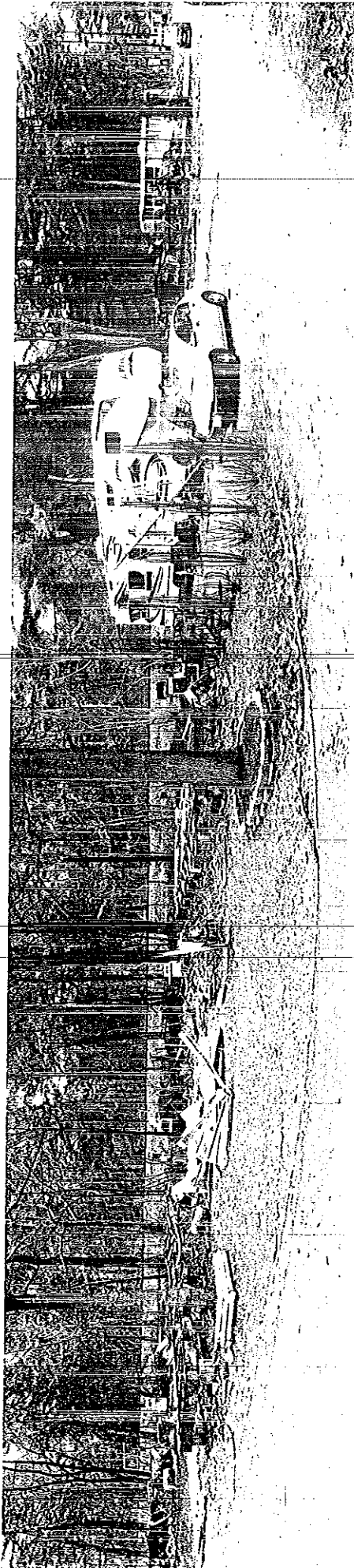
© 2014 Google

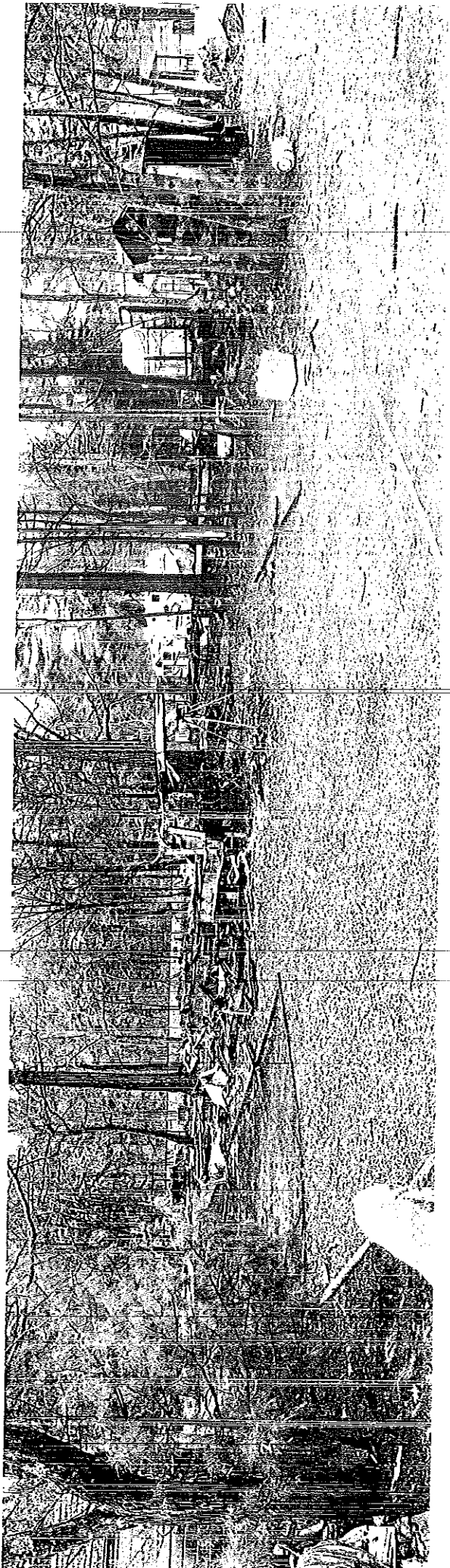
650 ft

Google Earth


1998

imagery Date: 5/18/2015 Lat: 41.503787 N Lon: -101.51251 W Alt: 2561 ft





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 Maine Forest Service	<b>Wildland Fire Investigation</b>					Fire Code	42104051, 052, 053
	<b>Origin &amp; Cause</b>					Incident Date	5/8/14

<b>LOCATION</b>							
Fire Name	Dispatch #	Account Code	Region	Forest	District	State	County
Pan Am Saco # 2, 3, 4			South	N/A	Saco River	Maine	York
Origin Location: geographical landmarks, highways, roads, trails, etc.			Township	Range	Section	¼ Sec	Meridian
Railroad tracks: Saco			Latitude (D – M' – S")		Longitude (D – M' – S")		

<b>JURISDICTION</b>			
MEFS Only	Unified: Identify Other Agency	Lead Origin & Cause Investigator	Cost Exceeds \$40K
	MEFS & Saco FD	Ranger Matthew Bennett	

<b>EVENT SEQUENCE</b>															
Estimated Time of Ignition				Time Fire Reported				Time Origin Protected				Time Origin Released			
Mo.	Day	Year	HHMM	Mo.	Day	Year	HHMM	Mo.	Day	Year	HHMM	Mo.	Day	Year	HHMM
5	8	2014	13:20	5	8	2014	13:25	-	-	-	-	-	-	-	-
Who		Daisy Parker		Who		Daisy Parker		Who		N/A		Who		N/A	

<b>FIRE BEHAVIOR</b>								
Estimated Acres	Fuel Type @ Origin Material First Ignited			Weather Observer (On Scene)	Temperature	Relative Humidity	Wind Direction	Wind Speed
25	Leaf litter, needle drop			-	-	-	-	-
Slope %	Aspect: N E S W	Elevation		Weather Zone / Weather Station	Temperature	Relative Humidity	Wind Direction	Wind Speed (20')
	SE to NW			1	65	28	East	7

**CAUSE DETERMINATION Code:** (I) = Included, (E) = Excluded, (P) = Partially-Included/Excluded (Explain in Narrative)

E	Lightning	(Detection Method)
No lightning reported by residents or NOAA, Clear skies		
E	Equipment Use	(Exhaust, Brake Shoe, Aircraft, Vehicle Fire, Powerlines, Other)
Motor vehicle/ATV use prohibited on railroad right of way. No reports of such by residents, Amtrak or Pan Am.		
E	Smoking	(Tobacco, Other)
Relative Humidity (NOAA readings) from Portland ME to Portsmouth NH ranging from 27-28% at 1300hrs does not support cigarettes as a viable heat source. Nor were cigarettes found at the fire start areas.		
E	Campfire	(Cooking, Warming, Ceremonial, Other)
No Evidence or reports of campfires kindled along the tracks.		
E	Debris Burning	(Land, Slash, Refuse, Other)
(3) Saco debris burns excluded due to permit dates, wind direction and fire behavior firebrand spotting potential.		
I	Railroad	(Ignition Activities Associated with Railroad Companies)
Pan Am's locomotive passed spark arrestor inspection. Eye witnesses recall and reported, via 911 calls, "sparks coming from under the freight train". Heavy train with uphill grade. Amtrak 684 had passed through this area 10-13 minutes prior to the DO1, no active fires reported.		
E	Incendiary	(Ignition Component / Material First Ignited)
Amtrak nor Pan Am reported any suspicious fire activity along the tracks. Fires reportedly started seconds after the freight train passed by. The Engineer of Pan Am did not report passing any fires along the tracks. Improbable considering the distance and speed of fire starts.		
E	Children	(Ignition Activities Associated with Children)
No children reported on the tracks by either residents, Amtrak, or Pan Am. Improbable considering the distance and speed of fire starts.		
E	Miscellaneous	(Blasting, Structure, Fireworks, Pest Control, Logging, Glass, Target Shooting, Spontaneous Combustion, Other)
Miscellaneous was ruled out as none of these subcategories were reported or seen at or near the fire start areas.		

Cause Determined: State brief reason & explain in the narrative	Cause Undetermined: State brief reason & explain in the narrative
Railroad Caused Fire	

Prepared by	Ranger Matthew Bennett	Date	6/28/14	Submitted to	Sgt. Gregg Hesslein	Date	6/28/14
-------------	------------------------	------	---------	--------------	---------------------	------	---------

I	Inclusions	LE Incident Report	Supplemental Incident Report	X	Interviews	X	Statements	X
E	Exclusions	Fire Stat Report	Sketches / Diagrams	X	Maps	X	Photographs	X
							Other	



Maine Forest Service

### Wildland Fire Investigation Identification

Fire Code

42104051, 052, 053

Incident Date

5/8/14

(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
RP/W				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
RP				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
RP/W				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
RP/W				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID

VEHICLE INFORMATION (CODE: D - Damaged, E - Evidence, I - Impound, S - Subject, W - Witness, O - Other)							
License Number	State	VIN	Year	Make	Style	Other Information	

EVIDENCE / PROPERTY INFORMATION (CODE: D - Damaged, E - Evidence, I - Impound, O - Other)					
	Description	Disposition	Date	Time	Who
E	Small metal fragments		5/9/14		Bennett

INSURANCE INFORMATION (Home, Auto, Liability, Other)				
Insurance Company	Policy Number	Insurance Agent	Address	Phone Number
Prepared By		Date	Submitted to	Date
Ranger Matthew Bennett		6/30/14		



Maine Forest Service

### Wildland Fire Investigation Narrative

Fire Code

42104051, 052, 053

Incident Date

5/8/14

**SYNOPSIS:** (Date, Fire Name, Estimated Acres, Location, Jurisdiction) (Estimated Cost, Damage; Property / Resource) (Cause; Determined / Undetermined)

On May 8, 2014 Scarborough, Old Orchard Beach, Saco and Biddeford experienced multiple fire starts along the railroad. Witnesses report "the freight train" starting fires, clacking, thumping, and squealing. Many properties were damaged or destroyed as a result of these fires (ranging from burnt fences, sheds, melted vinyl siding, to multiple destroyed camper trailers). One Saco resident ambulated due to smoke inhalation, one fire fighter checked out for dehydration/heat exhaustion. Damage estimated to be in the hundreds of thousands. Evidence collected supports sparks/spalling of steel, although I did not locate damaged components on Pan Am DO1 (#307) or Amtrak 684 (# 94 and #142).

**DETAILS OF INVESTIGATION:** (Initial Report, Initial Attack, Initial Investigation, Fire Behavior Analysis, Statements, Origin Examination, Cause Determination)

Almost simultaneously, fires burning along the railroad tracks.

Initial attack at [redacted] was by the homeowner and a UPS delivery man.  
Initial attack at [redacted] area was at 13:38. [redacted] states that fire crews didn't actually reach her address until an hour after calling 911. She could see them working their way from the west.  
Initial attack at [redacted] was by homeowner, [redacted] later hospitalized from smoke inhalation.  
Initial attack at [redacted] was by homeowner,

Initial investigation involved identifying and GPSing separate fire starts, photographing those areas and identifying potential witnesses. The focus of this cause and origin was between Old Orchard Rd and Beach St.

Persons interviewed in Saco:

Origin examination consisted of identifying macro and then micro indicators and gridding the specific origin area working from the head to the back of the fire. Once the grid was complete a magnet was swept over the fire scene and metal fragments were collected. The same method was used on each specific origin investigation.

**SUMMARY:** (Cause Determined / Undetermined) (Causes Included / Excluded or Partially - Included / Excluded) (Subjects Known / Unknown) (Other Actions)

The fires in Saco were determined to be train caused. Of the 9 fire causes, railroad became the focus as per witness accounts, fire behavior analysis, and the distance and timing of fire starts. See Inclusionary Supplement. Lightning was ruled out as it was a clear, sunny day and NOAA did not record any lightning activity.

Equipment Use was excluded as a cause as no vehicle or ATV traffic was reported by either train crew or by witnesses. The utility poles seen in photographs along the railroad tracks are no longer in service.

Smoking was excluded as atmospheric conditions would not have allowed for fuels to be receptive to that heat source.

Campfires excluded as none had been reported on that date. Amtrak reported a campfire on May 13<sup>th</sup>. Biddeford PD responded and identified responsible parties. When further questioned, individual states he was at the Oasis on the day of the fire. He states he took his shirt off to beat back the flames. When interviewing individuals as having been identified as having been at the Oasis on May 8<sup>th</sup>, none can remember seeing a shirtless man fighting fire.

Debris Burning had occurred on properties in Saco that abut the railroad. These were ruled out as causes due to the different burn times and locations. DO1 engineer reported seeing a smoldering leaf pile. By his description I was able to locate said pile and interview permittee, [redacted] His pile, which he claims he had out, was about 50 feet



in the near side tracks. The fire starts were 120 feet away. Fire behavior models do not facilitate a wind-blown ember (leaf litter) being a competent heat source over that distance. Recorded tests were also conducted by Maine Forest Service and concluded that a burning leaf will burn out long before it reached 120 feet. I do not discredit the Engineer's observation; for a non-burning pile of leaves would not likely have been noticed 50 feet into the woods had there not been smoke emanating from it.

Incendiary was ruled out as a cause due to the improbability of arson occurring near simultaneously for almost 10 miles of track. The Fire Marshal's Office also used accelerant detecting K-9 in the areas of Beach St Saco to the area of Wood Ave Saco and did not positively indicate the presence of any accelerants.

Children (classified in Maine as being under 13 years old) was ruled out as none being reported and the improbability due to number of starts, timing and distance.

Miscellaneous was ruled out as a cause as none had been reported, nor found at the origin areas. There was a notice sent to the City of Saco notifying that herbicide treatment would begin along the tracks starting May 6<sup>th</sup>; it had not begun yet. There was a question regarding the flammability of the herbicides to be used.

Prepared By

Date

Submitted To

Date



Maine Forest Service

# Wildland Fire Investigation Sketch / Diagram

Fire Code

A2104051

Incident Date

5/8/14

Title

Latitude

Longitude

Map Key

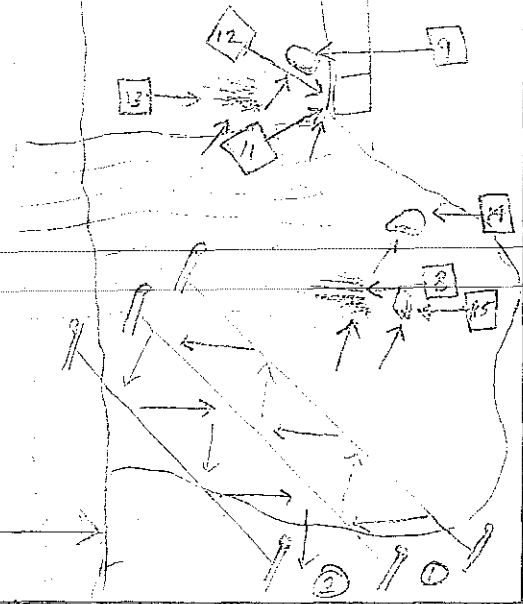
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COURTNEY STONE

RESERVE SLICES

FENCE LINE

2100



Scale NOT TO SCALE

Author M.G. BENNET

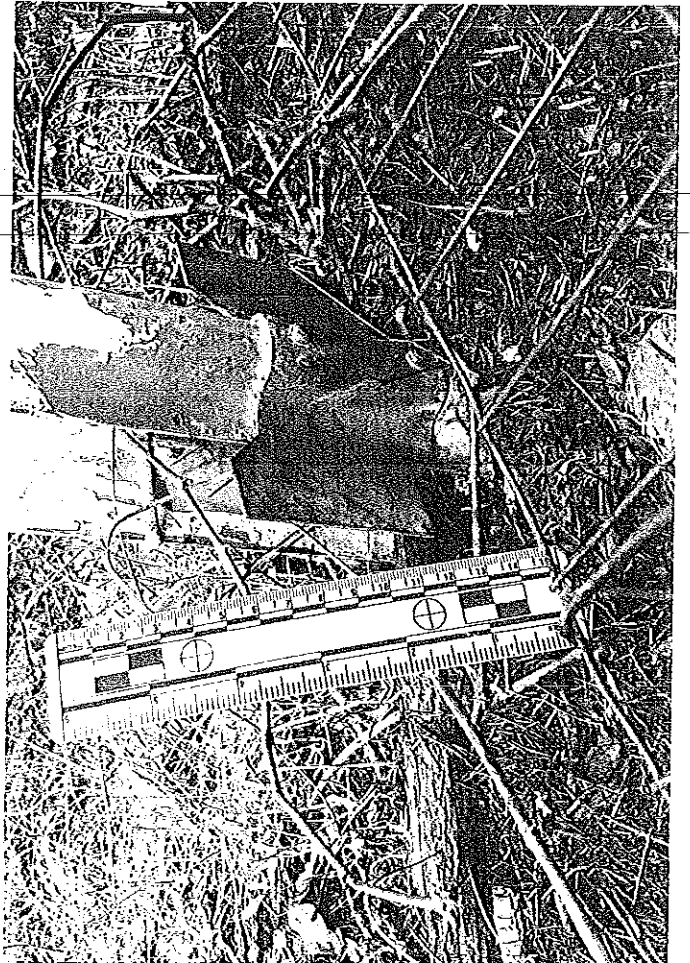
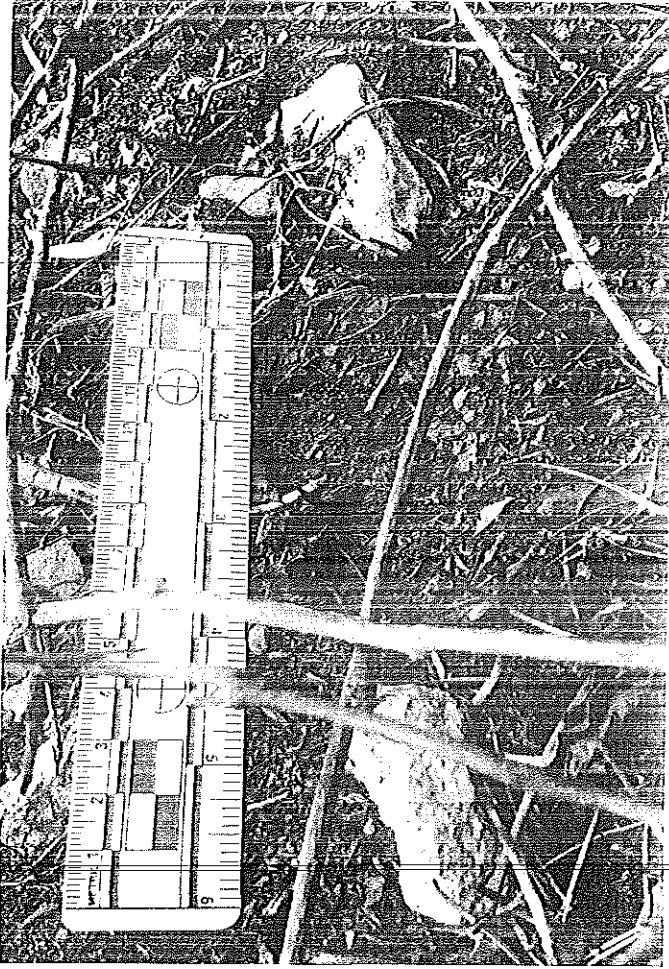
Date 5/9/14

Time

Prepared by

Submitted to







Maine Forest Service

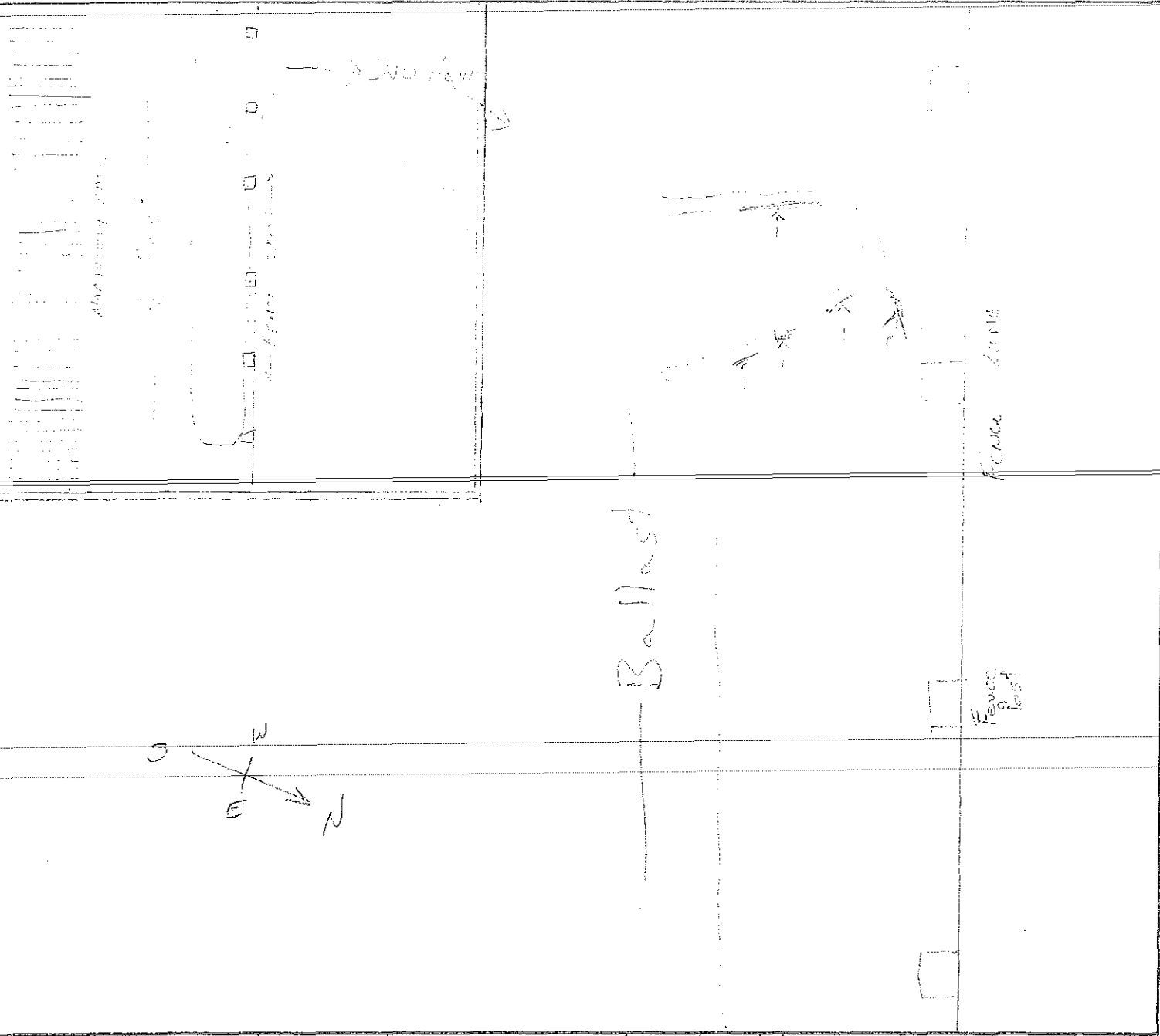
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Fire Code 92104652

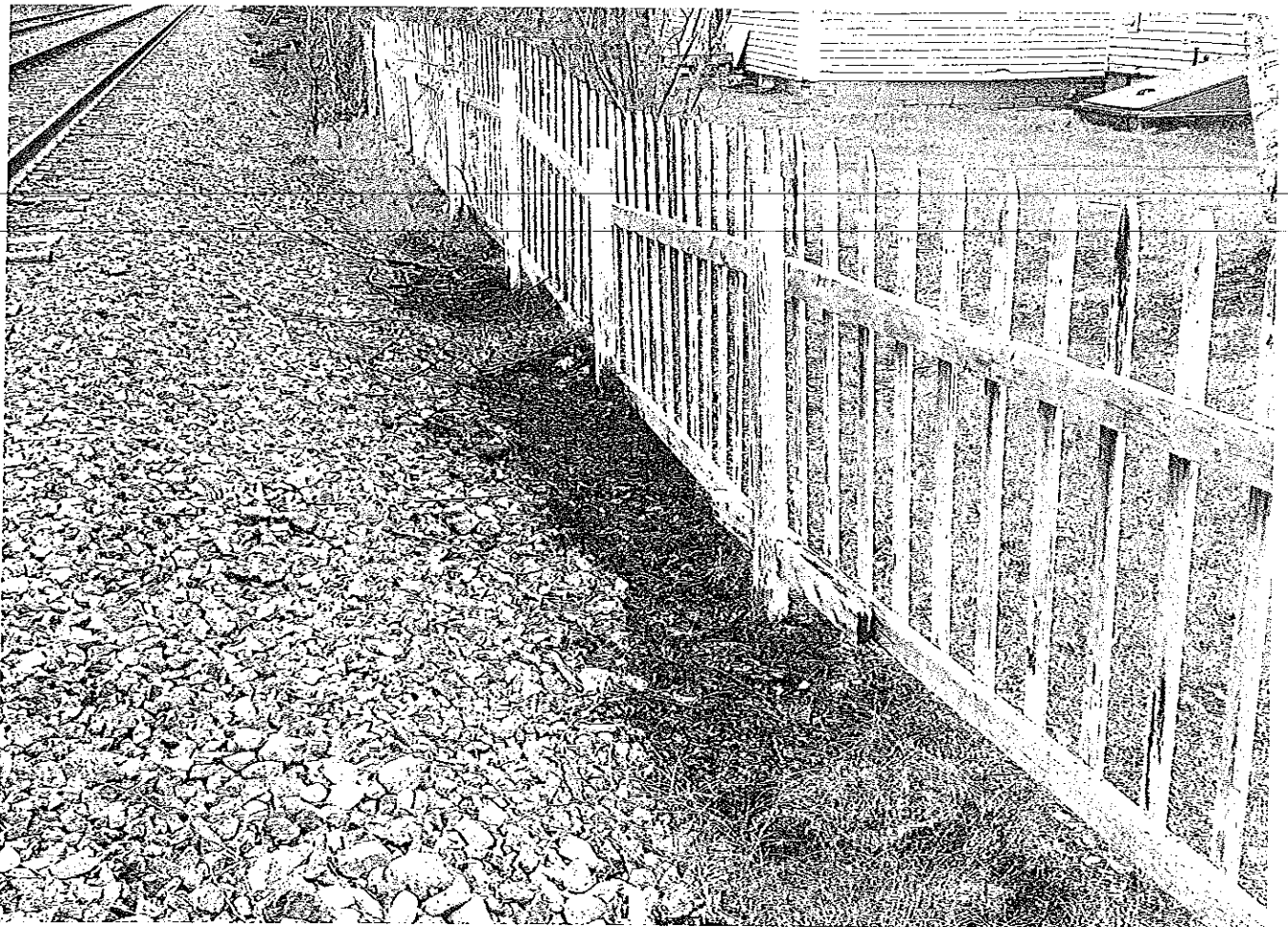
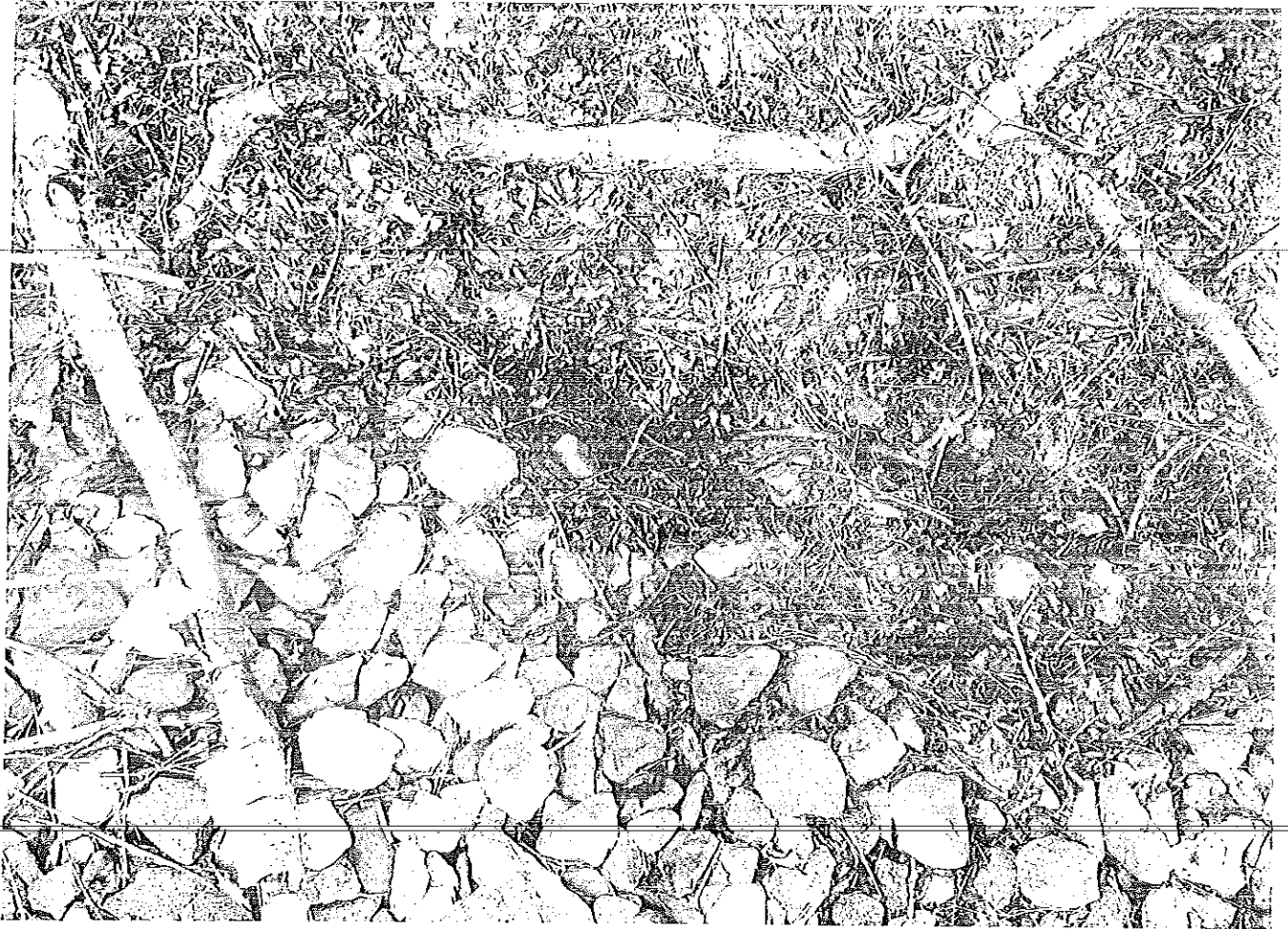
Incident Date 5/8/14

Title	NEXT TO			RESIDENCE		
Latitude			Longitude			Map Key

Include: STAND= Scale, Title, Author, North Arrow, Date and Time



Scale	NOT TO SCALE	Author	M.G. BENNETT	Date	5/9/14	Time	
Prepared by				Submitted to			





Maine Forest Service

# Wildland Fire Investigation Sketch / Diagram

Fire Code 42104053

Incident Date 5/8/14

Title CITY OF SACO LAND - 16 ACRES @ MIL Post 210

Latitude

Longitude

Map Key

Include: STAND= Scale, Title, Author, North Arrow, Date and Time



Scale	NOT TO SCALE	Author	MG BENNETT	Date	5/31/14	Time	
Prepared by		Submitted to					

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N

X

5/19/2014 3:33:24 PM

3:33 PM

4721 PM

Campana

42104053

Mile Marker 210

Google

39/46

1298

Image Date: 5/19/2014

1st: 43.507716

lon: -79.72609

elev: 1011

© 2014 Google

© 2014 Google





Maine Forest Service

# Wildland Fire Investigation Sketch / Diagram

Fire Code

42104070

Incident Date

5/8/14

Title

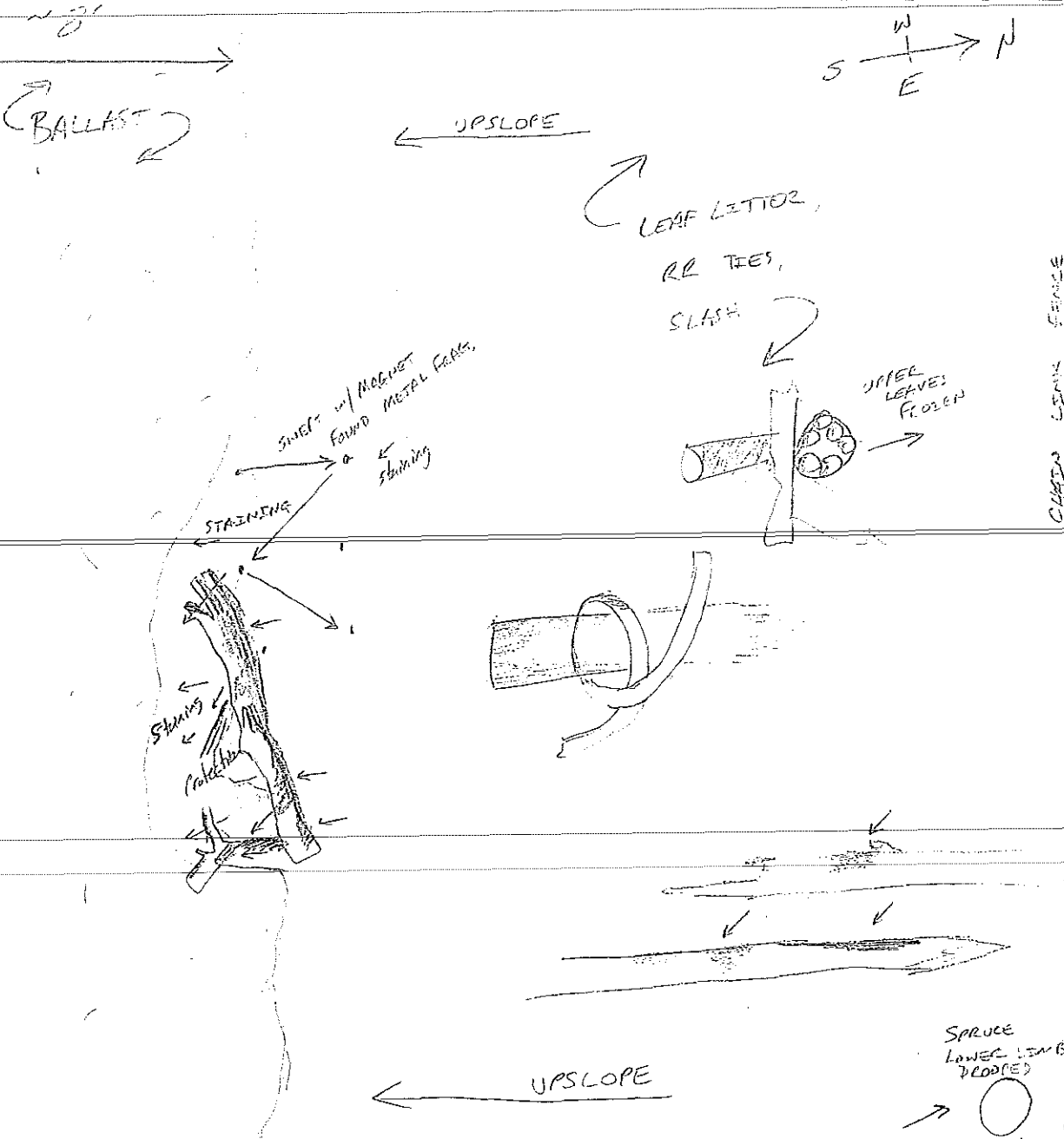
Latitude

Longitude

Map Key

Include: STAND= Scale, Title, Author, North Arrow, Date and Time

NORTHERLY RAIL



Scale

NOT TO SCALE

Author

RANGER BENNETT

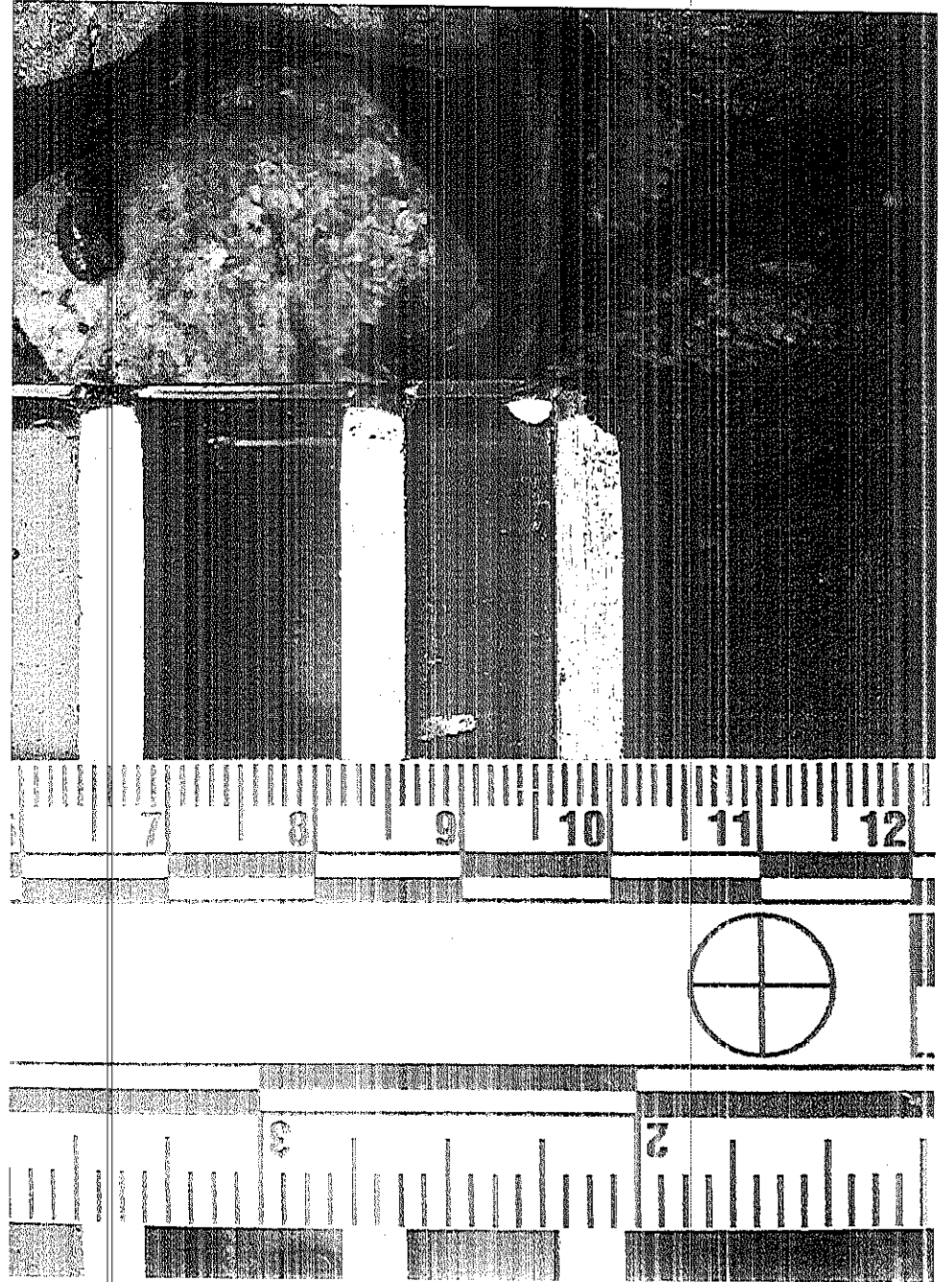
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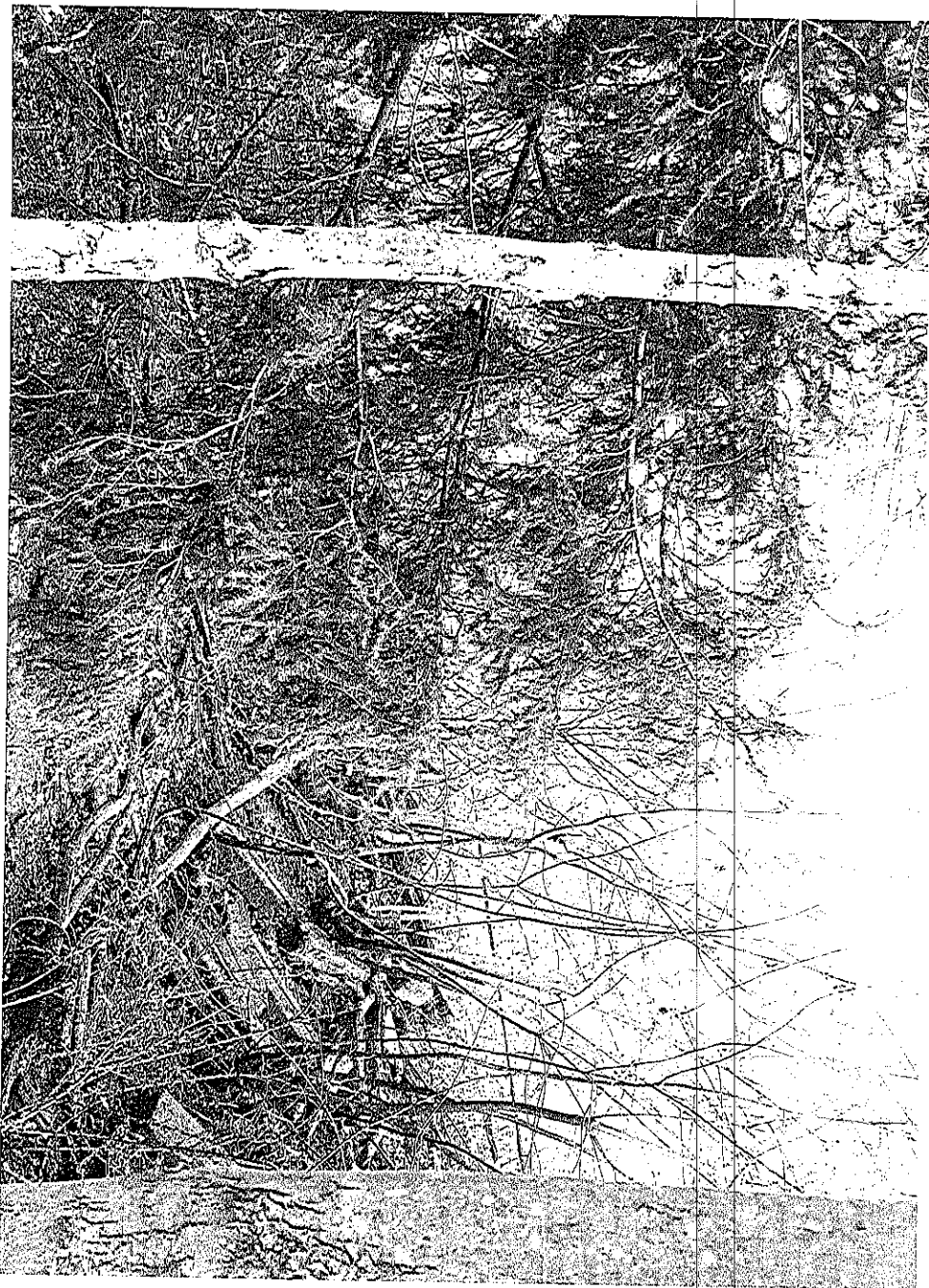
Time

Prepared by

RANGER BENNETT

Submitted to





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MAINE FOREST SERVICE  
FOREST RESOURCES PROTECTION  
SUPPLEMENTAL REPORT

Tracking Number: 14-421-183

Subject: Inclusion of Railroad as a positive cause

On May 8<sup>th</sup> 2014 two trains passed through the areas travelling east to west, where numerous fires were started along the railroad tracks. These two trains (Amtrak passenger train 684, locomotives #94 and #142 Engineered by [redacted] and Conducted by [redacted] and Pan Am freight train DO1; locomotive #307 Engineered by [redacted] and Conducted by [redacted]) passed through these areas within 15 minutes of each other. Using the District 2 train dispatch log from 5/8/14, and the "Pan Am timetable No. 2" I charted the times when each train passed mile posts (MP) 201 and 203 (Scarborough), 209 (Old Orchard Beach), 211 (Saco), 226 and 227 (Wells).

12:42 DO1 passed Scarborough MP 201. Using Pan Am's locomotive downloader graph, it shows that DO1 sat for roughly ten minutes to allow the approaching Amtrak 684 to pass.

12:58 the 684 passed MP 201.

12:59 the 684 passed MP 203.

13:07 the DO1 passed MP 203; an eight minute lag behind the 684.

13:22 The first fire was located on the Scarborough marsh (dry, fine fuels) between MP 203 and 204. Patrons at "Bayley's Dockside" saw both trains pass by, and it wasn't until a few minutes after the DO1 passed that white smoke started to rise; first from one spot, then from another further west. Patrons encouraged Bayley's to call the fire department. By this time the 684 had passed MP 211 and was likely in the Biddeford area; half way to MP 226. (see photos 05.23.14-05.23.14 (4); view from "Bayley's Dockside")

13:08 The 684 passes MP 209.

13:18 The DO1 passes MP 209. The 684 at this point had increased its lead time to ten minutes. When the DO1 passes through the [redacted] area in Old Orchard, a number of people see the train pass sending sparks from under the train on the campground side of the tracks. (See photos taken by [redacted] (MG0042, 44, 45, 56) (See Fire Marshal's photo folder) (See panoramic photos 05.09.14 (1) and (2))

13:24 Campers try to extinguish the numerous fire starts before the fire department arrived; by which time camper trailers are on fire and propane tanks have BLEVE'd. Campers are asked to evacuate by Manager.

13:23 [redacted] also reported fires.

At the same time, the DO1 passes by the [redacted] area of Saco, where more people hear and see the DO1 pass through. One resident whom was working in her garden, uphill from the railroad tracks, had just turned away from the tracks and walked a few steps when she heard a noise, turning, she sees a wall of flame. She calls 911 at 13:24. (See RDMS ID #22574)

13:25 the resident of [redacted] reports fire between her house and the tracks. She had been working in her office up stairs, overlooking the tracks. After the DO1 passed she continued to see smoke for a few minutes and wondered when the exhaust from the freight train was going to clear up. (See RDMS ID #22580)



MAINE FOREST SERVICE  
FOREST RESOURCES PROTECTION  
SUPPLEMENTAL REPORT

13:10 The 684 passes MP 211.

13:23 The DO1 passes MP 211; giving the 684 a thirteen minute lead time. The DO1 is now two miles west of the Wagon Wheel Campground, when those fires are called in. Still, neither train crew is reporting smoke or fires.

13:26 *Scarborough Public Safety* calls District 2 train dispatch to alert them that there are fires along the tracks and to hold train movement through the area. District 2 acknowledges the call.

13:29 *Sanford Communications* calls District 2 to report "your train is starting the fires; the Amtrak" (The 911 calling party did not reference Amtrak).

13:30 *Saco Public Safety* calls District 2 to report fires along the tracks.

13:32 District 2 alerts DO1 that there are fires being started along the tracks and asks if they had they seen any evidence of such on their travels. This is when DO1 Engineer Wells reports the unattended burn pile east of MP 210, which is about ten minutes after the DO1 passed MP 211 (See photos 05.25.14 (12)-05.25.14(15) and 05.31.14-05.31.14 (2) of smoldering debris pile area).

13:36 The downloader from engine 307 (DO1) indicates that it had stopped at AR (Alfred Road (Rt 111)) as directed by District 2 as there was a track crew working in the area and had cleared the track and were currently on the siding (see witness notes on photos 05.16.14 (2) and (3)). The track foremen were directed to watch the train as it rolled by. The DO1 stopped and Conductor [redacted] detrained and watched as the train rolls past. The conductor and crew did not see anything that would have caused a fire. This is also when the DO1 conductor first saw smoke on the horizon behind the train. This stoppage was roughly four minutes. The downloader also shows that during the four minute stoppage, the train moved backwards. The engineer explained that it was an uphill grade and with a heavy train, the freight likely pulled the train back.

13:38 Track Foreman [redacted] #1571) notifies that DO1 is west and clear of MP 212.

13:41 the 684 passes MP 226.

13:42 DO1 notifies District 2 that they are moving westward. At this time, District 2 requests that Amtrak 684 check their train; they had just passed MP 227.

At 13:48 the 684 notifies District 2 that their train checks out.

There were no fire starts west of MP 213.

It should be noted, that with as much lead time as Amtrak 684 had on Pan Am DO1, and the current fire danger for the day and fire behavior models; if Amtrak had been the cause of the fires, the DO1 would have been passing through actively burning fires (as rates of fire spread and winds created by the Amtrak would have started fires that would have burned unchecked for 8-13 minutes prior to the DO1). That the DO1 engineer and conductor do not report passing any fires (other than a smoldering leaf pile 50 feet off the tracks on the south side (ocean side) is an indicator that the likelihood of Amtrak 684 having sparked any fires is not possible. (See Amtrak Detective [redacted] advises that the Amtrak train downloaders (which includes front and back video footage) are digitally written-over after 72 hours. My request for that data did not happen in time.



MAINE FOREST SERVICE  
FOREST RESOURCES PROTECTION  
SUPPLEMENTAL REPORT

Both trains had their spark arrester systems inspected and were ruled out as possible causes. Amtrak trains have no means of access to the top of the train without a rolling ladder/platform or looking down from an overpass. The 684 was observed in Wells, again in Massachusetts on the Wildcat Branch. Once it arrived in Boston, an Amtrak crew inspected the train. And on 5/10/14 FRA Inspector \_\_\_\_\_ inspected the DOI and 684 locomotives spark arresters (See photo attached to \_\_\_\_\_ e-mail).

The engineer and conductor both made comment that the DOI was a heavy train. So wheel slip was considered but excluded as the sparks from the wheels were consistently described as being near the middle to back of the train not under locomotive 307.

The DOI engineer has 27 years of experience with the railroad. And he said when the train stopped at AR, he felt the train bump up to the locomotive; which told him the train was moving freely (no stuck wheel or stuck brakes). He describes that the movement of the train is more of a feeling. I posed to him the scenario that had there been a stuck wheel on a train car; both wheels (left and right on the same axle) would have to be stuck as the two wheels do not spin independently on the axle; they are fixed. He agreed. And he added that that would definitely have been felt. (Plus it would have caused sparks on both sides of the train, not just the north side) I next posed to him; that if one brake shoe had been stuck (not enough to stop the wheel completely) but enough to wear down the brake shoe pad, would probably feel negligible in comparison. He agreed. This line of questioning was corroborated with the "Hot Wheel" and "Biddeford Hot Journal" data (See Appendix A and B). When I asked Pan Am employee, \_\_\_\_\_, (invited to 6/17/14 meeting to explain the downloader print out and heat detector data) if there had been a stuck brake shoe on a car, would it get the wheel hot enough to reach the threshold that the detectors require (opposed to a stuck wheel or bad bearing). He said probably not.

The heat detecting equipment is located at MP 213.5

~~As the train rolled past the track crew at AR they would have had to check (80) brake shoes on the north side of the train [(18) cars, (4) brake shoes/side/car]; plus the locomotive has (8) brake shoes per side. I, too, would have had to miss a defect on my walk down the north side of the train had there been one. Box car and flat car brake shoes are not as readily seen as those on a tank car. Nor is the entire wheel exposed to view as with a tank car. (See supplementary videos of Amtrak train and Pan Am freight train 05.09.14 (2) and 05.09.14 (4))~~

One other possibility is that a loose or errant brake shoe fell off a freight car onto the tracks and was pinched between the track and wheel. Brake shoe fragments were found on the tracks near the Wagon Wheel Campground; specifically along the northerly rail (See photos 06.28.14-06.28.14 (20) and 06.29.14-06.29.14 (7)). These fragments had a worn curvature similar to the top edge of a rail. I placed these fragments onto the rail to see if the curvature matched. They were a perfect match. Also found in that area was slag from heated metal. I could not say whether that specific brake shoe fragment came from Pan Am DOI or Amtrak 684, but it does, without a doubt prove that it can and does happen.

Witnesses at \_\_\_\_\_ Old Orchard Beach describe "the freight train" making a loud screeching noise, very smoky, burning rubber smell, sending (spitting) sparks from beneath and at the wheel.



MAINE FOREST SERVICE  
FOREST RESOURCES PROTECTION  
SUPPLEMENTAL REPORT

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Witnesses in the \_\_\_\_\_ area of Saco also describe the freight train as being very loud, squealing and thumping. The rear of the train was described as being very smoky, and smelled of burning rubber.

Witnesses at the \_\_\_\_\_ in Saco describe the sparks from the freight car wheel as arcing and that the freight train seemed to be working harder than usual, and making a repetitive loud clacking sound.

See "Railroad Fires 14-421-183" photo CD for inspection photos: 05.08.14-05.08.14 (36), 05.10.14 (5)-05.10.14 (7)

Also See RDMS Inspections # 22617, 22654, and 23808.

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8



Old Orchard Beach Police Department  
Incident Report

Page: 1  
05/09/2014

Incident #: 140OB-198-OF  
Call #: 14-38475

Date/Time Reported: 05/08/2014 1323  
Report Date/Time: 05/09/2014 1318  
Occurred On: 05/08/2014 1323  
Status: No Crime Involved



Reporting Officer: -

Signature: \_\_\_\_\_

PERSON(S)

LOCATION TYPE: Hotel/Motel/Temp. Lodgings Zone: OOB Z2 Halfway  
WAGON WHEEL CAMPING & CABINS

OLD ORCHARD BEACH ME 04064

1 Assist Other Agency - FIRE - RAILROAD AREA

PERSON(S) PERSON/TYPE SEX RACE AGE SSN PHONE

1 WITNESS

OLD ORCHARD BEACH ME 04064  
DOB: '  
CONTACT INFORMATION:  
Home Phone (Primary)  
Work Phone (Primary)

2 WITNESS

DOB:  
CONTACT INFORMATION:  
Work Phone (Primary)

3 WITNESS

DOB:  
CONTACT INFORMATION:  
Home Phone (Primary)

4 WITNESS

DOB:  
CONTACT INFORMATION:  
CallBack Number (Primary)

Old Orchard Beach Police Department  
Incident Report

Page: 2  
05/09/2014

Incident #: 1400B-198-OF  
Call #: 14-38475

#	PERSON(S)	PERSON TYPE	SEX	RACE	AGE	SSN	PHONE
5		WITNESS					NOT AVAIL
	DOB: NOT AVAIL						
6		WITNESS					NOT AVAIL
	DOB: 09/08/1963						
7		WITNESS					
	DOB:						
	CONTACT INFORMATION:						
	CallBack Number (Primary)						



NARRATIVE FOR

Ref: 14OOB-198-OF

Entered: 05/09/2014 @ 1323      Entry ID: 6407  
Modified: 05/09/2014 @ 1601      Modified ID: 6407

- No answer

- No answer

I then proceeded to the \_\_\_\_\_ located at \_\_\_\_\_ to attempt to make contact with and interview the residence at that location regarding the fire. The following is a list regarding my contact with residents at that location:

No answer

spoke with a resident identified as

No answer

No answer

No answer

No answer

No answer

Female resident advised she smelled smoke and then went outside and discovered fire. Female only identified herself as \_\_\_\_\_ No further information

No answer

-No answer

-No answer

- I spoke with a resident identified as \_\_\_\_\_ who advised that he was home during the time of the fire. \_\_\_\_\_ stated he was inside his residence when he smelled smoke and went outside to find the fire nearby the railroad tracks directly behind his residence. \_\_\_\_\_ stated he then tried to use his garden hose to extinguish the fire until the police and fire units arrived and evacuated everyone from the area. \_\_\_\_\_ stated he did not make any observation of how the fire started, however, believed it was caused by a passing train due to the area and rapid spreading of the fire.

No answer

-No answer

No answer

No answer

No answer

No answer

No answer

No answer

No answer

No answer

No answer

NARRATIVE FOR :

Ref: 14OOB-198-OF

Entered: 05/09/2014 @ 1323

Entry ID: 6407

Modified: 05/09/2014 @ 1601

Modified ID: 6407

- I spoke with a resident identified as \_\_\_\_\_ who advised she was home at the time of the fire the previous day and smelled smoke. \_\_\_\_\_ stated another residence called her to tell her that there was a fire along the railroad tracks nearby their units. \_\_\_\_\_ stated she then stepped outside and observed the police and fire units and eventually evacuated the area.

- No answer

No answer

-No answer

-No answer

-No answer

- I spoke with a resident identified as \_\_\_\_\_ advised she was in her living room and smelled smoke. \_\_\_\_\_ stated she looked outside through her front windows and observed a large cloud of smoke. \_\_\_\_\_ stated she went outside to find that there was a large fire nearby the railroad tracks that are adjacent to the complex. \_\_\_\_\_ stated police and fire units were already arriving on scene.

I was unable to make contact with any further residence within the complex at that time.

I then proceeded to walk on the West side of the railroad tracks beginning near Temple Avenue where the fire possibly began South towards Saco along the side of the tracks. I then took proceeded to photograph the areas of damage beginning near Temple Avenue and ending near the Old Orchard Beach town line. a total of 67 photographs were taken of the damage from the area of the tracks and are included with this report.

### Interview

I then proceeded back to the police department and was advised by \_\_\_\_\_ that there was a male subject in the lobby who he was dealing with on an unrelated matter identified as \_\_\_\_\_

\_\_\_\_\_ advised he observed a freight train passing through the area around the time of the fire and that the freight train sounded louder than it normally does.

I then met with \_\_\_\_\_ in the lobby and inquired as to his observation of the train the previous day around the time of the fires near the railroad tracks.

\_\_\_\_\_ stated shortly after 1300hrs on 05-08-2014 he was working a \_\_\_\_\_ when he heard the freight train coming. \_\_\_\_\_ stated as the freight train passed his location he observed that it sounded much louder than it normally does and appeared to be vibrating alot. \_\_\_\_\_ stated he thought it was out of the ordinary as he watches the trains pass his location daily and is very used to the normal sound and vibration caused by the freight and Amtrak trains. \_\_\_\_\_ stated the train was heading South on the tracks out of Old Orchard Beach passed his location. \_\_\_\_\_ stated he did not make any other observations other than he really felt it was much louder than it should have been. \_\_\_\_\_ stated a short time later he observed the smoke and heard about the fires by the tracks further South. I then concluded the interview of \_\_\_\_\_

NARRATIVE FOR

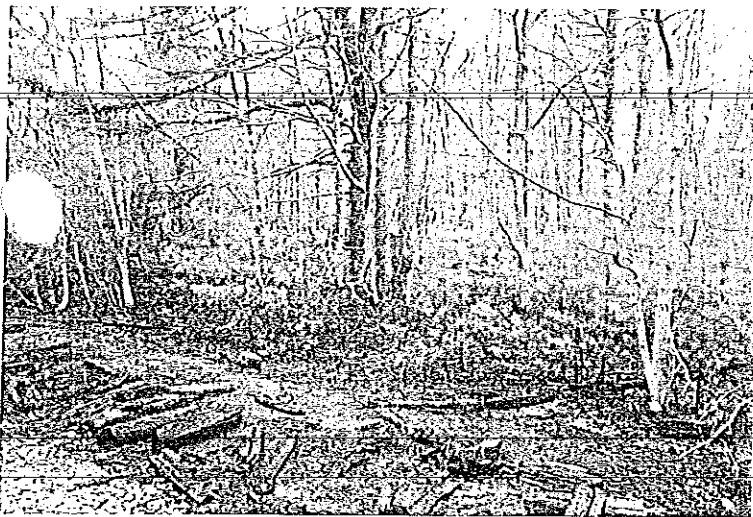
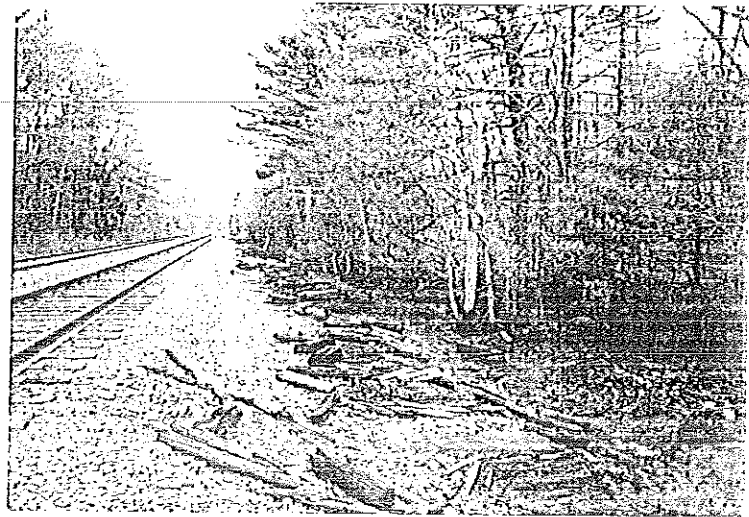
Ref: 14OOB-198-OF

Entered: 05/09/2014 @ 1323      Entry ID: 6407  
Modified: 05/09/2014 @ 1601      Modified ID: 6407

At approximately 1300hrs I researched previous fire calls as I was aware of two similar fires in the area of the railroad tracks being reported during the month of April 2014. I then located incident # 14-30958 dated 04-14-2014 at 1316hrs located at or near \_\_\_\_\_ and incident # 14-30960 reported on 04-14-2014 at 1322hrs located near \_\_\_\_\_. Both incidents were for the report of brush fires nearby the railroad tracks. A copy of both incident are included with this report.

Old Orchard Beach Police Department

Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF

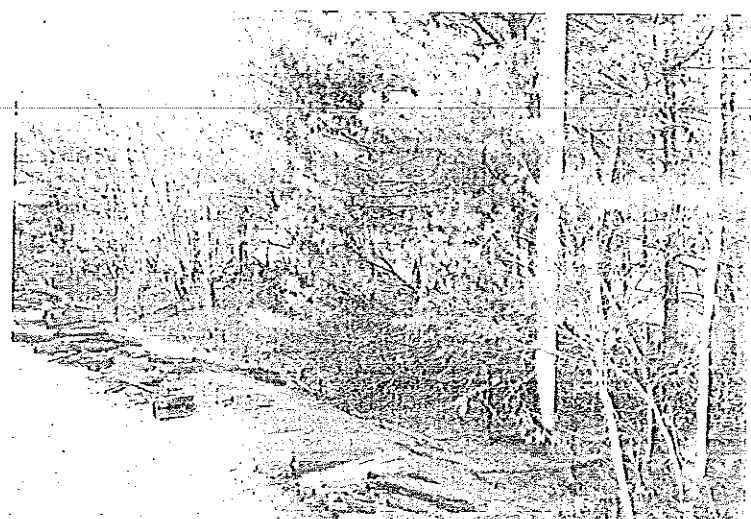
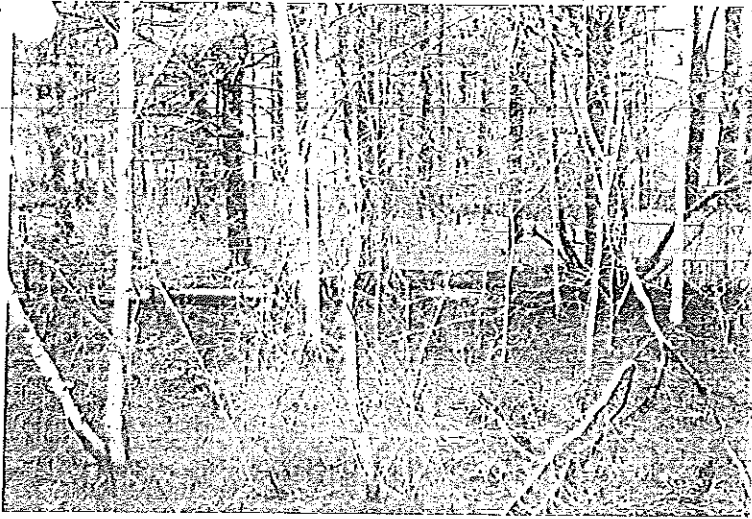




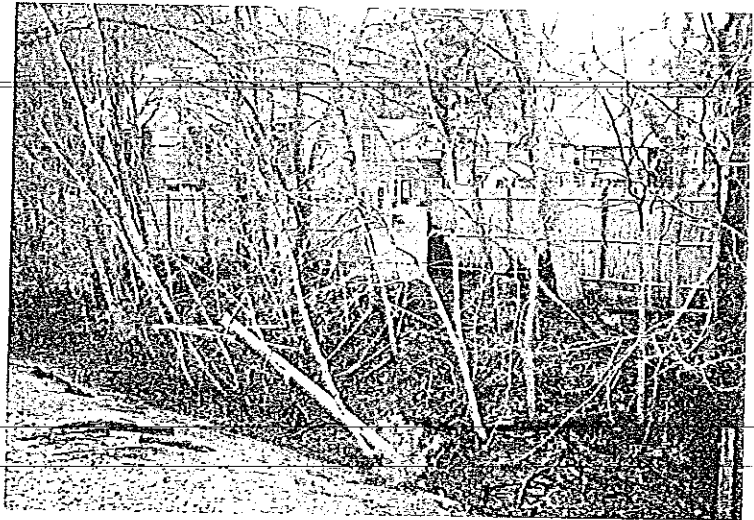
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



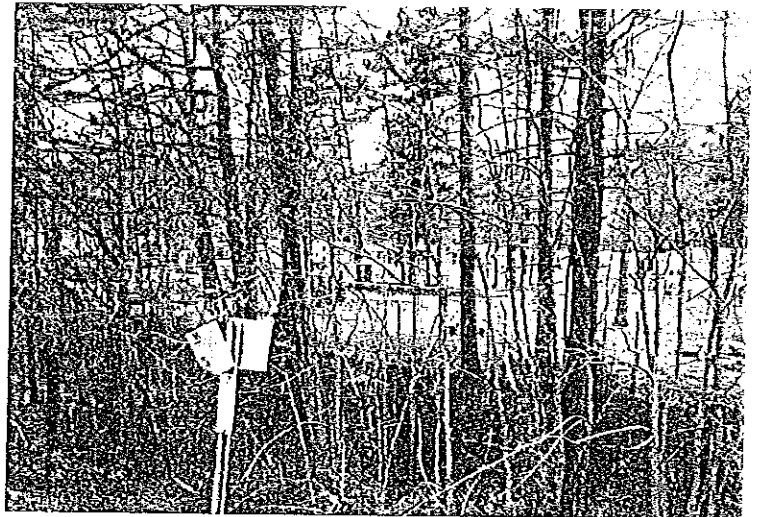
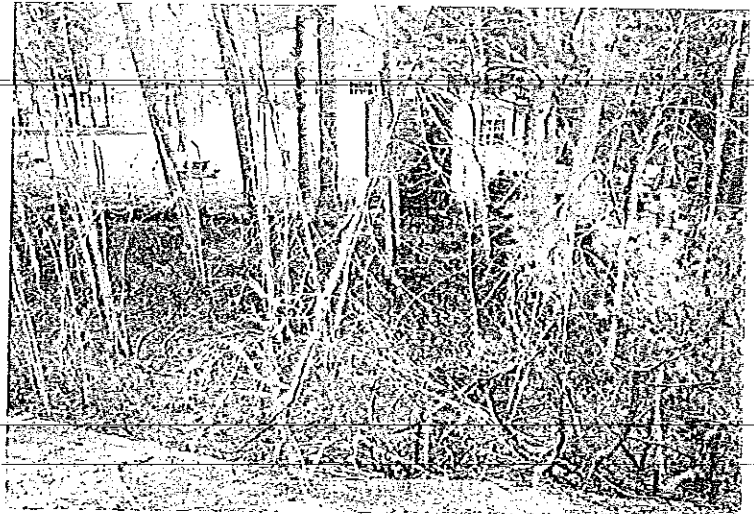
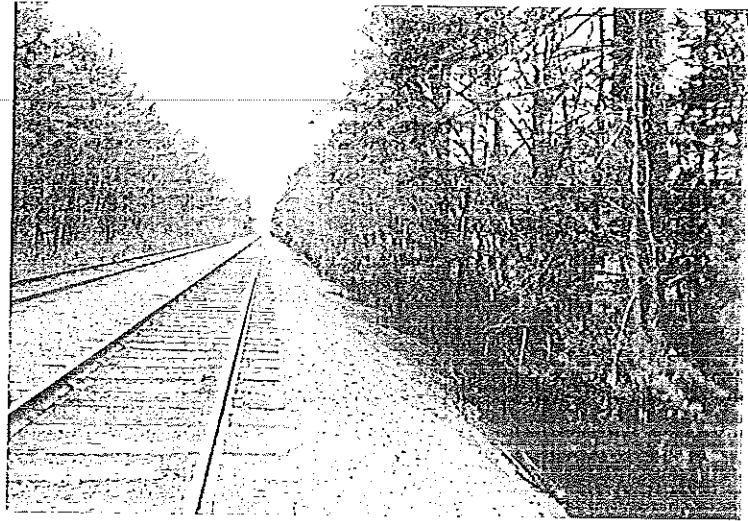
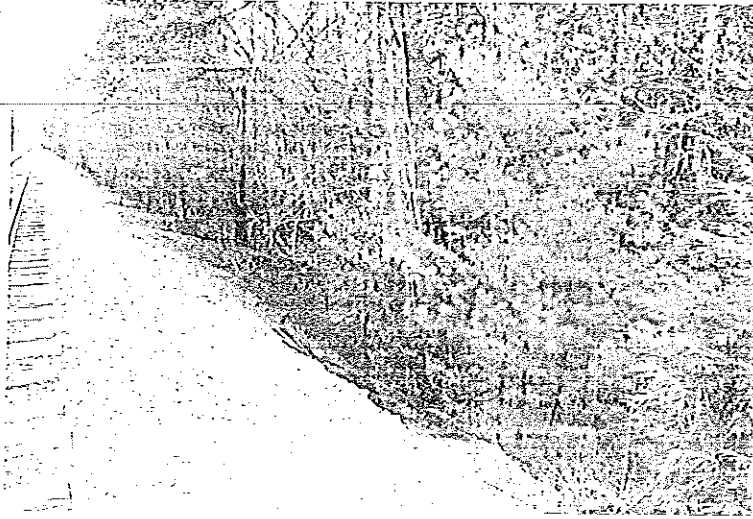
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



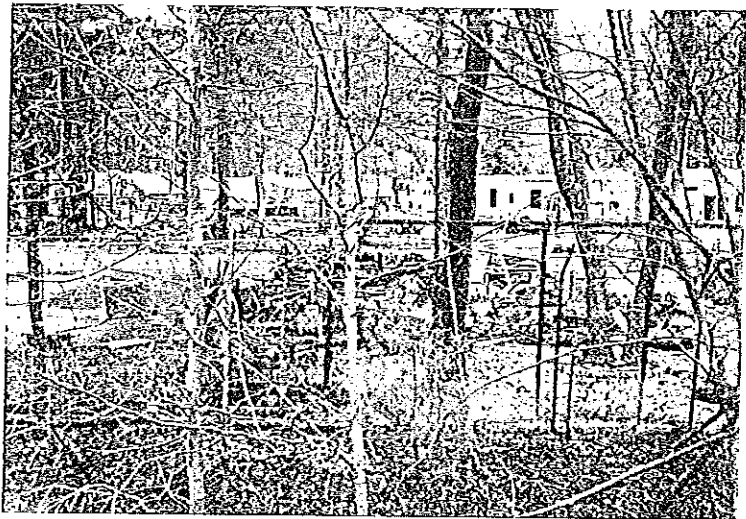
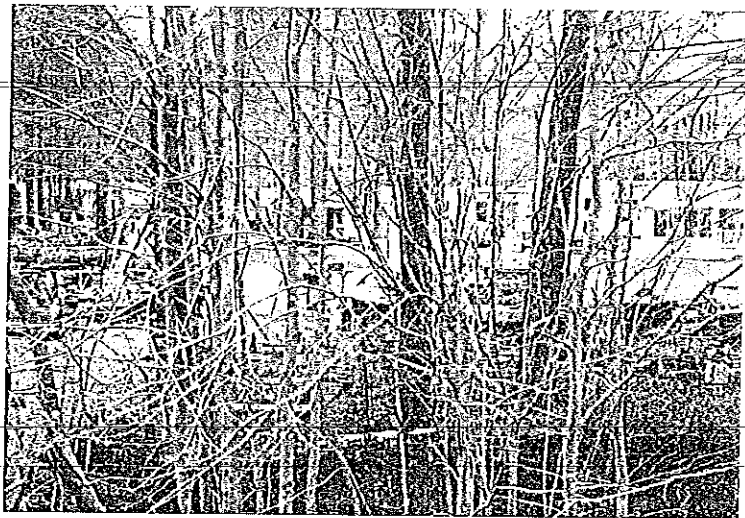
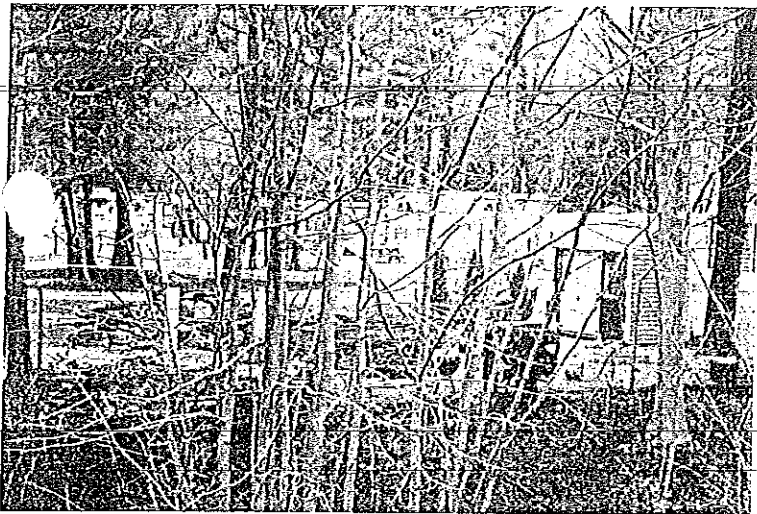
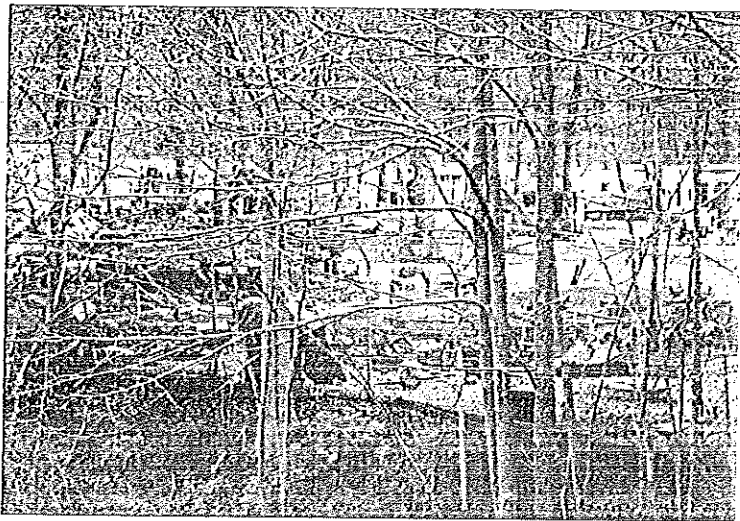
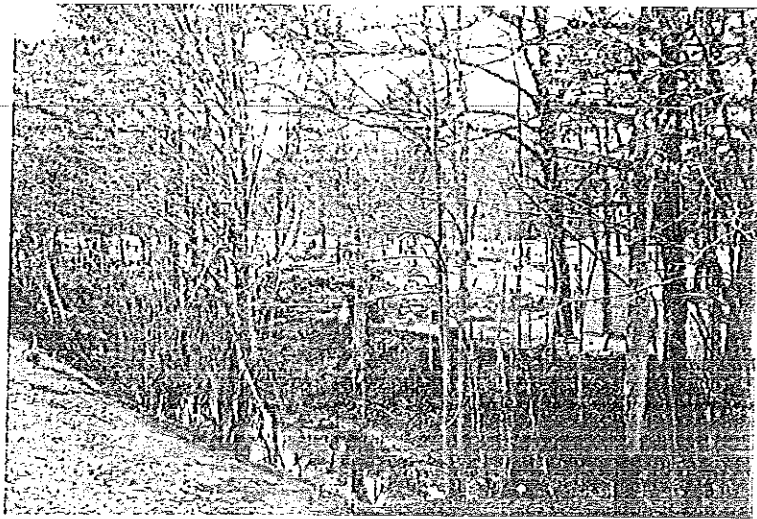
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



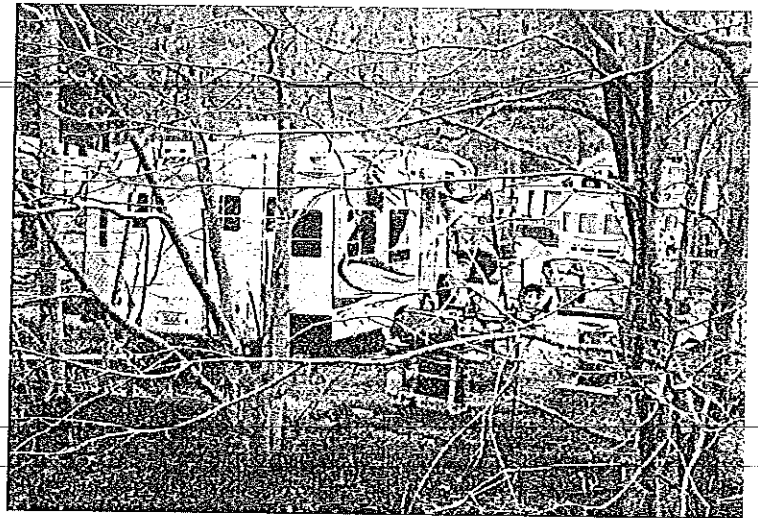
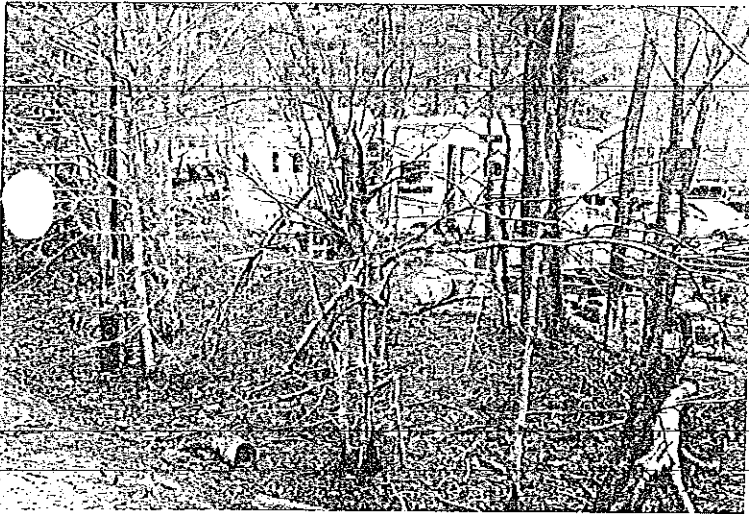
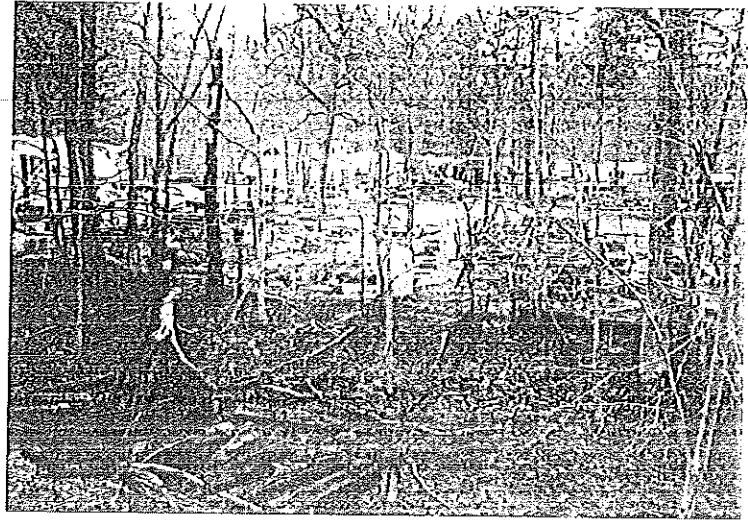
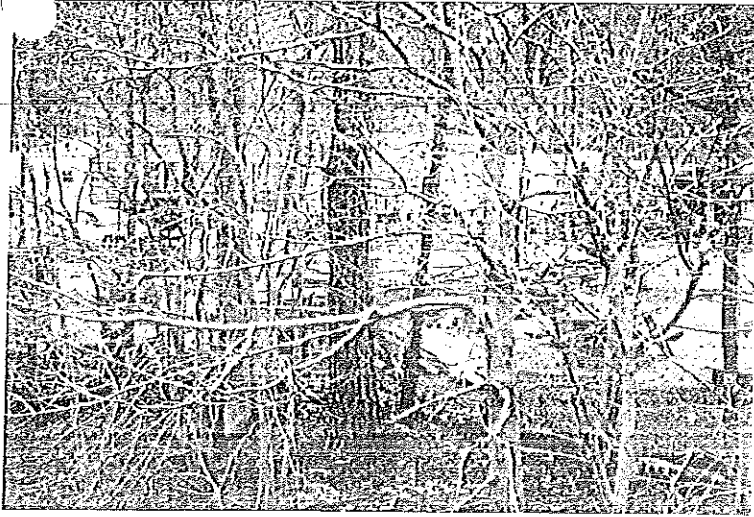
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



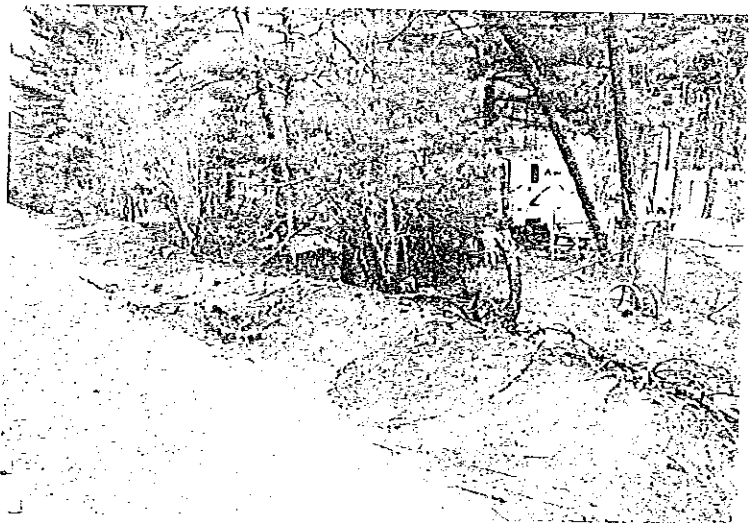
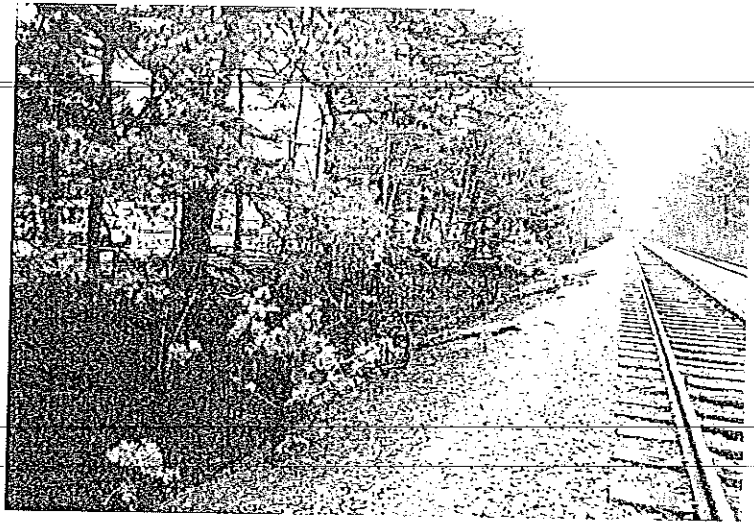
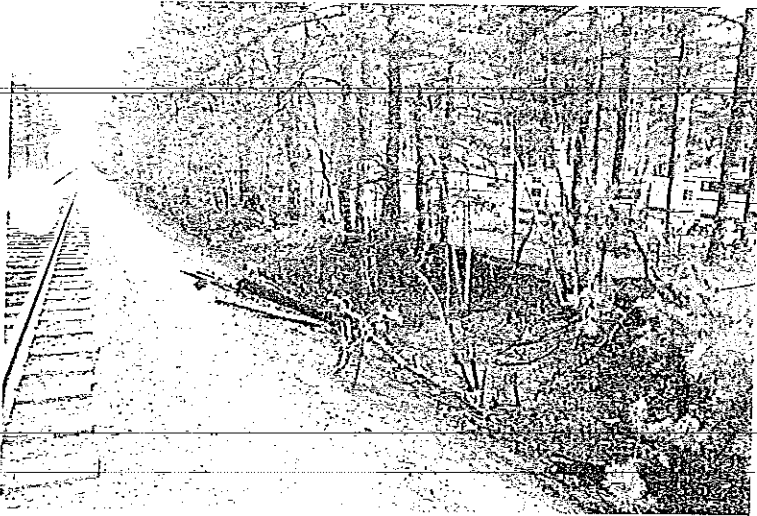
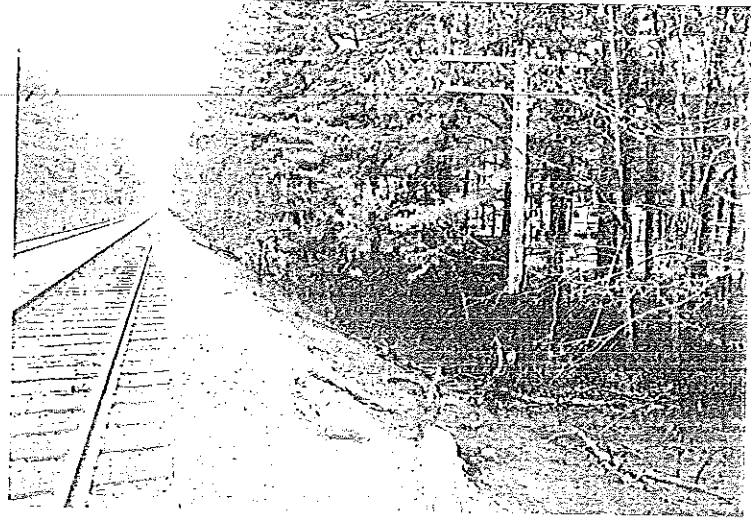
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



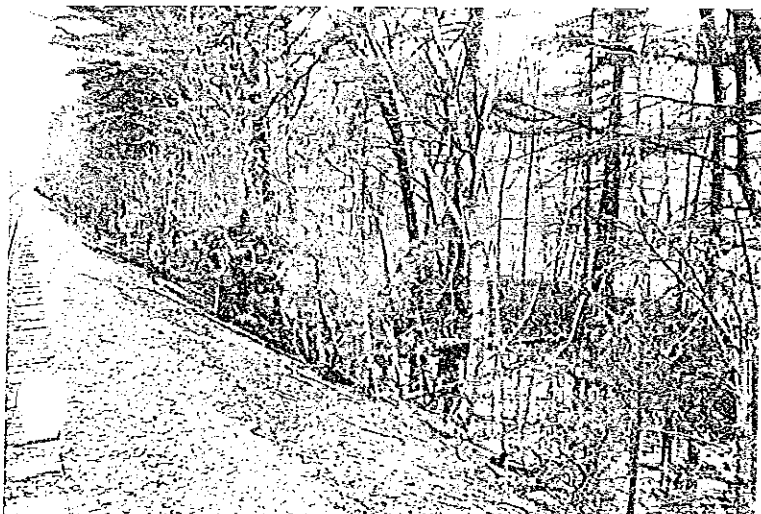
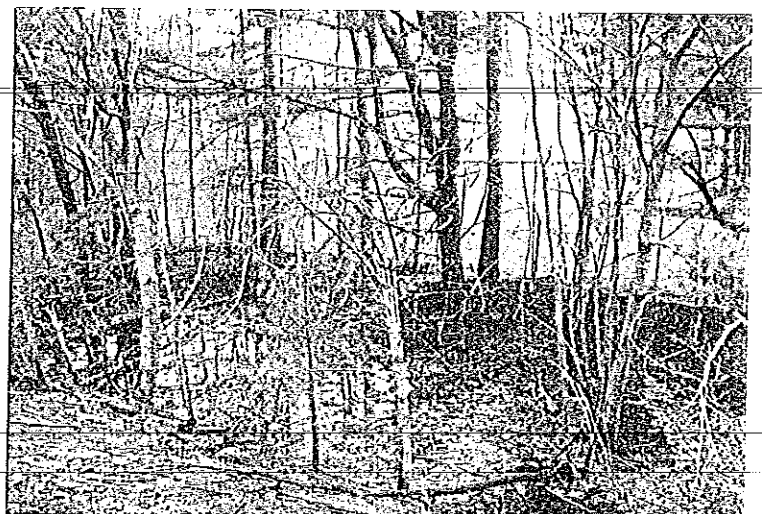
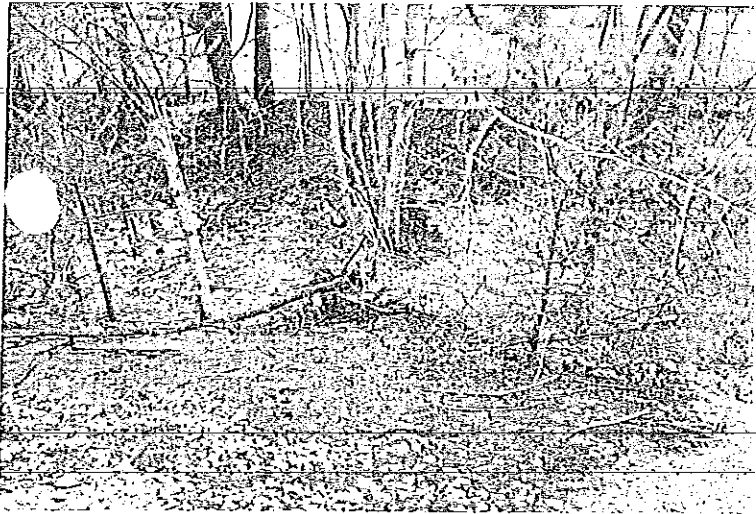
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF

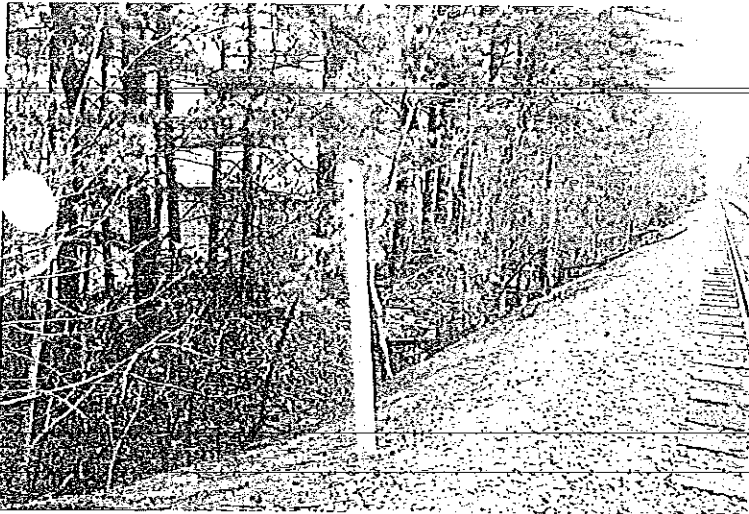
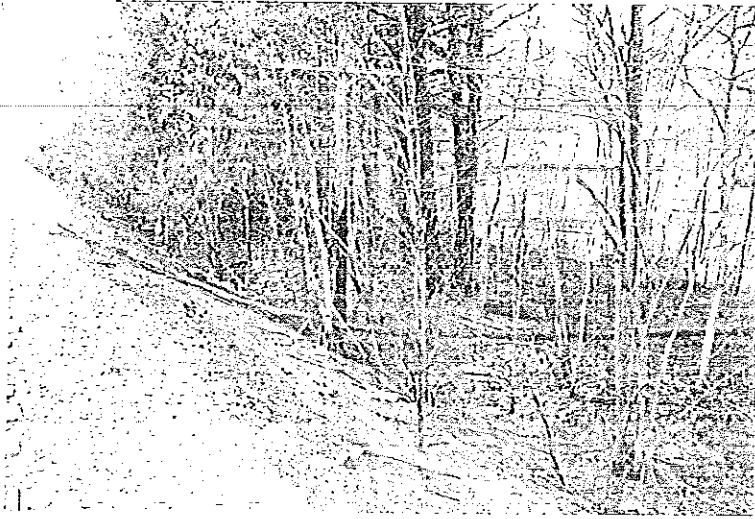


Old Orchard Beach Police Department  
Images Associated with 14O0B-198-OF

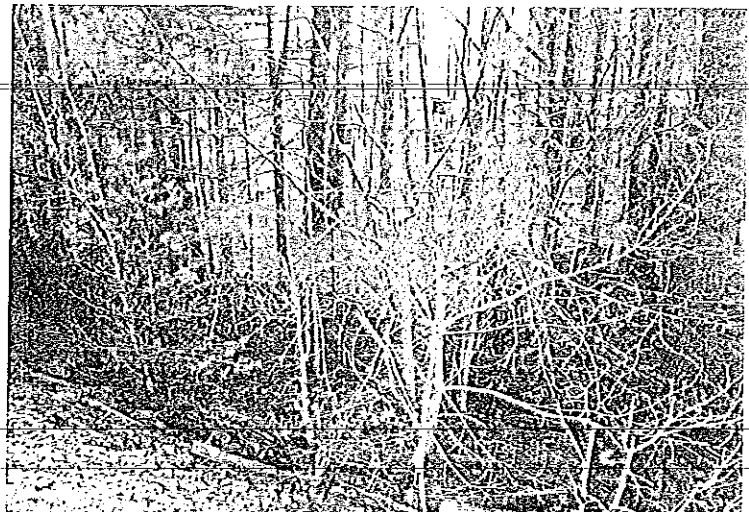




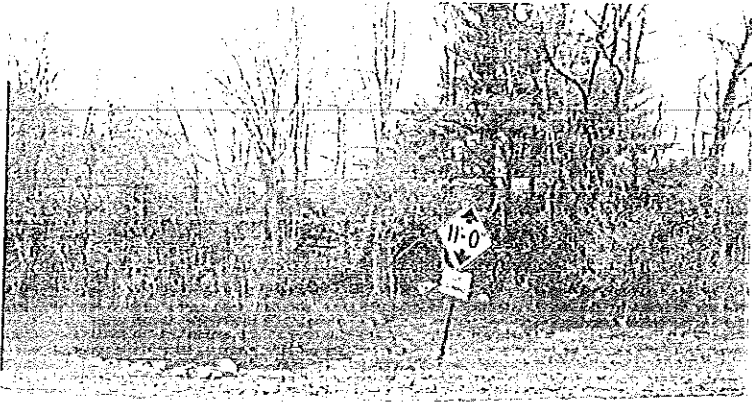
Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



Old Orchard Beach Police Department  
Images Associated with 14OOB-198-OF



9

OFFICE OF STATE FIRE MARSHAL

#52 STATE HOUSE STATION

AUGUSTA, ME 04333-0052



Case # FM14-037884

Cross File

INVESTIGATION REPORT  
SUPPLEMENT

City/Town Old Orchard Beach	County York
Officer's Code/Signature [REDACTED]	Date of Report 05/09/2014

I received the assignment from [REDACTED] on Thursday 05/08/2014 at 1426 hours to respond to Old Orchard Beach for multiple structure fires caused by a passing freight train. I was told to respond to the area of the [REDACTED] [REDACTED] in Old Orchard Beach. I telephoned [REDACTED] on my arrival who assigned me to meet him at the rear of the resort. I could see a large area of smoke as I approached Old Orchard Beach and realized that there were numerous areas that were still burning. [REDACTED] assigned me to document the fire damage to the resort as several mobile home and camping trailers were consumed or heavily damaged in the fire.

[REDACTED] and [REDACTED] joined us on scene. I drove to the west side of the resort where numerous trailers back up to a fence that runs along the railroad tracks. It should be noted that since the fires were caused by the train and ignited nearby brush the origin and cause falls to the Maine Forest Service for investigation. I was assigned to document the resort damage to assist the fire service.

I began the digital documentation along the western and southern rail line. The photographs show numerous damaged trailers and some overall views. The following is the photographic log of those photographs by site numbers only [REDACTED] was assigned the primary and will document the owners of the trailers.

Photographs:

- 1 Pile of leaves and pine needles outside lot H-1
- 2-12 Lot H-2
- 3-16 Lot H-3
- 17-21 Lot G-5
- 22-23 Lot G-6

OFFICE OF STATE FIRE MARSHAL

#52 STATE HOUSE STATION

AUGUSTA, ME 04333-0052

24-27 Lot H-4  
28-30 Lot G-6  
31-32 Damage to cable television system  
33-41 Lot G-7  
42-48,52 Lot H-6  
49 Damage to cable television system  
50-51 Lot H-7  
53 Lot H-5 Vacant lot  
54-61 Lot H-7  
62-69 Lot G-8  
70-77 Lot G-9  
78 Forest Service helicopter  
79 OOB Firefighter  
80-90 Lot P-59  
91-101 Lot F-4  
102-108 Lot O-47  
109-116 Lot H-8  
117-124 Lot H-9  
125-158 Lot H-10  
159-171 Lot H-11  
172 Row of trailers  
173-178 Lot H-13  
179-180 Overall from Lot H-11 to H-1

After completing the digital documentation I left the campground and met with [REDACTED] from Saco Fire. He was the scene commander in Saco at the campground there. [REDACTED] informed me that the fires at that campground were along the railroad tracks and into the woods with no structures involved. He did state that further down the railroad tracks some wooden fences and sheds were damaged however no large structures were involved. I passed that information on to [REDACTED] and then cleared the scene.

OFFICE OF STATE FIRE MARSHAL  
52 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0052

Accelerant Detection Canine Incident Report FM14-038191

Type of Incident Woods/structure fires	Scene Exam (X)	Evidence Screening ( )	Demonstration ( )
---	----------------	------------------------	-------------------

K-9 Handler Name: [REDACTED]

K-9 Name: [REDACTED]

Requesting Agency and/or Officer: Maine Forest Service Ranger Matt Bennett

Primary Investigator: Maine Forest Service Ranger Matt Bennett

Date/Time Incident	Date/Time of Search	Type of Occupancy	Location:	City/Town	Weather Conditions
05/08/2014 @1330 hours	05/09/2014 @ 1300 hours	Railroad bed	Washington Street	Saco	Cloudy, warm,rain

EVIDENCE SEIZED BY:	NUMBER OF ITEMS SEIZED:
None	None

**DOCUMENTATION:** I received a telephone call from Maine Forest Service Ranger Matt Bennett asking if I could assist his department with the investigation of the railroad line fire in Saco and Old Orchard Beach. Ranger Bennett asked if I could bring [REDACTED] to the rail line off [REDACTED] in Saco to check for ignitable liquids. Ranger Bennett was looking to establish that when the train passed it was not omitting diesel fuel or hydraulic fuel from its engine. I brought [REDACTED] to the area and allowed her to acclimate to the surroundings and to curb. I then cast [REDACTED] into the rail line and gave her the command to seek [REDACTED] was cast around the tracks and along the burn patterns on the rail banks. There were no positive indications made.

I then moved down to [REDACTED] where a wooden fence and shed were damaged. There was a long burn pattern in this area on the north side of the tracks. I again brought [REDACTED] into the area and once acclimated I gave her the command to seek. There were no positive indications made by [REDACTED] except where I had placed two drops of training liquid.

**ADDITIONAL SEARCH INFORMATION:** The search off [REDACTED] was on flat ground as the search on [REDACTED]s on a steep bank where [REDACTED] continued to search downward. The search on [REDACTED] was approximately 100 yards long and was conducted on the railroad tracks as well as the drainage ditches and burn patterns.

Before bringing [REDACTED] into the scene I placed two drops of training solution on a burned stump. [REDACTED] was able to wind this solution and properly made a positive indication at the base of the stump.

The absence of a positive [REDACTED] indication does not preclude that an ignitable liquid was not present only that there is no residue present at the time of the search.

REMARKS: None

SEARCH WITNESSED BY: Ranger Matt Bennett

Handler Signature: 

Date: 05/09/2014





10

**ForestRangers, Gray**

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**From:** [REDACTED]@dot.gov  
**Sent:** Saturday, May 10, 2014 4:12 PM  
**Subject:** RE: Maine railroad fires  
**Attachments:** DSCN2002.JPG

---

[REDACTED],

I inspected PanAm Locomotive MEC 307 today at Portsmouth, NH. Upon my arrival the locomotive was shut down. I was able to climb up on top of locomotive and look down into the exhaust stack and took no exception to its condition, it was quite clean and there were no carbon deposits in the stack. I have attached a photo of the stack as viewed from the top of locomotive MEC 307. I asked PanAm mechanical department crew to start up locomotive and throttle it up. Results appear to be a clean burning engine with no exception taken.

I then traveled to Portland, ME. to inspect ATK locomotives # 94 and # 142. and was met there by ATK [REDACTED]. I asked [REDACTED] if Amtrak had a ladder at the site so I could climb up onto the locomotives to make a visual inspection, but there was none available. So we waited for the crew come on duty I asked [REDACTED] to position locomotives under a Highway bridge and stop the equipment there so I could examine the exhaust stacks from above using a pair of binoculars. Distance from top of stacks to bridge railing was about 10 feet. Results: they were also clean of Carbon with no exception taken.

[REDACTED]  
MP&E Safety Inspector  
Region 1  
Londonderry, NH.

---

**From:** [REDACTED] (FRA)  
**Sent:** Friday, May 09, 2014 3:09 PM  
**To:** [REDACTED] (FRA); [REDACTED] (FRA)  
**Cc:** [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA)  
**Subject:** FW: Press inquiry: Maine railroad fires

All-  
Just spoke with MP&E Inspector [REDACTED] (copied) who will arrange to inspect the Pan Am and Amtrak locomotives tomorrow and report back to us on his findings.

[REDACTED]  
Federal Railroad Administration  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

Mail - Moving America Forward

The mission of the Federal Railroad Administration is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

---

**From:** [REDACTED] (FRA)  
**Sent:** Friday, May 09, 2014 2:16 PM  
**To:** [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA)  
**Subject:** RE: Press inquiry: Maine railroad fires

[REDACTED] also spoke with [REDACTED], Superintendent Mechanical for Amtrak in Boston, [REDACTED] states that when Down Easter Train # 684 arrived at North station in Boston on Thursday May 8 from Maine, it was immediately inspected by Amtrak Mechanical personnel, there was no carbon in the stack or spark arrestors on locomotives # 94 & 142 and the brake shoes on the entire train were all intact showing no evidence of problems, this was reported back to the Maine Warden Service with no exception taken.

[REDACTED]

---

**From:** [REDACTED] (FRA)  
**Sent:** Friday, May 09, 2014 1:50 PM  
**To:** [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA)  
**Subject:** RE: Press inquiry: Maine railroad fires  
**Importance:** High

o we're not launching an investigation?

Best,

[REDACTED]

---

**From:** [REDACTED] (FRA)  
**Sent:** Friday, May 09, 2014 1:39 PM  
**To:** [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA)  
**Subject:** RE: Press inquiry: Maine railroad fires

Just Spoke to [REDACTED] Executive Vice President of Pan Am Railways, here is the information she provided:

- o At around 15:00 HRS on Thursday May 8<sup>th</sup> Brush Fires were reported in the area of MP 209 and old Orchard Beech

- At 15:20 HRs Maine State Warden Service Contacted Massachusetts Emergency Management Agency (MEMA) to report brush fires and the possibility of enacting the North East Forest Fire Protection Compact (NEFFPC), which did not take place
- Pan - Am Railways Train DO1 passed this area MP 210 at approximately 13:07 and was in Wells Maine at 14:17
- Train DO1 with locomotive # 307 was inspected in Dover New Hampshire at 15:30 HRs by Maine State Warden Service and was given the all clear for no evidence of non compliance and no carbon in the stack or spark arrestor
- Pan -Am Train crew reported to district 2 dispatcher that while passing MP 210 they noticed an unattended fire in the woods , which they thought may have been a controlled burn , but they did not see anyone attending the fire , this was also relayed to a road foreman who notified local authorities .
- Based on crew statements and investigation by the Maine Warden Service Pan-Am believes this fire is not related to train activity

**From:** [REDACTED] (FRA)  
**Sent:** Friday, May 09, 2014 12:58 PM  
**To:** [REDACTED] (FRA); [REDACTED] (FRA)  
**Cc:** [REDACTED] (FRA)  
**Subject:** RE: Press inquiry: Maine railroad fires

Media reports indicate the a Pan Am freight train may have been responsible. [REDACTED] (copied) is reaching out to Pan Am and will respond to this email.

[REDACTED]

---

[REDACTED]

**Rail - Moving America Forward**

*The mission of the Federal Railroad Administration is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

**From:** [REDACTED] (FRA)  
**Sent:** Friday, May 09, 2014 12:47 PM  
**To:** [REDACTED] (FRA); [REDACTED] (FRA)  
**Subject:** FW: Press inquiry: Maine railroad fires  
**Importance:** High

Hi Guys,

Please see below. Is this something that we would investigate?

Best,

[REDACTED]

[REDACTED]

---

**From:** Public Affairs (FRA)

**Sent:** Friday, May 09, 2014 9:36 AM

**To:** [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA); [REDACTED] (FRA)

**Subject:** FW: Press inquiry: Maine railroad fires

---

**From:** [REDACTED]

**Sent:** Friday, May 09, 2014 9:35:50 AM (UTC-05:00) Eastern Time (US & Canada)

**To:** [REDACTED] (FRA)

**Subject:** Press inquiry: Maine railroad fires

Good morning,

A string of fires along railroad tracks from Biddeford to Scarborough yesterday afternoon is being investigated by the Maine Forestry Service and local fire departments.

~~Apparently the fire started when sparks fell from a freight train.~~

Can you tell me at what point the FRA gets involved, and whether an investigation has begun? If so, what is the status of the investigation?

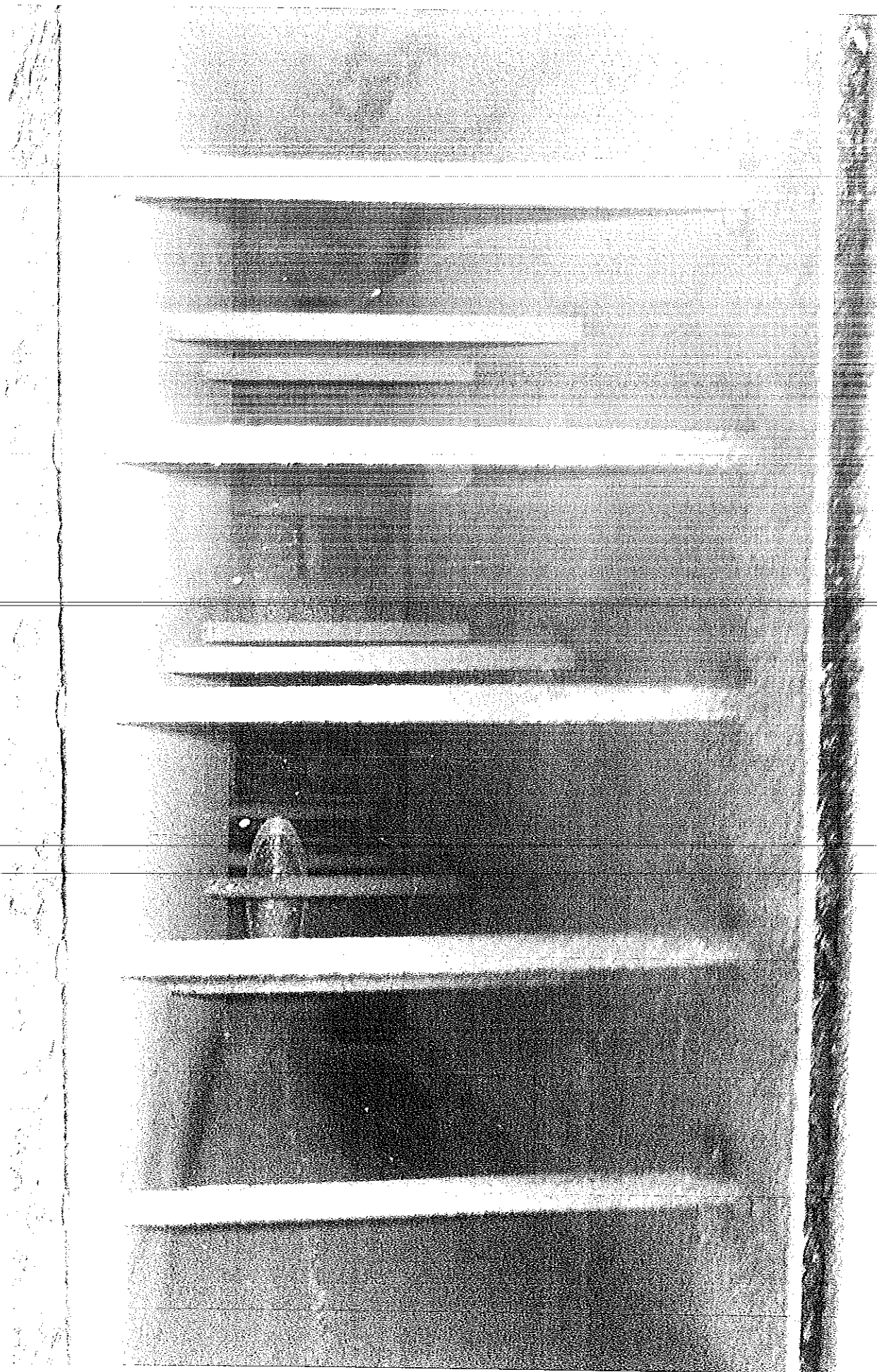
My deadline is mid-afternoon, so any information before then would be wonderful.

Thanks very much,

[REDACTED]

---

[REDACTED]



11



MAINE FOREST SERVICE  
FOREST RESOURCES PROTECTION  
SUPPLEMENTAL REPORT

Tracking Number: 14-4210-183

Subject: RDMS Wildfire Situation Reports listed by ID #

<u>TOWN</u>	<u>RDMS ID#</u>
Scarborough	22253
Scarborough	22254
Old Orchard	22305
Old Orchard	22299
Old Orchard	22306
Old Orchard	22304
Old Orchard	22303
Old Orchard	22302
Old Orchard	22301
Old Orchard	22300
Saco	22582
Saco	22581
Saco	22580
Saco	22294
Saco	22578
Saco	22577
Saco	22574
Saco	22573
Saco	22572
Saco	22561
Saco	22558
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Saco	22536
Saco	22534
Saco	22533
Saco	22531
Saco	22528
Saco	22527
Biddeford	22270
Biddeford	22269
Biddeford	22268
Biddeford	22267





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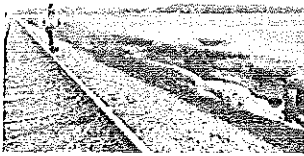
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**ID:** 22253      **Staff (Device):** [redacted] ([redacted])  
**County:** Cumberland      **Assessed:** 05/09/2014 12:30 PM  
**Subject:** 42104039 Scarborough RR FIRE 1      **Posted:** 05/09/2014 1:01 PM  
**State:** Maine      **Last Reviewed:** 07/01/2014 2:46 PM by [redacted]  
**Lat, Lon:** 43.558903, -70.340396      **Last Edited:** 07/03/2014 12:03 PM by claudette.desautels  
**mgrs:** 19TCJ9174123756      **Last Shared:** n/a



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#### Category: Assessor [show/hide]

**Range Name:** Sue Myers  
**Ranger ID Number:** 4215  
**Region:** South  
**District:** 1

#### Category: General Info [show/hide]

**Town Name:** Scarborough  
**Fire Code #:** 41204039  
**Fire Name:** Pan Am Scarborough #1  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [show/hide]

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 0.10  
**\* Note:** 350x20  
**Fuel Type:** Grass  
**Control Stage:** Out  
**Area Structures...:** None  
**Resources Committed:** Crews, Engines, Rangers  
**Number of Crews:** 2  
**Number of Engines:** 2  
**Number of Rangers:** 2  
**Growth Potential:** High

- [05/09/2014 7:00 AM](#)
- [05/09/2014 1:01 PM](#)



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**ID:** 22254      **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)

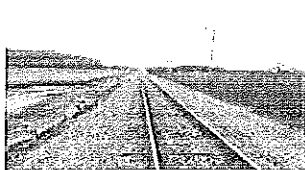
**County:** Cumberland      **Assessed:** 05/09/2014 12:24 PM

**Subject:** 42104040 Scarborough RR Fire 2      **Posted:** 05/09/2014 1:01 PM

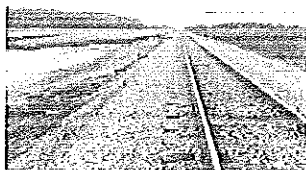
**State:** Maine      **Last Reviewed:** 07/01/2014 2:46 PM by \_\_\_\_\_

**Lat, Lon:** 43.557984, -70.341291      **Last Edited:** 07/03/2014 12:06 PM by claudette.dessutels

**mgrs:** 19TCJ9166823655      **Last Shared:** n/a



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#### Category: Assessor (View/Hide)

**Ranger Name:** Sue Myers

**Ranger ID Number:** 4215

**Region:** South

**District:** 1

#### Category: General Info (View/Hide)

**Town Name:** Scarborough

**Fire Code #:** 42104040

**\* Note:** Scarborough RR FIRE 2 of 2

**Fire Name:** Pan AM Scarborough #2

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info (View/Hide)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** 0.05

**\* Note:** 200x10

**Fuel Type:** Grass

**Control Stage:** Controlled

**Area Structures...:** None

**Resources Committed:** Crews

**Number of Crews:** 2

**Number of Rangers:** 2

**Growth Potential:** High

**\* Note:** along raised rail section of RR ROW through Scarborough Marsh

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**ID:** 22305      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

**County:** York      **Assessed:** 05/10/2014 1:49 PM

**Subject:** 42104041      **Posted:** 05/11/2014 12:55 PM

**State:** Maine      **Last Reviewed:** n/a

**Lat, Lon:** 43.506327, -70.390140      **Last Edited:** 07/02/2014 6:53 PM by claudette.desautels

**mgrs:** 19TCJ8762617983      **Last Shared:** n/a



#### Category: Assessor

**Ranger Name:** Claudette Desautels

**Ranger ID Number:** 4216

**Region:** South

**District:** 1

#### Category: General Info

**Town Name:** Old Orchard Beach

**Fire Code #:** 42104041

**Fire Name:** Pan Am OOB #1

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Other (use notes)

**\* Note:** leaf litter fine fuels

**Control Stage:** Out

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Resources Committed:** Crews, Engines, Rangers

**Number of Crews:** 1

**Number of Engines:** 1

**Number of Rangers:** 1

**Growth Potential:** High

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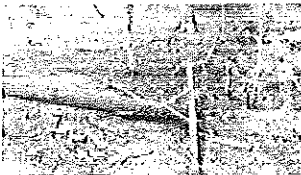
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**ID:** 22299      **Staff (Device):** [ ] ([ ])   
**County:** York      **Assessed:** 05/10/2014 1:44 PM   
**Subject:** 42104043      **Posted:** 05/11/2014 12:25 PM   
**State:** Maine      **Last Reviewed:** n/a   
**Lat, Lon:** 43.505721, -70.392861      **Last Edited:** 07/03/2014 12:08 PM by claudette.desautels   
**mgrs:** 19TCJ8740517919      **Last Shared:** n/a



05/11/2014 12:25 PM



05/11/2014 12:25 PM

#### Category: Assessor [\[ show / hide \]](#)

**Ranger Name:** Gregg Hesselein   
**Ranger ID Number:** 4210   
**Region:** South   
**District:** 1

#### Category: General Info [\[ show / hide \]](#)

**Town Name:** OOB   
**Fire Code #:** 42104043   
**Fire Name:** Pan Am OOB #2   
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[ show / hide \]](#)

**Wildfire Cause:** Railroad   
**Wildfire Size (acres):** 0.20   
**Fuel Type:** Slash   
**Control Stage:** Out   
**Area Structures...:** Threatened   
**Houses Threatened:** 2   
**Camps Threatened:** 0   
**Outbuildings Threatened:** 2   
**Resources Committed:** Aircraft, Crews, Engines, Helicopters, Rangers   
**Number of Aircraft:** 1   
**Number of Crews:** 1   
**Number of Engines:** 1   
**Number of Helicopters:** 1   
**Number of Rangers:** 3   
**Growth Potential:** High



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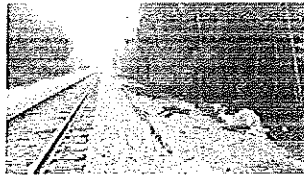
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**ID:** 22306  
**County:** York  
**Subject:** 42104044 OOB Temple st  
**State:** Maine  
**Lat, Lon:** 43.506391, -70.394672  
**mgrs:** 19TCJ8726017996  
**Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)  
**Assessed:** 05/10/2014 1:37 PM  
**Posted:** 05/11/2014 12:56 PM  
**Last Reviewed:** n/a  
**Last Edited:** 07/02/2014 6:54 PM by claudette.desautels  
**Last Shared:** n/a



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#### Category: Assessor [ 2014/08/08 ]

**Ranger Name:** Claudette Desautels  
**Ranger ID Number:** 4216  
**Region:** South  
**District:** 1

#### Category: General Info [ 2014/08/08 ]

**Town Name:** Old Orchard Beach  
**Fire Code #:** 42104044  
**Fire Name:** Pan Am OOB #3  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [ 2014/08/08 ]

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 1.00  
**Fuel Type:** Other (use notes)  
**\* Note:** leaf litter fine fuel  
**Control Stage:** Out  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Rangers  
**Number of Crews:** 1  
**Number of Engines:** 1  
**Number of Rangers:** 1  
**Growth Potential:** High

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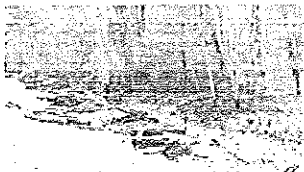
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**ID:** 22304      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 2:04 PM  
**Subject:** 42104045      **Posted:** 05/11/2014 12:55 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.505205, -70.399870      **Last Edited:** 07/02/2014 6:58 PM by claudette.desautels  
**mgrs:** 19TCJ8683817871      **Last Shared:** n/a



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#### Category: Assessor [\[show / hide\]](#)

**Ranger Name:** Claudette Desautels  
**Ranger ID Number:** 4216  
**Region:** South  
**District:** 1

#### Category: General Info [\[show / hide\]](#)

**Town Name:** Old Orchard Beach  
**Fire Code #:** 42104045  
**Fire Name:** Pan Am OOB #4  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show / hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .50  
**\* Note:** leaf litter fine fuels  
**Fuel Type:** Other (use notes)  
**\* Note:** Fine fuels leaf litter  
**Control Stage:** Out  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Rangers  
**Number of Crews:** 1  
**Number of Engines:** 1  
**Number of Rangers:** 1  
**Growth Potential:** High



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**ID:** 22303      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

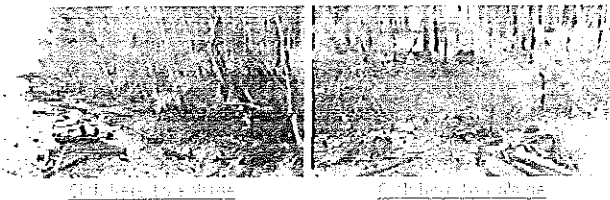
**County:** York      **Assessed:** 05/10/2014 2:09 PM

**Subject:** 42104046      **Posted:** 05/11/2014 12:54 PM

**State:** Maine      **Last Reviewed:** n/a

**Lat, Lon:** 43.504773, -70.402305      **Last Edited:** 07/02/2014 7:04 PM by claudette.desautels

**mgrs:** 19TCJ8663317827      **Last Shared:** n/a



#### Category: Assessor [\[Show/Hide\]](#)

**Ranger Name:** Claudette Desautels

**Ranger ID Number:** 4216

**Region:** South

**District:** 1

#### Category: General Info [\[Show/Hide\]](#)

**Town Name:** Old Orchard Beach

**Fire Code #:** 42104046

**Fire Name:** Pan Am OOB #5

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[Show/Hide\]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .30

**Fuel Type:** Other (use notes)

**\* Note:** leaf little fine fuels

**Control Stage:** Out

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Resources Committed:** Crews, Engines, Rangers

**Number of Crews:** 1

**Number of Engines:** 1

**Number of Rangers:** 1

**Growth Potential:** High

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**ID:** 22302      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 2:16 PM  
**Subject:** 42104047      **Posted:** 05/11/2014 12:54 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.504275, -70.404921      **Last Edited:** 07/02/2014 7:08 PM by claudette.dessutels  
**mgrs:** 19TCJ8642817775      **Last Shared:** n/a



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#### Category: Assessor [\[hide/show\]](#)

**Ranger Name:** Claudette Desautels  
**Ranger ID Number:** 4216  
**Region:** South  
**District:** 1

#### Category: General Info [\[hide/show\]](#)

**Town Name:** Old Orchard Beach  
**Fire Code #:** 42104047  
**Fire Name:** Pan Am OOB #6  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[hide/show\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .50  
**Fuel Type:** Other (use notes)  
**\* Note:** leaf litter fine fuels  
**Control Stage:** Out  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Rangers  
**Number of Crews:** 1  
**Number of Engines:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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**ID:** 22301      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 2:23 PM  
**Subject:** 42104048      **Posted:** 05/11/2014 12:54 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.503594, -70.410033      **Last Edited:** 07/02/2014 7:14 PM by claudette.desautels  
**mgrs:** 19TCJ8601317706      **Last Shared:** n/a

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#### Category: Assessor [New/Info]

**Ranger Name:** Claudette Desautels  
**Ranger ID Number:** 4216  
**Region:** South  
**District:** 1

#### Category: General Info [New/Info]

**Town Name:** Old Orchard Beach  
**Fire Code #:** 42104048  
**Fire Name:** Pan Am OOB #7  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [New/Info]

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 2.10  
**Fuel Type:** Other (use notes)  
**\* Note:** leaf litter fine fuels  
**Control Stage:** Out  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 2  
**Number of Engines:** 2  
**Number of Helicopters:** 1  
**Number of Rangers:** 3  
**Growth Potential:** High



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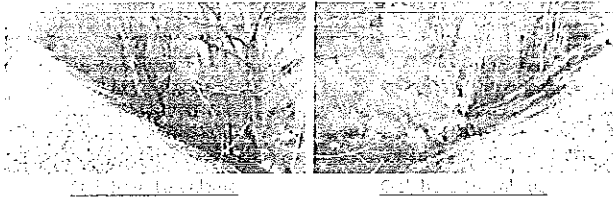
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**ID:** 22300      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 2:29 PM  
**Subject:** 42104049      **Posted:** 05/11/2014 12:53 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.503105, -70.413971      **Last Edited:** 07/02/2014 7:20 PM by claudette.desautels  
**mgrs:** 19TCJ8569417657      **Last Shared:** n/a



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#### Category: Assessor [\[ show / hide \]](#)

**Ranger Name:** Claudette Desautels  
**Ranger ID Number:** 4216  
**Region:** South  
**District:** 1

#### Category: General Info [\[ show / hide \]](#)

**Town Name:** Old Orchard Beach  
**Fire Code #:** 42104049  
**Fire Name:** Pan Am OOB #8  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[ show / hide \]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 3.00  
**Fuel Type:** Other (use notes)  
**\* Note:** leaf litter fine fuel  
**Control Stage:** Out  
**Area Structures...:** Threatened  
**Houses Threatened:** 2  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 2  
**Number of Engines:** 2  
**Number of Helicopters:** 1  
**Number of Rangers:** 3  
**Growth Potential:** High



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**ID:** 22582 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

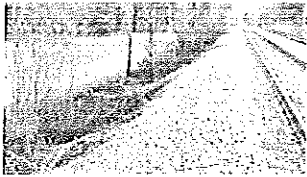
**County:** York **Assessed:** 05/10/2014 1:13 PM

**Subject:** Saco-5/8/14-RR-.2-woods-100% **Posted:** 05/14/2014 10:56 AM

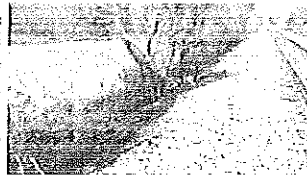
**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.502625, -70.417692 **Last Edited:** 07/03/2014 12:11 PM by claudette.desautels

**mgrs:** 19TCJ8539217609 **Last Shared:** n/a



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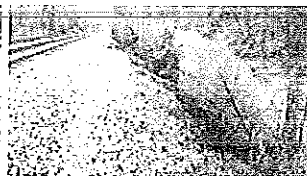
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#### Category: Assessor (View/Hide)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info (View/Hide)

**Town Name:** Saco

**Fire Code #:** 42104050

**Fire Name:** Pan Am Saco #1

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info (View/Hide)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** 0.10

**Fuel Type:** Duff, Immature Softwood

**Control Stage:** Contained

**Area Structures...:** None

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Moderate



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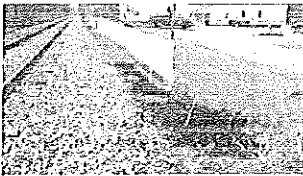
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**ID:** 22581  
**County:** York  
**Subject:** Saco-5/8/14-RR-spot-grass-100%  
**State:** Maine  
**Lat, Lon:** 43.502752, -70.417770  
**mgrs:** 19TCJ8538617623

**Staff (Device):** [\[Name\]](#) ( [\[Device\]](#) )  
**Assessed:** 05/10/2014 1:12 PM  
**Posted:** 05/14/2014 10:52 AM  
**Last Reviewed:** n/a  
**Last Edited:** 07/03/2014 12:13 PM by claudette.desautels  
**Last Shared:** n/a



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#### Category: Assessor [\[Show/Hide\]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info [\[Show/Hide\]](#)

**Town Name:** Saco  
**Fire Code #:** 42104051  
**Fire Name:** Pan Arm Saco #2  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[Show/Hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .06  
**Fuel Type:** Grass  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 1  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High



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**ID:** 22580 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

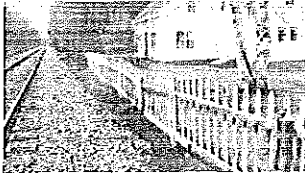
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**Subject:** Saco-5/8/14-RR-spot-grass-100% **Posted:** 05/14/2014 10:48 AM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.502222, -70.417674 **Last Edited:** 07/03/2014 12:15 PM by claudette.desautels

**Ingrs:** 19TCJ8539317564 **Last Shared:** n/a



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#### Category: Assessor [\[show/hide\]](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\[show/hide\]](#)

**Town Name:** Saco

**Fire Code #:** 42104052

**Fire Name:** Pan Am Saco #3

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show/hide\]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .06

**Fuel Type:** Grass

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 1

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** High



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**ID:** 22294

**County:** York

**Subject:** Saco-5/8/14-RR-16-Woods-98%

**State:** Maine

**Lat, Lon:** 43.501998, -70.424506

**mgrs:** 19TC18484017549

**Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

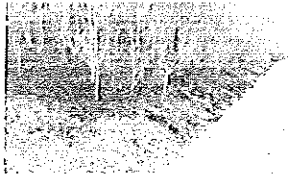
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**Posted:** 05/14/2014 10:38 AM

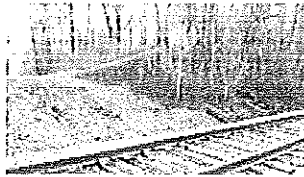
**Last Reviewed:** n/a

**Last Edited:** 07/03/2014 12:19 PM by claudette.dessutels

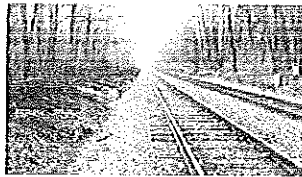
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**Category: Assessor**

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

**Category: General Info**

**Town Name:** Saco  
**Fire Code #:** 42104053  
**Fire Name:** Pan Am Saco #4  
**\* Note:** At Mile Marker 210  
**Fire Start Date:** 05/08/2014

**Category: Wildfire Info**

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 16  
**\* Note:** Mostly/Entirely on City property  
**Fuel Type:** Mature Hardwood, Mature Softwood, Other (use notes)  
**\* Note:** Railroad Ties  
**Control Stage:** Contained  
**\* Note:** 98% (2) hot spots found 5/9/14  
**Area Structures...:** None  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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- [05/21/2014 01:18 PM](#)
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**ID:** 22578 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

**County:** York **Assessed:** 05/10/2014 12:27 PM

**Subject:** Saco-5/8/14-RR-spot-woods-100% **Posted:** 05/14/2014 10:37 AM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.501171, -70.427247 **Last Edited:** 07/03/2014 12:20 PM by claudette.desautels

**mgrs:** 19FC08461717461 **Last Shared:** n/a

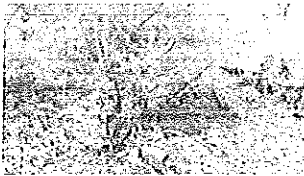


Photo taken by Matthew

#### Category: Assessor [ 10 / 10 ]

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [ 20 / 20 ]

**Town Name:** Saco

**Fire Code #:** 42104054

**Fire Name:** Pan Am Saco #5

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [ 10 / 10 ]

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .06

**Fuel Type:** Brush, Grass

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 1

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** High

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- [05/14/2014 10:37 AM](#)





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**ID:** 22577

**County:** York

**Subject:** Saco-5/8/14-RR-1.5-woods-100%

**State:** Maine

**Lat, Lon:** 43.501001, -70.428166

**mgrs:** 19TCJ8454217443

**Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

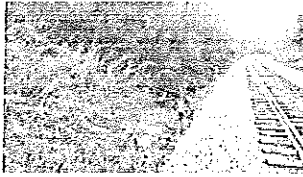
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**Posted:** 05/14/2014 10:30 AM

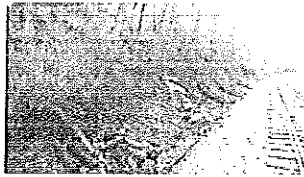
**Last Reviewed:** n/a

**Last Edited:** 07/03/2014 12:23 PM by claudette.desautels

**Last Shared:** n/a



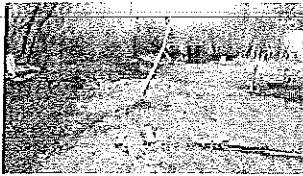
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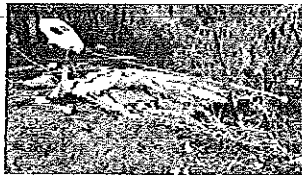
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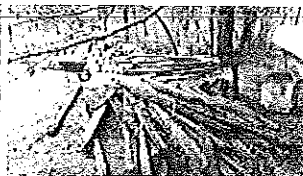
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**Category: Assessor**

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

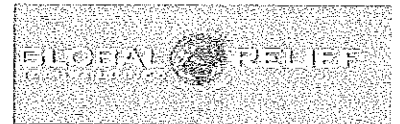
**Category: General Info**

**Town Name:** Saco  
**Fire Code #:** 42104055  
**Fire Name:** Pan Am Saco #6  
**Fire Start Date:** 05/08/2014

**Category: Wildfire Info**

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 1.5  
**Fuel Type:** Brush, Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened, Destroyed  
**Houses Threatened:** 3  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 2  
**Houses Destroyed:** 0  
**Camps Destroyed:** 0  
**Outbuildings Destroyed:** 0  
**\* Note:** (2) snowmobiles, (1) aluminum motor boat  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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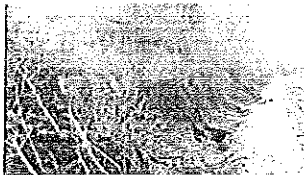
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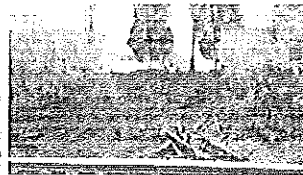
**ID:** 22574      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 11:53 AM  
**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/14/2014 10:15 AM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.500277, -70.430607      **Last Edited:** 07/03/2014 12:25 PM by claudette.desautels  
**mgrs:** 19TCJ8434317366      **Last Shared:** n/a



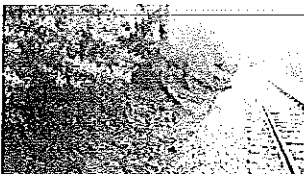
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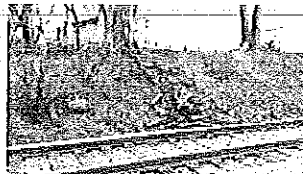
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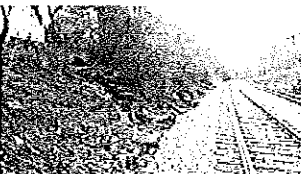
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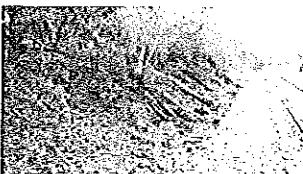
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**Category: Assessor**

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

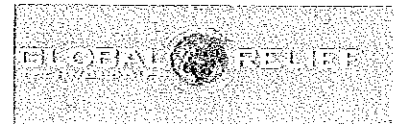
**Category: General Info**

**Town Name:** Saco  
**Fire Code #:** 42104056  
**Fire Name:** Pan Am Saco #7  
**Fire Start Date:** 05/08/2014

**Category: Wildfire Info**

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 1.00  
**Fuel Type:** Brush, Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened, Damaged, Destroyed  
**Houses Threatened:** 3  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 2  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 1  
**Houses Destroyed:** 0  
**Camps Destroyed:** 0  
**Outbuildings Destroyed:** 1  
**\* Note:** easy up car port  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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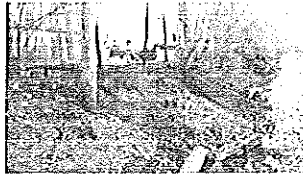
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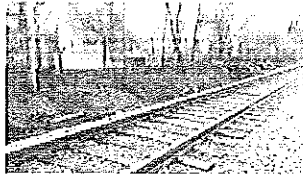
**ID:** 22573      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 11:43 AM  
**Subject:** Saco-5/8/14-RR-2-woods-100%      **Posted:** 05/14/2014 10:04 AM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.500439, -70.430150      **Last Edited:** 07/03/2014 12:29 PM by claudette.desautels  
**mgrs:** 19TCJ8438117384      **Last Shared:** n/a



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#### Category: Assessor [\[show/hide\]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info [\[show/hide\]](#)

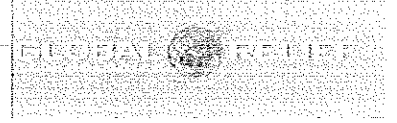
**Town Name:** Saco  
**Fire Code #:** 42104057  
**Fire Name:** Pan Am Saco #8  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show/hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .20  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened, Damaged  
**Houses Threatened:** 2  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 2  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 1  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000

**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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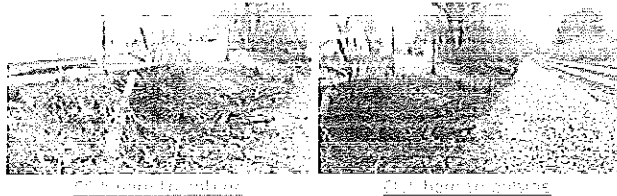
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**ID:** 22572      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 11:42 AM  
**Subject:** Saco-5/8/14-RR-1-grass-100%      **Posted:** 05/14/2014 9:59 AM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.499694, -70.431107      **Last Edited:** 07/03/2014 12:31 PM by claudette.desautels  
**mgrs:** 19TCJ8430217302      **Last Shared:** n/a



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**Category: Assessor** (New/5%)  
**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

**Category: General Info** (New/40%)  
**Town Name:** Saco  
**Fire Code #:** 42104058  
**Fire Name:** Pan Am Saco #9  
**Fire Start Date:** 05/08/2014

**Category: Wildfire Info** (New/5%)  
**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 0.10  
**Fuel Type:** Brush, Grass  
**Control Stage:** Contained  
**Area Structures...:** Threatened, Damaged  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 1  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 1  
**\* Note:** easy up car port  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High



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**ID:** 22561 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

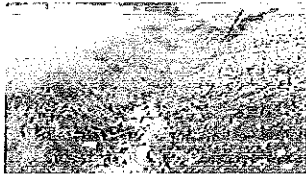
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**Subject:** Saco-5/8/14-RR-5-woods-100% **Posted:** 05/13/2014 5:30 PM

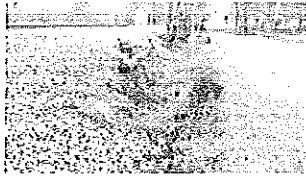
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**Lat, Lon:** 43.499344, -70.433027 **Last Edited:** 07/03/2014 12:33 PM by claudette.desautels

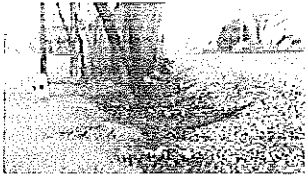
**mgrs:** 19TCJ8414617266 **Last Shared:** n/a



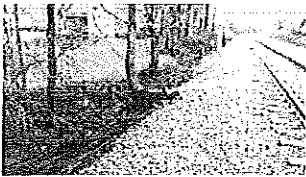
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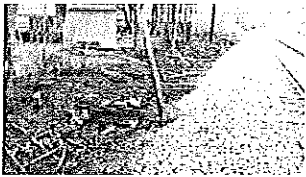
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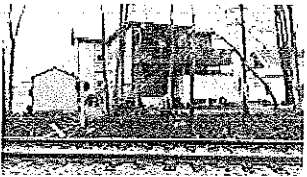
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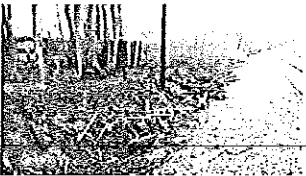
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#### Category: Assessor (show/hide)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info (show/hide)

**Town Name:** Saco

**Fire Code #:** 42104059

**Fire Name:** Pan Am Saco #10

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info (show/hide)

**Wildfire Cause:** Railroad



<b>Wildfire Size (acres):</b>	0.50
<b>Fuel Type:</b>	Grass, Immature Hardwood
<b>Control Stage:</b>	Contained
<b>Area Structures...:</b>	Threatened, Damaged
<b>Houses Threatened:</b>	2
<b>Camps Threatened:</b>	0
<b>Outbuildings Threatened:</b>	1
<b>Houses Damaged:</b>	0
<b>Camps Damaged:</b>	0
<b>Outbuildings Damaged :</b>	1
<b>Resources Committed:</b>	Crews, Engines, Helicopters, Rangers
<b>Number of Crews:</b>	000
<b>Number of Engines:</b>	000
<b>Number of Helicopters:</b>	1
<b>Number of Rangers:</b>	2
<b>Growth Potential:</b>	High

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**ID:** 22558      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

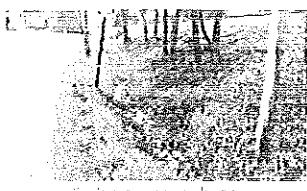
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**Subject:** Saco-5/8/14-RR-.1-grass-100%      **Posted:** 05/13/2014 5:19 PM

**State:** Maine      **Last Reviewed:** n/a

**Lat, Lon:** 43.499150, -70.433295      **Last Edited:** 07/03/2014 12:36 PM by claudette.desautels

**mgrs:** 19TCJ8412417245      **Last Shared:** n/a



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#### Category: Assessor [\(show/hide\)](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\(show/hide\)](#)

**Town Name:** Saco

**Fire Code #:** 42104060

**Fire Name:** Pan Am Saco #11

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\(show/hide\)](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** None

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

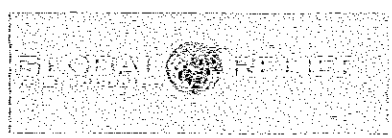
**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Low

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**ID:** 22556      **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)

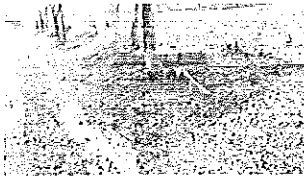
**County:** York      **Assessed:** 05/10/2014 11:30 AM

**Subject:** Saco-5/8/14-RR-.1-woods-100%      **Posted:** 05/13/2014 5:13 PM

**State:** Maine      **Last Reviewed:** n/a

**Lat, Lon:** 43.499150, -70.433295      **Last Edited:** 07/03/2014 12:37 PM by claudette.desautels

**mgrs:** 19TC08412417245      **Last Shared:** n/a



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#### Category: Assessor [\[Show/Hide\]](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\[Show/Hide\]](#)

**Town Name:** Saco

**Fire Code #:** 42104061

**Fire Name:** Pan Am Saco #12

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[Show/Hide\]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** None

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Low

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**ID:** 22555      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

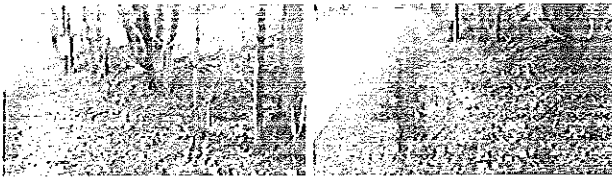
**County:** York      **Assessed:** 05/10/2014 11:29 AM

**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/13/2014 5:09 PM

**State:** Maine      **Last Reviewed:** n/a

**Lat, Lon:** 43.498986, -70.433614      **Last Edited:** 07/03/2014 12:38 PM by claudette.desautels

**mgrs:** 19TCJ8409817227      **Last Shared:** n/a



#### Category: Assessor [\[View Info\]](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\[View Info\]](#)

**Town Name:** Saco

**Fire Code #:** 42104062

**Fire Name:** Pan Am Saco #13

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[View Info\]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** None

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

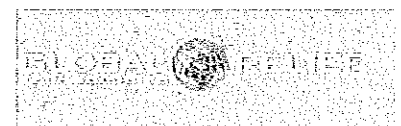
**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Low

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**ID:** 22554 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

**County:** York **Assessed:** 05/10/2014 11:28 AM

**Subject:** Saco-5/8/14-RR-1-woods-100% **Posted:** 05/13/2014 5:05 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.498986, -70.433614 **Last Edited:** 07/03/2014 12:40 PM by claudette.desautels

**mgrs:** 19TCJ8409817227 **Last Shared:** n/a



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#### Category: Assessor [\[Show/Hide\]](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\[Show/Hide\]](#)

**Town Name:** Saco

**Fire Code #:** 42104063

**Fire Name:** Pan Am Saco #14

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[Show/Hide\]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** None

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

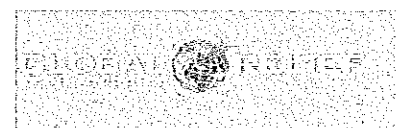
**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Low

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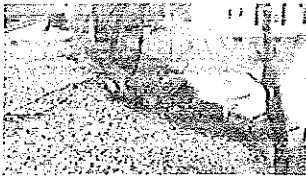
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**ID:** 22553      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 11:27 AM  
**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/13/2014 4:59 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.499086, -70.433589      **Last Edited:** 07/03/2014 12:40 PM by claudette.desautels  
**mgrs:** 19TCJ8410017238      **Last Shared:** n/a



#### Category: Assessor [show/hide]

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

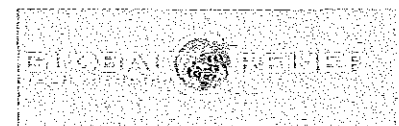
#### Category: General Info [show/hide]

**Town Name:** Saco  
**Fire Code #:** 42104064  
**Fire Name:** Pan Am Saco #15  
**Fire Start-Date:** 05/08/2014

#### Category: Wildfire Info [show/hide]

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .10  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** None  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Low

- [07/03/2014 12:40 PM](#)





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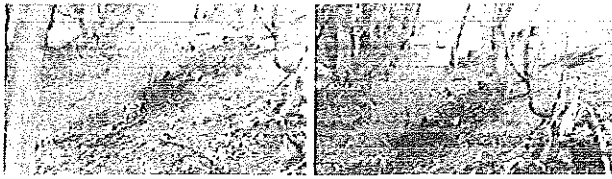
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**ID:** 22551      **Staff (Device):** [\[redacted\]](#) ([\[redacted\]](#))  
**County:** York      **Assessed:** 05/10/2014 11:20 AM  
**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/13/2014 4:48 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.498938, -70.434472      **Last Edited:** 07/03/2014 12:42 PM by claudette.desautels  
**mgrs:** 19TCJ8402817223      **Last Shared:** n/a



#### Category: Assessor [\[show/hide\]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info [\[show/hide\]](#)

**Town Name:** Saco  
**Fire Code #:** 42104065  
**Fire Name:** Pan Am Saco #16  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show/hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .10  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Moderate



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**ID:** 22550 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

**County:** York **Assessed:** 05/10/2014 11:19 AM

**Subject:** Saco-5/8/14-RR-.1-woods-100% **Posted:** 05/13/2014 4:42 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.498440, -70.434816 **Last Edited:** 07/03/2014 12:45 PM by claudette.desautels

**mgrs:** 19TCJ8400017168 **Last Shared:** n/a



#### Category: Assessor [\(edit\)](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\(edit\)](#)

**Town Name:** Saco

**Fire Code #:** 42104066

**Fire Name:** Pan Am Saco #17

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\(edit\)](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Moderate





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**ID:** 22549      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 11:17 AM  
**Subject:** Saco-5/8/14-RR-2-woods-100%      **Posted:** 05/13/2014 4:31 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.498431, -70.435225      **Last Edited:** 07/03/2014 12:44 PM by claudette.dessutels  
**mgrs:** 19TCJ8396717168      **Last Shared:** n/a



#### Category: Assessor [\[show/hide\]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info [\[show/hide\]](#)

**Town Name:** Saco  
**Fire Code #:** 42104067  
**Fire Name:** Pan Am Saco #18  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show/hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .20  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Moderate



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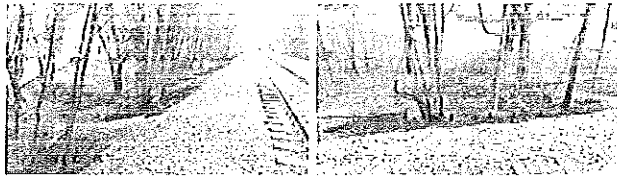
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**ID:** 22548      **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)  
**County:** York      **Assessed:** 05/10/2014 11:16 AM  
**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/13/2014 4:26 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.497822, -70.435377      **Last Edited:** 07/03/2014 12:46 PM by claudette.desautels  
**mgrs:** 19TCJ8395317100      **Last Shared:** n/a



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#### Category: Assessor [\[show/hide\]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info [\[show/hide\]](#)

**Town Name:** Saco  
**Fire Code #:** 42104068  
**Fire Name:** Pan Am Saco #19  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show/hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .10  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Moderate



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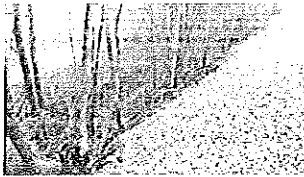
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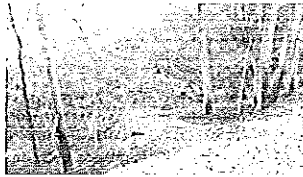
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**ID:** 22547 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York **Assessed:** 05/10/2014 11:13 AM  
**Subject:** Saco-5/8/14-RR-1-woods-100% **Posted:** 05/13/2014 4:10 PM  
**State:** Maine **Last Reviewed:** n/a  
**Lat, Lon:** 43.498171, -70.435448 **Last Edited:** 07/03/2014 2:16 PM by claudette.desautels  
**mgrs:** 19TCJ8394817139 **Last Shared:** n/a



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#### Category: Assessor [\[show/hide\]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info [\[show/hide\]](#)

**Town Name:** Saco  
**Fire Code #:** 42104069  
**Fire Name:** Pan Am Saco #20  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[show/hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 1.00  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 2  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2





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**ID:** 22545 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

**County:** York **Assessed:** 05/10/2014 11:06 AM

**Subject:** Saco-5/8/14-RR-1-woods-100% **Posted:** 05/13/2014 3:34 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.497604, -70.437845 **Last Edited:** 07/03/2014 2:19 PM by claudette.desautels

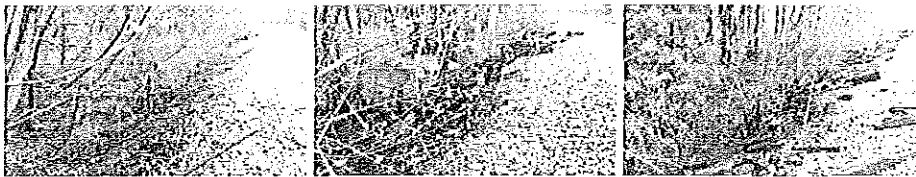
**mgrs:** 19TCJ8375317079 **Last Shared:** n/a



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#### Category: Assessor (no edit)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info (no edit)

**Town Name:** Saco

**Fire Code #:** 42104070

**Fire Name:** Pan Am Saco #21

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info (no edit)

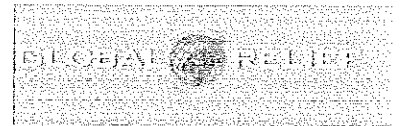
**Wildfire Cause:** Railroad

**Wildfire Size (acres):** 1.00  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 4  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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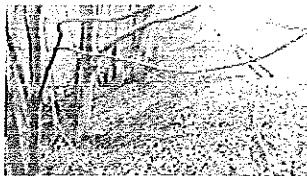
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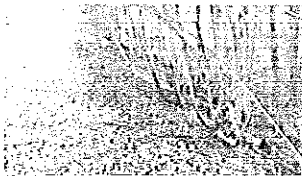
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Version Control

**ID:** 22544 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York **Assessed:** 05/10/2014 11:02 AM  
**Subject:** Saco-5/8/14-RR-3-woods-100% **Posted:** 05/13/2014 3:23 PM  
**State:** Maine **Last Reviewed:** n/a  
**Lat, Lon:** 43.497604, -70.437845 **Last Edited:** 07/03/2014 2:20 PM by claudette.desautels  
**mgrs:** 19TCJ8375317079 **Last Shared:** n/a



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#### Category: Assessor

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info

**Town Name:** Saco  
**Fire Code #:** 42104071  
**Fire Name:** Pan Am Saco #22  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .30  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High



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**ID:** 22542 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

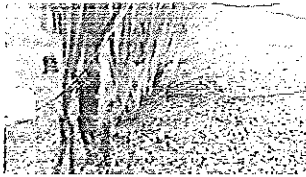
**County:** York **Assessed:** 05/10/2014 11:01 AM

**Subject:** Saco-5/8/14-RR-2-woods-100% **Posted:** 05/13/2014 3:11 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.497607, -70.438538 **Last Edited:** 07/03/2014 2:22 PM by claudette.desautels

**mgrs:** 19TCJ8369717081 **Last Shared:** n/a



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#### Category: Assessor

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info

**Town Name:** Saco

**Fire Code #:** 42104072

**Fire Name:** Pan Am Saco #23

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .20

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 2

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** High





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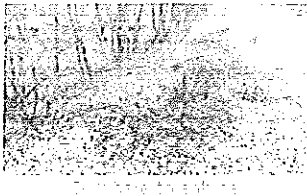
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**ID:** 22540      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 11:00 AM  
**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/13/2014 3:03 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.497177, -70.439067      **Last Edited:** 07/03/2014 2:23 PM by claudette.desautels  
**mgrs:** 19TCJ8365317034      **Last Shared:** n/a



#### Category: Assessor

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info

**Town Name:** Saco  
**Fire Code #:** 42104073  
**Fire Name:** Pan Am Saco #24  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .10  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 1  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Moderate



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**ID:** 22539      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

**County:** York      **Assessed:** 05/10/2014 10:55 AM

**Subject:** Saco-5/8/14-RR-3-woods-100%      **Posted:** 05/13/2014 2:57 PM

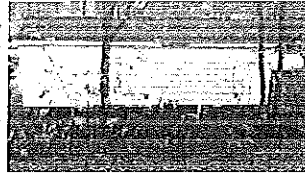
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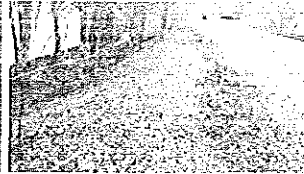
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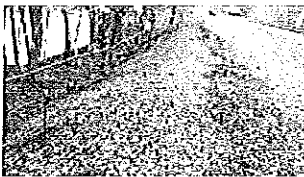
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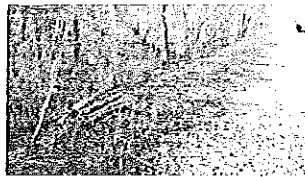
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#### Category: Assessor (show/hide)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info (show/hide)

**Town Name:** Saco

**Fire Code #:** 42104074

**Fire Name:** Pan Am Saco #25

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info (show/hide)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .30

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

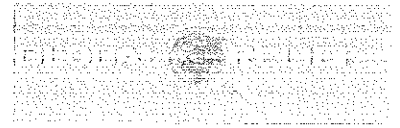
**Area Structures...:** Threatened, Damaged

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 1  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** High

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**ID:** 22538      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 10:54 AM  
**Subject:** Saco-5/8/14-RR-2-woods-100%      **Posted:** 05/13/2014 2:47 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.496935, -70.439959      **Last Edited:** 07/03/2014 2:26 PM by claudette.desautels  
**mgrs:** 19TCJ8358117008      **Last Shared:** n/a



#### Category: Assessor

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info

**Town Name:** Saco  
**Fire Code #:** 42104075  
**Fire Name:** Pan Am Saco #26  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .20  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Moderate



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**ID:** 22536 **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)

**County:** York **Assessed:** 05/10/2014 10:53 AM

**Subject:** Saco-5/8/14-RR-1-woods-100% **Posted:** 05/13/2014 2:36 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.496693, -70.440132 **Last Edited:** 07/03/2014 2:27 PM by claudette.desautels

**mgrs:** 19TCJ8356616981 **Last Shared:** n/a



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#### Category: Assessor [\[View/Hide\]](#)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info [\[View/Hide\]](#)

**Town Name:** Saco

**Fire Code #:** 42104076

**Fire Name:** Pan Am Saco #27

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[View/Hide\]](#)

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .20

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Moderate



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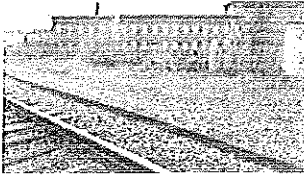
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**ID:** 22270 **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)  
**County:** York **Assessed:** 05/09/2014 1:44 PM  
**Subject:** 42104082 Biddeford RR Fire 1 **Posted:** 05/09/2014 5:41 PM  
**State:** Maine **Last Reviewed:** 07/01/2014 2:32 PM  
**Lat, Lon:** 43.496597, -70.452468 **Last Edited:** 07/03/2014 2:34 PM by claudette.desautels  
**mgrs:** 19TCJ8256916988 **Last Shared:** n/a



2014-08-20 10:00 AM

#### Category: Assessor

**Ranger Name:** Sue Myers  
**Ranger ID Number:** 4215  
**Region:** South  
**District:** 1

#### Category: General Info

**Town Name:** Biddeford  
**Fire Code #:** 42104082  
**Fire Name:** Pan Am Biddeford #1  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .01  
**Fuel Type:** Duff  
**Control Stage:** Out  
**Area Structures...:** None  
**Houses Threatened:** 0  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 0  
**Houses Destroyed:** 0  
**Camps Destroyed:** 0  
**Outbuildings Destroyed:** 0  
**Resources Committed:** Crews, Engines  
**Number of Aircraft:** 0  
**Number of Crews:** 1  
**Number of Dozers:** 0  
**Number of Engines:** 2  
**Number of Helicopters:** 0





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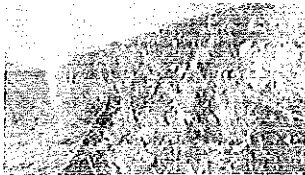
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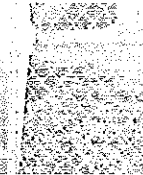
**ID:** 22269      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/09/2014 1:53 PM  
**Subject:** 42104083 Biddeford RR Fire 2      **Posted:** 05/09/2014 5:40 PM  
**State:** Maine      **Last Reviewed:** 07/01/2014 2:41 PM by \_\_\_\_\_  
**Lat, Lon:** 43.496533, -70.457127      **Last Edited:** 07/03/2014 2:35 PM by claudette.desautels  
**mgrs:** 19TCJ8219216988      **Last Shared:** n/a



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#### Category: Assessor [\[Show/Hide\]](#)

**Ranger Name:** Sue Myers  
**Ranger ID Number:** 4215  
**Region:** South  
**District:** 1

#### Category: General Info [\[Show/Hide\]](#)

**Town Name:** Biddeford  
**Fire Code #:** 42104083  
**Fire Name:** Pan Am Biddeford #2  
**Fire Start Date:** 05/08/2014

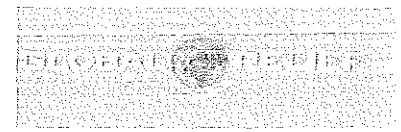
#### Category: Wildfire Info [\[Show/Hide\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 0.01  
**\* Note:** 20x10  
**Fuel Type:** Grass  
**Control Stage:** Out  
**Area Structures...:** None  
**Houses Threatened:** 0  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 00  
**Houses Destroyed:** 0



Camps Destroyed: 0  
Outbuildings Destroyed: 0  
Resources Committed: Crews  
Number of Aircraft: 0  
Number of Crews: 1  
Number of Dozers: 0  
Number of Engines: 0  
\* Note: Land Owner extinguished with Garden Hose along fence line  
Number of Helicopters: 0  
Number of Rangers: 2  
Growth Potential: Moderate

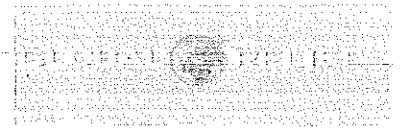
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**Camps Destroyed:** 0  
**Outbuildings Destroyed:** 0  
**Resources Committed:** Crews  
**Number of Aircraft:** 0  
**Number of Crews:** 2  
**Number of Dozers:** 0  
**Number of Engines:** 0  
**Number of Helicopters:** 0  
**Number of Rangers:** 2  
**Growth Potential:** Moderate

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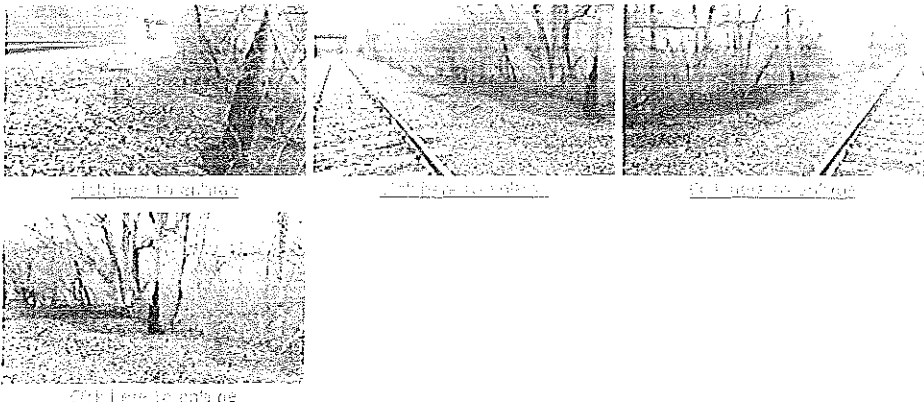
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**ID:** 22267      **Staff (Device):** [redacted] ([redacted])  
**County:** York      **Assessed:** 05/09/2014 2:37 PM  
**Subject:** 42104085 Biddeford RR FIRE 4      **Posted:** 05/09/2014 5:39 PM  
**State:** Maine      **Last Reviewed:** 07/01/2014 2:44 PM by [redacted]  
**Lat, Lon:** 43.493177, -70.468593      **Last Edited:** 07/03/2014 2:38 PM by claudette.desautels  
**mgrs:** 19TCJB125916631      **Last Shared:** n/a



#### Category: Assessor [\[New Field\]](#)

**Ranger Name:** Sue Myers  
**Ranger ID Number:** 4215  
**Region:** South  
**District:** 1

#### Category: General Info [\[New Field\]](#)

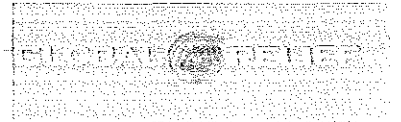
**Town Name:** Biddeford  
**Fire Code #:** 42104085  
**Fire Name:** Pan Am Biddeford #4  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info [\[New Field\]](#)

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** 0.10  
**\* Note:** 30x15  
**Fuel Type:** Brush  
**Control Stage:** Out  
**Area Structures...:** Threatened  
**Houses Threatened:** 2  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Houses Damaged:** 0  
**Camps Damaged:** 0  
**Outbuildings Damaged :** 0  
**Houses Destroyed:** 0

<b>Camps Destroyed:</b>	0
<b>Outbuildings Destroyed:</b>	0
<b>Resources Committed:</b>	Crews
<b>Number of Aircraft:</b>	0
<b>Number of Crews:</b>	2
<b>Number of Dozers:</b>	0
<b>Number of Engines:</b>	0
<b>Number of Helicopters:</b>	0
<b>Number of Rangers:</b>	2
<b>Growth Potential:</b>	High

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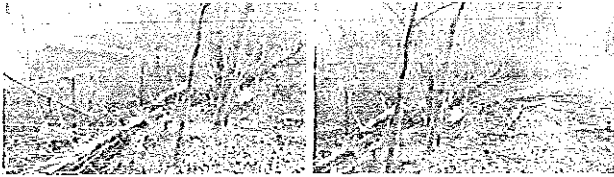
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**ID:** 22534      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/10/2014 10:52 AM  
**Subject:** Saco-5/8/14-RR-.2-woods-100%      **Posted:** 05/13/2014 2:28 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.496823, -70.440014      **Last Edited:** 07/03/2014 2:28 PM by claudette.desautels  
**mgrs:** 19TQJ8357616996      **Last Shared:** n/a



#### Category: Assessor

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** 1

#### Category: General Info

**Town Name:** Saco  
**Fire Code #:** 42104077  
**Fire Name:** Pan Am Saco #28  
**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad  
**Wildfire Size (acres):** .20  
**Fuel Type:** Grass, Immature Hardwood  
**Control Stage:** Contained  
**Area Structures...:** Threatened  
**Houses Threatened:** 1  
**Camps Threatened:** 0  
**Outbuildings Threatened:** 0  
**Resources Committed:** Crews, Engines, Helicopters, Rangers  
**Number of Crews:** 000  
**Number of Engines:** 000  
**Number of Helicopters:** 1  
**Number of Rangers:** 2  
**Growth Potential:** Moderate



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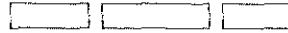
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**ID:** 22533 **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)

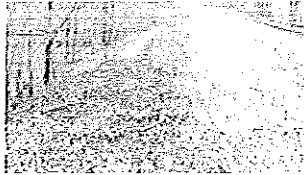
**County:** York **Assessed:** 05/10/2014 10:51 AM

**Subject:** Saco-5/8/14-RR-1-woods-100% **Posted:** 05/13/2014 2:18 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.496996, -70.440577 **Last Edited:** 07/03/2014 2:30 PM by claudette.desautels

**mgs:** 19TCJ8353117016 **Last Shared:** n/a



Category: Assessor

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

Category: General Info

**Town Name:** Saco

**Fire Code #:** 42104078

**Fire Name:** Pan Am Saco #29

**Fire Start Date:** 05/08/2014

Category: Wildfire Info

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Moderate



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**ID:** 22531      **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)

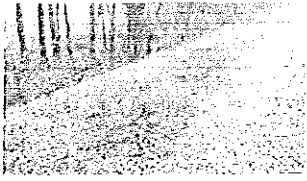
**County:** York      **Assessed:** 05/10/2014 10:48 AM

**Subject:** Saco-5/8/14-RR-1-woods-100%      **Posted:** 05/13/2014 2:10 PM

**State:** Maine      **Last Reviewed:** n/a

**Lat, Lon:** 43.496536, -70.441610      **Last Edited:** 07/03/2014 2:31 PM by claudette.desautels

**mgrs:** 19TCJ8344716966      **Last Shared:** n/a



#### Category: Assessor

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info

**Town Name:** Saco

**Fire Code #:** 42104079

**Fire Name:** Pan Am Saco #30

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .10

**Fuel Type:** Grass, Immature Hardwood

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 0

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** Moderate





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<b>ID:</b> 22528	<b>Staff (Device):</b> _____ (_____)
<b>County:</b> York	<b>Assessed:</b> 05/10/2014 10:45 AM
<b>Subject:</b> Saco-5/8/14-RR-1-woods-100%	<b>Posted:</b> 05/13/2014 1:59 PM
<b>State:</b> Maine	<b>Last Reviewed:</b> n/a
<b>Lat, Lon:</b> 43.496335, -70.443231	<b>Last Edited:</b> 07/03/2014 2:31 PM by claudette.desautels
<b>mgt:</b> 19TCJ8331516946	<b>Last Shared:</b> n/a



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#### Category: Assessor [\(show/hide\)](#)

<b>Ranger Name:</b>	Matt Bennett
<b>Ranger ID Number:</b>	4213
<b>Region:</b>	South
<b>District:</b>	1

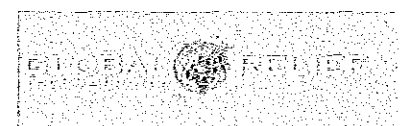
#### Category: General Info [\(show/hide\)](#)

<b>Town Name:</b>	Saco
<b>Fire Code #:</b>	42104080
<b>Fire Name:</b>	Pan Am Saco #31
<b>Fire Start Date:</b>	05/08/2014

#### Category: Wildfire Info [\(show/hide\)](#)

<b>Wildfire Cause:</b>	Railroad
<b>Wildfire Size (acres):</b>	.10
<b>Fuel Type:</b>	Grass, Immature Hardwood
<b>Control Stage:</b>	Contained
<b>Area Structures...:</b>	None
<b>Resources Committed:</b>	Crews, Engines, Helicopters, Rangers
<b>Number of Crews:</b>	000
<b>Number of Engines:</b>	000
<b>Number of Helicopters:</b>	1
<b>Number of Rangers:</b>	2
<b>Growth Potential:</b>	Moderate

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**ID:** 22527 **Staff (Device):** \_\_\_\_\_ ( )

**County:** York **Assessed:** 05/10/2014 10:44 AM

**Subject:** Saco-5/8/14-RR-spot-woods-100% **Posted:** 05/13/2014 2:00 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.495991, -70.443392 **Last Edited:** 07/03/2014 2:33 PM by claudette.desautels

**mgrs:** 19TC8330216908 **Last Shared:** n/a



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#### Category: Assessor

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**Region:** South

**District:** 1

#### Category: General Info

**Town Name:** Saco

**Fire Code #:** 42104081

**Fire Name:** Pan Am Saco #32

**Fire Start Date:** 05/08/2014

#### Category: Wildfire Info

**Wildfire Cause:** Railroad

**Wildfire Size (acres):** .06

**Fuel Type:** Grass

**Control Stage:** Contained

**Area Structures...:** Threatened

**Houses Threatened:** 1

**Camps Threatened:** 0

**Outbuildings Threatened:** 1

**Resources Committed:** Crews, Engines, Helicopters, Rangers

**Number of Crews:** 000

**Number of Engines:** 000

**Number of Helicopters:** 1

**Number of Rangers:** 2

**Growth Potential:** High

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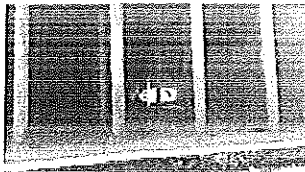
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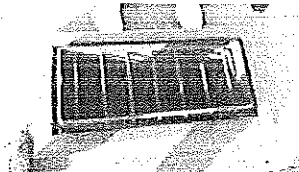
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##### Version Control

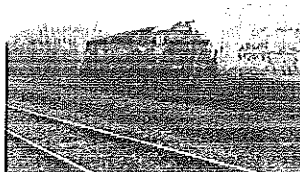
**ID:** 22617      **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)  
**County:** OTHER      **Assessed:** 05/08/2014 5:50 PM  
**Subject:** Pan Am Locomotive 307      **Posted:** 05/14/2014 12:08 PM  
**State:** Maine      **Last Reviewed:** 05/15/2014 11:19 AM by \_\_\_\_\_  
**Lat, Lon:** 43.201386, -70.870565      **Last Edited:** 07/01/2014 12:55 PM by art.lavoie  
**mgrs:** 19TCH4803084877      **Last Shared:** n/a



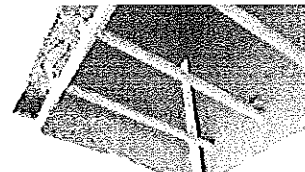
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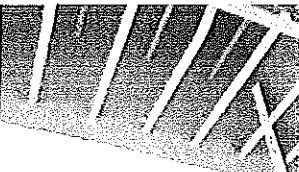
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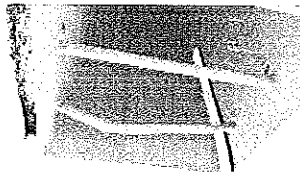
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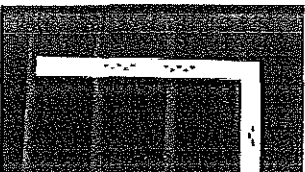
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#### Category: Assessor (show only)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** S1

#### Category: General Info (show only)

**Inspection Town:** Dover, NH  
**Responsible Party:** Pan Am  
**Responsible party same as land owner?:** Yes  
**On-Site Intervention?:** Yes

**\* Note:** Stopped Train. Dover PD, NH Forest Ranger assisted. Train inspection as a result of suspected cause of fire starts in Scarborough, Old Orchard Beach, Saco and

Response to Complaint?:

Biddeford Maine.

\* Note:

Yes

Complaint Number:

As a result of several fires along the railroad tracks.

144210183

Critical Area?:

No

Category: Inspection Info

Type of Inspection:

Spark Arrester-RR

\* Note:

Visual inspection of westerly side of train.

# Approved Spark Arrester-RR:

1

\* Note:

My cursory inspection of Pan Am locomotive 307's exhaust port was of the thought, not, too, bad. The eductor tube appeared clean and the walls seemed sooty. There was no heavy crusting of carbon around the top edge of the exhaust port. The Pan Am employees reply to my voiced opinion was, "we've seen better". I was advised to collect scrapings from inside the exhaust port, and photograph all sides of the port. The carbon collected was 2-3 mm in size and roughly 1mm thick (visibly larger than allowable). Pan Am mechanic, [redacted] assisted with lighting on all aspects of the roof top train inspection.

# Not Approved Spark Arrester-RR:

0

\* Note:

I also observed, below the eductor tube, a hose piece of metal. It was roughly 6 inches long and about an inch wide. It had jagged edges, as though it had been torn free. I was not able to retrieve it, and neither employee could tell me what it was or where it came from. The top of locomotive 307 was free of carbon particles, other than a greasy sooty film. The walkways on either side of the locomotive was free of carbon deposits.

Category: Additional Info

Action Required/Remarks:

Will contact landowner

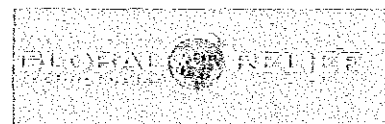
\* Note:

Additionally, we walked the westerly side of the train. I was looking at the brakes and wheels for potential damage. I did not recognize such on the trains cars. On locomotive 307 mechanic [redacted] mentioned that the locomotive brakes were part of his inspection. He pointed out something called an "over riding shoe". This is when the brake pad doesn't ride squarely on the trains travel surface, but part of it ends up wearing along the outer edge of the train wheel. This causes small flakes of metal to heat up and fall off; spalling. I took photos. Many of the locomotives wheels had similar marks on them from spalling. Some of those brake pads appeared new. I did find on a couple train cars where old brake shoes had been placed within the cars frame work. They did not seem secured in any way. When I mentioned this to the Pan Am employees they discarded them to the stone ballast.

Time on Inspection (mins):

90

- 07/14/2014 12:59 PM
- 07/01/2014 10:51 AM
- 07/01/2014 12:05 PM





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**ID:** 22654 **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )

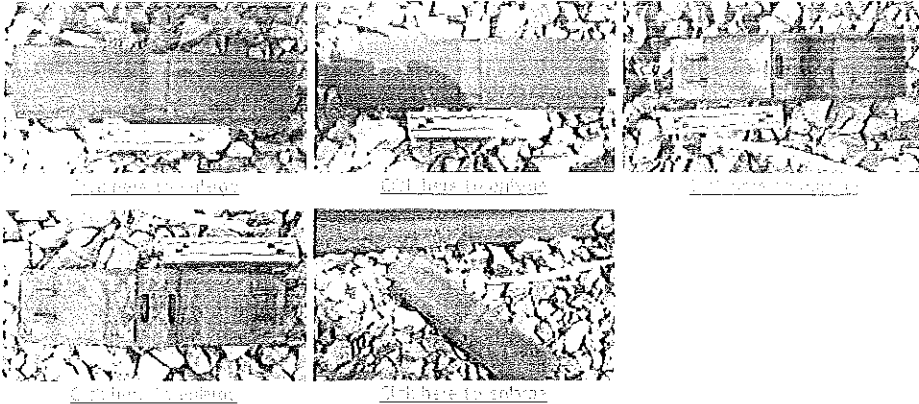
**County:** York **Assessed:** 05/16/2014 1:57 PM

**Subject:** Biddeford Pan Am siding Evidence 1 **Posted:** 05/16/2014 3:22 PM

**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.466270, -70.494521 **Last Edited:** n/a

**mgrs:** 19TCJ7910813680 **Last Shared:** n/a



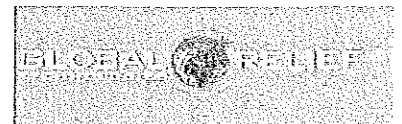
**Category:** Inspection Info [Type / Info]

**Type of Inspection:** Railroad R.O.W.

**# Approved Railroad R.O.W.:** 1

**Category:** Additional Info [Info / Add]

**Time on Inspection (mins) :** 120





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**ID:** 22653

**County:** York

**Subject:** Biddeford Pan Am siding Evidence 2

**State:** Maine

**Lat, Lon:** 43.467035, -70.494606

**mgrs:** 19TQ7910313765

**Staff (Device):** [ ] ( [ ] )

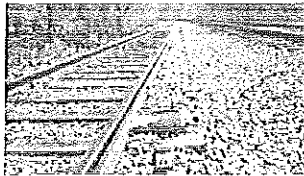
**Assessed:** 05/16/2014 2:12 PM

**Posted:** 05/16/2014 3:21 PM

**Last Reviewed:** n/a

**Last Edited:** n/a

**Last Shared:** n/a



#### Category: Inspection Info [ ]

**Type of Inspection:**

Railroad R.O.W.

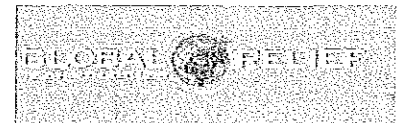
**# Approved Railroad R.O.W.:**

1

#### Category: Additional Info [ ]

**Time on Inspection (mins) :**

120









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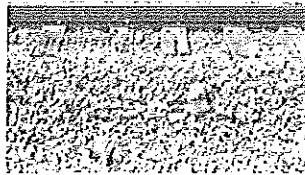
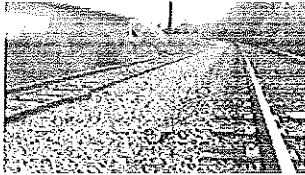
##### Search Assessments

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**ID:** 22651      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/16/2014 2:34 PM  
**Subject:** Biddeford Pan Am siding Evidence 4      **Posted:** 05/16/2014 3:21 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.470484, -70.493009      **Last Edited:** n/a  
**mgrs:** 19TCJ7923914146      **Last Shared:** n/a

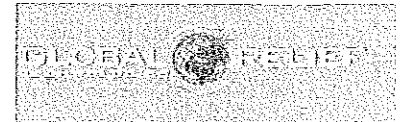


#### Category: Inspection Info

**Type of Inspection:** Railroad R.O.W.  
**# Approved Railroad R.O.W.:** 1

#### Category: Additional Info

**Time on Inspection (mins) :** 120





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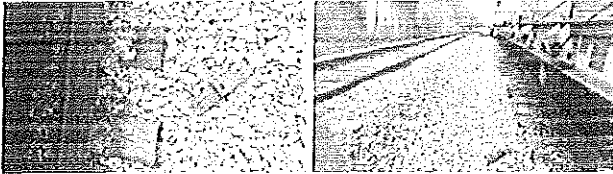
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**ID:** 22650      **Staff (Device):** \_\_\_\_\_ ( \_\_\_\_\_ )  
**County:** York      **Assessed:** 05/16/2014 2:59 PM  
**Subject:** Biddeford Pan Am skiing Evidence 5      **Posted:** 05/16/2014 3:20 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.472338, -70.491242      **Last Edited:** n/a  
**mgrs:** 19TCJ7938614349      **Last Shared:** n/a

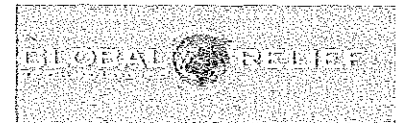


#### Category: Inspection Info

**Type of Inspection:** Railroad R.O.W.  
**# Approved Railroad R.O.W.:** 1

#### Category: Additional Info

**Time on Inspection (mins):** 120





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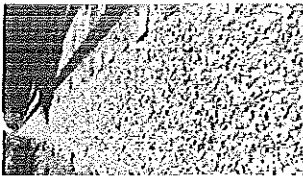
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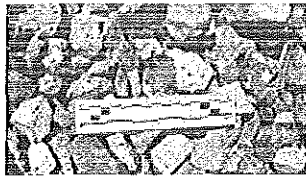
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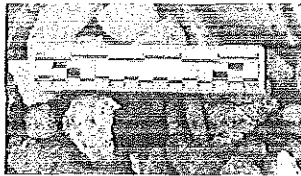
**ID:** 23038 **Staff (Device):** [ ] ( [ ]) **Assessed:** 05/31/2014 1:40 PM  
**County:** York **Posted:** 06/02/2014 4:26 PM  
**Subject:** Saco RR Evidence Spalling **Last Reviewed:** n/a  
**State:** Maine **Last Edited:** 07/01/2014 2:34 PM by matthew.bennett  
**Lat, Lon:** 43.502403, -70.418777 **Last Shared:** n/a  
**mgrs:** 19TCJ8530417586



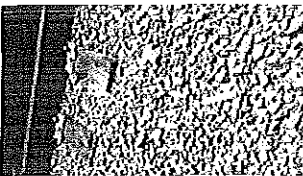
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1 photo(s) 2 file(s)

#### Category: Assessor [\[ Show / Hide \]](#)

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** S1

#### Category: General Info [\[ Show / Hide \]](#)

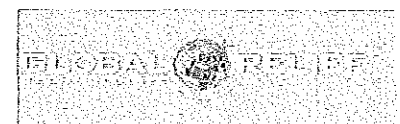
**Inspection Town:** Saco  
**Responsible Party:** Pan Am  
**Responsible party same as land owner?:** Yes

**On-Site Intervention?:** No  
**Response to Complaint?:** Yes  
**Complaint Number:** 144210183

#### Category: Additional Info [\[ Show / Hide \]](#)

**Time on Inspection (mins) :** 20

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**ID:** 23036 **Staff (Device):** \_\_\_\_\_ (\_\_\_\_\_)

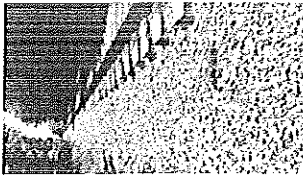
**County:** York **Assessed:** 05/31/2014 1:38 PM

**Subject:** Saco RR Evidence Brake Shoe **Posted:** 06/02/2014 4:21 PM

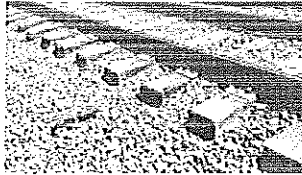
**State:** Maine **Last Reviewed:** n/a

**Lat, Lon:** 43.502403, -70.418777 **Last Edited:** 07/01/2014 2:26 PM by matthew.bennett

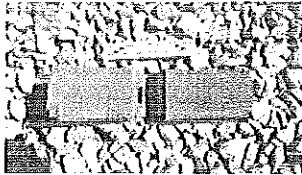
**mgrs:** 19TCJ8530417586 **Last Shared:** n/a



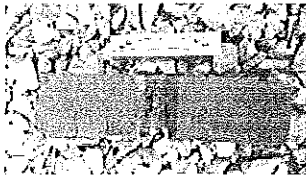
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Category: Assessor (show/hide)

**Ranger Name:** Matt Bennett

**Ranger ID Number:** 4213

**District:** S1

Category: General Info (show/hide)

**Inspection Town:** Saco

**Responsible Party:** Pan Am

**Responsible party same as land owner?:** Yes

**On-Site Intervention?:** No

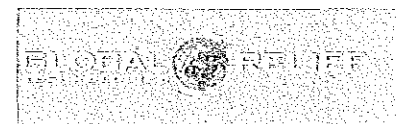
**Response to Complaint?:** Yes

**Complaint Number:** 144210183

Category: Additional Info (show/hide)

**Time on Inspection (mins):** 20

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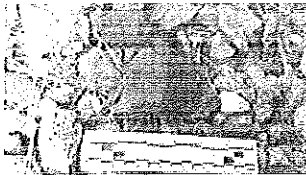
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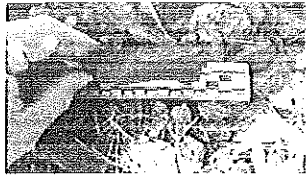
#### Archived Assessments

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**ID:** 23808      **Staff (Device):** \_\_\_\_\_ (7777-7777)  
**County:** York      **Assessed:** 06/28/2014 9:17 AM  
**Subject:** OOB Evidence #1      **Posted:** 06/29/2014 1:42 PM  
**State:** Maine      **Last Reviewed:** n/a  
**Lat, Lon:** 43.503640, -70.410491      **Last Edited:** 06/29/2014 2:19 PM by matthew.bennett  
**mgrs:** 19TCJ8597617712      **Last Shared:** n/a



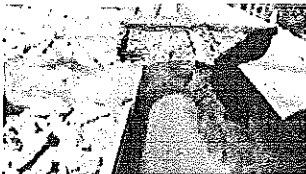
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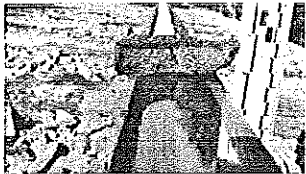
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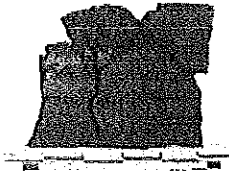
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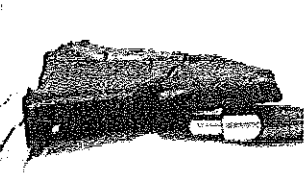
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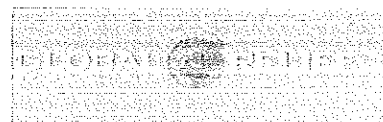
#### Category: Assessor [new/NA]

**Ranger Name:** Matt Bennett  
**Ranger ID Number:** 4213  
**Region:** South  
**District:** S1

#### Category: General Info [new/NA]

**Inspection Town:** Old Orchard Beech  
**Responsible Party:** Unknown  
**On-Site Intervention?:** Yes  
**\* Note:** evidence collected  
**Response to Complaint?:** Yes  
**Complaint Number:** 144210183

- 
- \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_





13



[REDACTED]  
[REDACTED] [REDACTED]  
MAY 8th 1:30 PM

Freight TRAIN going DOWN track, after time of  
2-3 min. Smoke on horizon that  
the train was leaving behind.  
TRAIN WAS going towards OOB.

[REDACTED]

STATEMENT OF [REDACTED]

On Thursday, May 8, 2014, I was on the dock at Bayley's Lobster Pound a [REDACTED] in Scarborough, having lunch with my husband [REDACTED] and friend [REDACTED]. At approximately 1:15 p.m. we saw a short freight train come down the tracks across the marsh, heading toward Old Orchard Beach from Portland. The train had about 15 cars, several of which were round (I would call them tankers). Some of the cars were light in color; i.e., dirty white or gray. Shortly after the train crossed the trestle and was out of site, we saw smoke coming up from a spot near the tracks.

After about five minutes, I went into Bayley's and asked them to call the fire department. The woman I spoke with looked out the window and said it might be a permitted fire but I urged her to make the call and then went back out on the dock. Then another fire broke out to the west of the first one, while the first was increasing in scope.

About 5-10 minutes later we saw a red fire truck cross the trestle from the left, stopping at the fires. Then we noticed another fire truck a good distance to the right of the fires which appeared to be stopped on the tracks. I thought it might be at the intersection of Black Point Road and the railroad tracks but have since learned that intersection is not visible from where we were sitting. After a few minutes, we saw another smaller fire vehicle cross the trestle and move toward the fires.

The above train was preceded by the Downeaster by about 5 or 10 minutes. There were no other trains after the Downeaster except the one described above, while we were there.

There was another woman on the dock who was watching the fire and who had a telephoto lens on her camera, but I don't know if she took any pictures of the fires or train. Perhaps if she charged her lunch on a credit card, Bayley's would have a record of her name. There were not many people there at the time. My receipt from Bayley's says we bought food at 12:55 p.m.

After leaving Bayley's and driving up Pine Point Road, we noticed a great deal of smoke coming from the southwest – presumably from the Old Orchard fires.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

STATEMENT OF [REDACTED]

On May 8<sup>th</sup>, my wife [REDACTED] and I were having lunch with a friend from [REDACTED] at Bayley's Lobster Pound on their dock overlooking the Scarborough Marsh. Granted it's a fair distance to the railroad tracks but they are easily seen.

A freight train (rough guess – engine plus 10 tanker-like railroad cars) passed by and we saw smoke shortly after. Then more smoke about a hundred yards away. That's when my wife told the folks in Bayley's to call the fire department. We saw the fire vehicles head out to the fires and put them out.

We later heard about the continuing fires in Old Orchard and Saco on the news.



## May 8th Fire

Thu, May 15, 2014 at 2:34 PM

o:

Just returned home [REDACTED]

I visited friends in [REDACTED] - [REDACTED] and husband. Lunched on Bayley's dock May 8th, 2014 circa 1:15/1:30PM. Looking out across the water, The Downeaster (confirmed by my hosts) raced by right to left. Very soon after - a freight train took the same route but lower down - about 12-15 cars (not the 50 that the newspaper stated) some were white or light in colour. Continuing to face out I saw smoke on RHS across ocean (fairly near to the freight train's route) - it billowed; subsided and billowed as though something was catching fire. I then saw smoke to the left of this location - mild compared to the RHS. There was a lady on the dock that day taking pictures with a telephoto camera - expensive bit of equipment I thought. She confirmed to us that it was a fire. She may well have taken photos. [REDACTED] asked Bayley's to call in the fire and this was done. In a very short period of time fire engines came from the left as viewed across the water from the dock - I saw one veer off to the left stopping at the edge of the trees (just before it turned, I noticed a black vehicle in that area - appeared to be stationary) close to the smaller smoke area - I later saw 2 red vehicles in this location at the edge of the trees.. I cannot give you names of roads as I was a visitor to the area - only what I saw. I hope this is of help to you.

With kind regards

Mavis Mills

14

5-10-14

[REDACTED]  
[REDACTED]  
[REDACTED]  
Tel# [REDACTED]

While sitting at home in his house, [REDACTED] saw smoke and called 911 at 1322. The time was still on his phone which also showed he was on the 911 call for 3 minutes. When [REDACTED] had hung up the phone with 911, he went out back and saw sheds on fire. A freight train had just gone through.

[REDACTED] also mentioned that recently the railroad had sprayed a pesticide on the track. The MSDS sheet stated that it would ignite at 100 degrees.

911-call 1:22 P.M. 3min

[REDACTED]  
5-10-14  
11:30

sitting at house sitting in house saw  
smoke called 911. after he hung up, he  
came out back & saw sheds on fire.  
was fright train he saw the

[REDACTED]

[REDACTED]

[REDACTED]

RXR sprayed for pesticides  
will ignite at 100°

[REDACTED]

[REDACTED]

O.O.B

[REDACTED]

MAY 8TH

I WAS WORKING AT LOT  
ON DATE ABOVE, I SAW  
BOTH GILFORD & AMTRAK  
TRAINS PASS AROUND  
1:00 P.M TO 2:00 P.M  
AND I WAVED TO BOTH  
TRAINS AND SAW NO  
SPARKS.

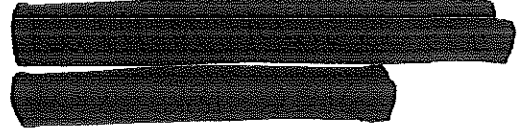
[REDACTED]

5/23/2014



SITTING ON THE 3RD FLOOR DECK @ 110 FIRST ST. O.O.B  
I OBSERVED A FREIGHT TRAIN GO BY AND I THOUGHT I SAW  
SPARKS COMING FROM THE TRAIN. (EAST BOUND).

SOMETIME BETWEEN 11:00AM 12:00PM



15

Your Site # Is



- W/E/S 30 AMP
- W/E
- Seasonal
- Cottage Rental
- W/E/S 50 Amp
- Community Area
- Office
- Restroom
- Showers
- Dump Station
- Laundry
- Dumpsters
- Wi-Fi Hotspot
- Trolley Stop
- Basketball
- Playground
- Horseshoes
- Splash Pad



← To Route 5 and the Beach

Old Orchard Road

## Wagon Wheel Guest in the Park on '



Date of Incident - Thursday May 8<sup>th</sup>

Allegedly, Approximately 1:24pm two trains (Downeaster & Freight) passed by the resort and it was seen by witnesses ( ) that sparks were coming from the freight train wheels which threw sparks several feet toward the fence line which ignited brush on the train side of the fence. I had called my cell phone and left a message regarding the sparks coming from the train wheels. I had called 911 immediately and the Old Orchard Beach fire department was the first on the scene with one ambulance and one fire truck. I had appointed staff members at the front of the resort to aid first responders to the location of the fire. I went door to door evacuating any residents who were near the location of the fire and then the rest of the resort. The fire department, myself and numerous people currently at the fire locations grabbed hoses and tried to keep the fire away from the units. I had called 911 a second time when the flames started to spread at multiple locations along the entire fence line and was sure that one truck would be unable to handle it. Shortly thereafter, several fire trucks from surrounding communities, forestry division, Old Orchard Beach Public Works, and other local agencies started arriving to help contain the fire. After fighting the fire for several minutes, they called in a chopper which airlifted water from the Saco/Biddeford Golf Course to drop on the area to help manage the fire. During this time I aided the Fire Department in bringing fireman with health concerns to the front of the park and also keeping news reporters out of the park for their safety. After speaking with the Fire Chief Glass of the Old Orchard Beach Fire Department, we were given the "all clear" to allow guests back into the resort. As a result 10 trailers were destroyed and 7 others were partially damaged.

Matthew Bennett

I am writing you a simple letter with the details surrounding the fire as I saw it on May 8<sup>th</sup> 2014 at the Wagon Wheel RV Park in OOB in the early afternoon. I was outside at lot [redacted] which is one road back from the railroad tracks and the H lots which took the brunt of the fire, setting up my Motor coach after some crushed rock had just been delivered to the site. I heard a passenger train approaching so I took time to watch it pass along the tracks since I like watching trains as I grew up next to the RR tracks at a crossing in Freeport and my mother still lives there today. I had 20 years of listening to trains in a house that sits within 20' of the tracks. The train passed without incident and I went back to my business. A short time later I heard a much louder train approaching which turned out to be a freight train going in the same direction and at a much slower speed. I recall that train being much louder with a curious metal rubbing sound like big pieces of steel meshing together. I couldn't make it out but all I can say is that it didn't sound like anything I had heard in my years of listening to passing trains. The train passed and I went on with my business. Not 2-3 minutes later I started to smell something burning which resembled burning plastic and I double checked the inside of the coach to see if something was on fire which wasn't the case. I then walked towards the smoke I saw coming from the back side of the trailers along the tracks (lots [redacted]) and found that the plastic smell was a pile of old railroad ties burning alongside the tracks in the ditch and several smaller brush fires all along either side which spanned to the left and right of my location. I immediately told my ex wife to call 911 and told her the tracks were on fire. At this time none of the fire had crossed the fence line from the tracks. The fires at that time were not that big but there were many of them, small individual fires which were spreading through the leaves towards the fence and all of the trailers along that fence line. Unfortunately there were no people around the immediate area so I was on my own. I picked up a garden hose at one of the trailers and started to hold the fire from a propane tank along the fence line behind a yellow trailer which worked for that moment but the other fires further down to the right (south) were left unattended and within 5 -10 minutes passed through the fence line and that's when some of the trailers started up and then the propane tanks started to let loose. They didn't really blow up but more like a hole in a tire sound but much louder and scarier. Once those fires crossed the fence line and reached those plastic trailers the place started to go up in flames and smoke was everywhere. I didn't smell the smoke after the first train but I did after the 2<sup>nd</sup> train and considering the rate of those patches of fires I found and how fast they went from small individual patches of fires to much larger blazes my opinion given what I saw and experienced, it was that 2<sup>nd</sup> train that caused those fires and not the first. If the first train caused those fires and at the rate those fires took off the 2<sup>nd</sup> train would have undoubtedly seen the smoke billowing up from those ditches especially since that 2<sup>nd</sup> train was moving at such a slower rate. Unfortunately the fire fighters didn't really make a presence at this location for a very long time. They did a great job once they arrived but the fire had a big advantage of time on its side and with the small breeze on that day it was an uphill battle to say the least. Had this occurred on a weekend with people at the trailers I think this would have been an entirely different situation.

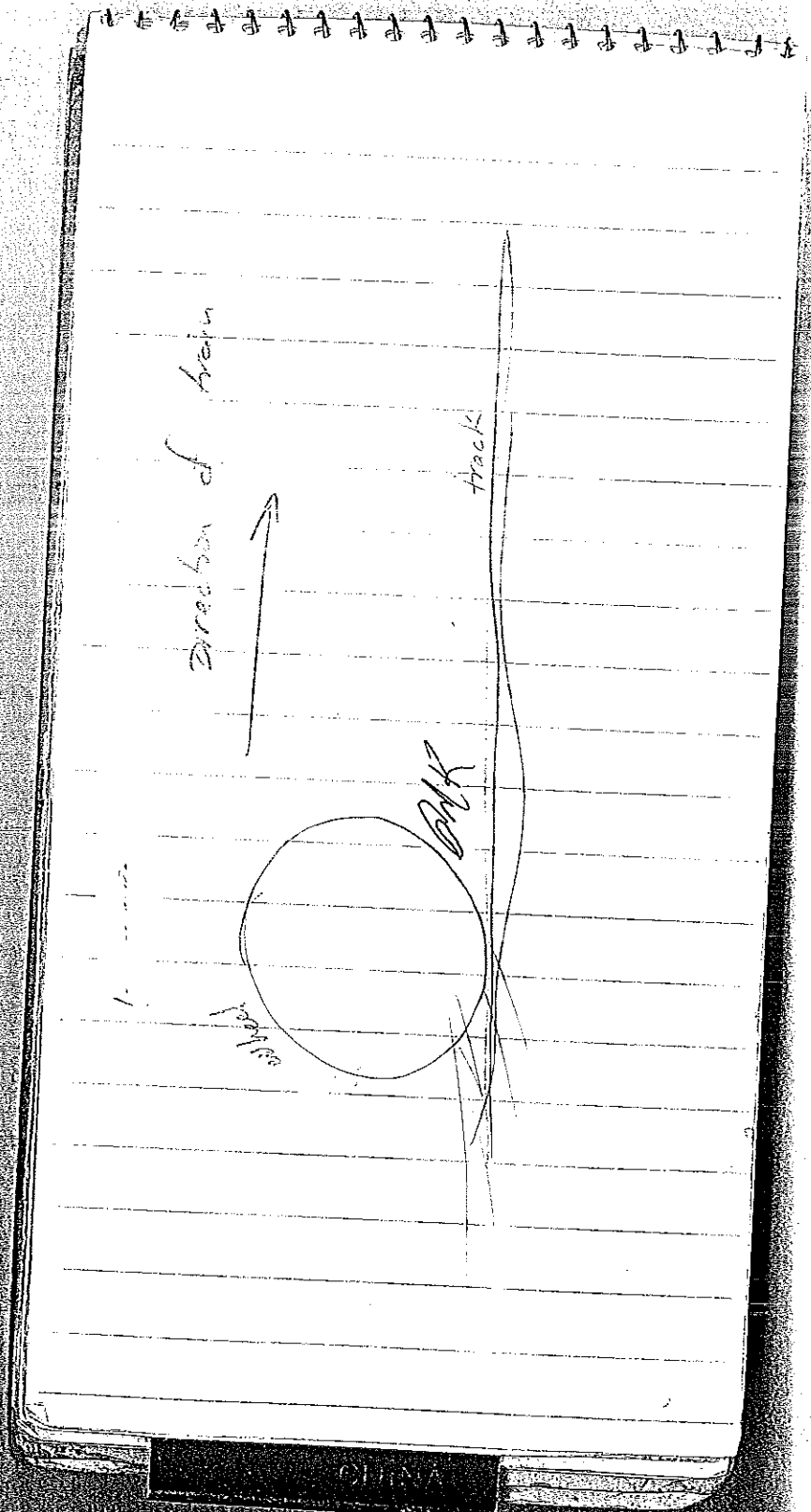
2011

Between 1:10pm & 1:15 fire started behind seasonal units next to train track. First the passenger train went by, no fire, then the freight train got our attention as first it sounded different like scraping, then followed by a rubber smell then we noticed what looked like spitting embers in the air & things quickly started all the dead leaves by track on fire then spread quickly into area in RV Park next to track.

Jan 1 2011 I & myself were at the fire. grabbed garden hose & tried to save building. I called 911 @ 1:24pm after the LP tanks started to explode as per knew we could not stop it. I notified the Park Manager at the same time as I called 911.



My name is \_\_\_\_\_, ON 5/8/2014  
I WAS RIDING MY BIKE NEAR MY SITE ( )  
AT WAGON WHEEL CAMPGROUND. I WAS LOOKING  
TOWARD A FRIEND OF MINE'S CAMPER LOCATED AT  
( ) WHILE WATCHING A FREIGHT TRAIN GO BY.  
I NOTICED SOME SPARKS COMING FROM UNDER  
THE TRAIN FOLLOWED BY THE APPEARANCE OF  
WHITE SMOKE BEHIND MY FRIEND'S CAMPER. I SAW  
MORE SMOKE ABOUT 15 FT TO THE LEFT OF HIS  
TRAILER. AS I LOOKED LEFT I NOTICED THERE  
WERE BRUSH FIRES APPROXIMATELY EVERY 15 FT OR  
SO ALONG THE EDGE OF THE TRAIN TRACKS FOR  
ABOUT 50-60 YDS. I IMMEDIATELY RODE TO THE OFFICE  
TO NOTIFY THEM OF THE SITUATION AND RETURNED  
TO THE ( ) OF CAMPERS. MYSELF AND  
TWO LANDSCAPERS WENT CAMPER TO CAMPER  
IN THE ( ) HOOKING UP HOSES AND TRYING  
TO KEEP THE FIRE FROM PROGRESSING THROUGH THE  
FENCE. I DON'T KNOW TOO MUCH ABOUT TRAINS  
BUT I DID SEE A PAN AM LOGO ON ONE OF  
THE CARS (WHICH I THOUGHT WAS AN AIRLINE). AFTER  
SEEING THE SPARK AND SUBSEQUENT SMOKING I  
SAW ANOTHER 30-40 SECONDS OF FREIGHT CARS PASS.  
I AM NOT SURE HOW LONG THE FREIGHT WAS BUT  
THE ISSUE WAS PROBABLY IN THE FRONT HALF OF  
THE TRAIN AND THE REST OF THE TRAIN PASSING  
\_\_\_\_\_



We were working at water where camp ground  
near sites 1. We broke for lunch at  
noon and ate lunch near the kids pool. We returned  
to work around 12:30-12:45 pm at site. A  
non passenger train had recently passed by.  
at about 1 pm we could smell smoke and see  
plumes coming from the back edge of the property.  
as we walked closer we noticed several small  
ground fires along the train tracks were  
spreading and migrating towards the camp ground  
behind sites. We scrambled to gather  
hoses and locate taps to extinguish the flame  
after wetting the ground ~~to~~ to prevent  
the fire from spreading, we noticed more  
ground fires further down the tracks in both  
directions. We followed the flames toward  
the stone and grounds maintenance area of  
the camp ground. The wind was blowing in  
the same direction towards the houses beyond  
the camp ground's property line. We continued  
to battle the fire until some fire fighters  
took control of the area behind these  
homes. We returned to the inside of the  
camp ground by tracing our steps back to  
sites. at this time we were  
instructed to vacate the area.

H

W

## Fire at Wagon Wheel Campground

and I were doing debris clean up at the Wagon Wheel Campground the day of the fire. We had just started cleaning up after our lunch break when our equipment ran out of gas. I went back to the truck to get the can and left raking. ~~when I got back~~ As I was going to the truck I heard a train go by and noticed it was a freight train. When I got back to the work site I asked if I smell smoke which I did. We looked toward the train tracks and noticed smoke. We ran to the area and saw flames creeping from the area near the tracks toward the fence that surrounded the campground. We grabbed water hoses from the trailers and started to spray through the fence to try and contain the fire.

5-9-14

Statement taken at the Wagon Wheel Campground.

\_\_\_\_\_ who lives on lot \_\_\_\_\_ at the Wagon Wheel Campground said that around 1315 and 1330 he saw a freight train go by. He likes to count the oil tankers being towed. As the train was going by, he saw sparks flying from the train. Shortly after he saw fire on the tracks. \_\_\_\_\_ started back to his place to get his phone so he could call 911. He then saw several other people in the area, some were calling 911. There were a couple of people trying to extinguish the trailer fire that had started. Once propane tanks started to explode, he left the area.

Telephone # \_\_\_\_\_

5-9-14 Wagon Wheel Campground.

1:15 - 1:30 ?

likes to count oil tankers being towed

saw sparks flying

saw fire on tracks

went back to get phone.

saw others in area & some trying to  
extinguish trailer fire, ~~once~~ once  
propane started exploding he left.



2

Within a few minutes a fireman arrived in his personal car, went to his trunk for his gear. He took my hose and climbed over the fence. I stayed and helped with the hose for about 10 minutes. I stayed on my own side of the fence.

(C. . . . . er) arrived and ordered me to evacuate.

I hope this letter has been helpful  
Thanks to all responders!!

Yours truly,  
[Signature]

P.S. I dictated this letter to my wife for the sake of legibility.



Fri. May 9<sup>th</sup>

phone:

Thu. May 8<sup>th</sup>

At 1:15pm I was in my trailer. I smelled brush burning. I stepped out of the trailer and went to the back where the smell was coming from. I looked to my left and saw flames shooting towards me through the fence. I backed away and called 911 as the flames moved towards my trailer. The fire moved from piles of leaves to trailers.

- 1.12
- When I was in the trailer I heard a freight train go by. Sounded as if it was moving at normal speed.
  - I jumped in the car and drove to front office to tell.
- Came back down back road and watch fire move up the road from leaf piles to trailers and then started back down to the other trailers to the right of our trailer facing the road.

16

5/25/14

I was working from my living (upstairs). I watched the freight train go by. A couple minutes after I noticed the black smoke and was thinking it left quite a bit of smoke. Went back to work, looked a couple minutes later and noticed even more smoke, so I looked out the side window and could see a little bit of fire on the track side of white fence, so I looked out the front window and could see flames at the end of the fence and  $\frac{1}{2}$  way up the drive way. I could see a lot of smoke up the tracks. I ran out & met up with a UPS man delivering a package that had grabbed a bucket of water. I grabbed the hose and took it to him. I went onto the tracks and could see smoke coming from both directions.

I called 911 at 1:25 pm

I called my husband at 1:31 pm

I called 911 again at 1:34 pm

I called \_\_\_\_\_ at 1:36 pm - He came over.

On the early afternoon of May 8 I was in my back yard while the Pan Am Freight train was traveling south (my property abuts the tracks) Approximately 30 seconds after the train had passed, I heard a noise and looked behind me and saw a fire about 8' high and 5' wide directly behind my [redacted] abutting the tracks slope. I ran in the house and called 911. ~~to~~ As I was calling 911 I looked out my window and saw my neighbor's fence abutting the track slope on fire about 80' from my property line at [redacted]. It took approximately 10 minutes for the Saw Fire Dept. truck to arrive, but not at my house. They engaged at [redacted] where there was another fire along the train embankment.

The fire in my backyard burned out of control for approximately 1 hour as the fire department was engaged in multiple fires along the tracks.

When I first saw the fire after the train passed I was approximately 6' from my [redacted] abutting the train slope.

05/26/2014

To whom it may concern,

My statement of the fire at \_\_\_\_\_ on Thursday May 8<sup>th</sup> 2014.

Thank God I had the day off and had decided to clean out my garage at my home at \_\_\_\_\_ I had spent all morning going through everything in our garage, moving everything to the driveway to sort out what to keep and what to get rid of. My Wife, \_\_\_\_\_, was inside the house where she runs a small daycare of six young children. After lunch with my wife and the daycare, I continued my mission to clean out the garage while I put the children down for their afternoon nap. Around 1:00 – 1:30 I recall an Amtrack train running past the house followed by a southbound freight train about 15 minutes later. I was in the garage while the train passed. I remember a lot of squealing as the train passed, most notably near the back of the train. Almost immediately after the noise of the passing train receded, I heard a loud crackling sound coming from behind the wall of the garage. As I walked out of the garage to look behind it, I realized that the area between my back fence and the railroad tracks was burning and my fence was starting to catch. I immediately warned my wife and instructed her to get the children out, and then call the 911! I then went under my home to turn the outside water connection on and get my hose hooked up, while my wife evacuated to across Washington in a neighbors yard. The smoke was very thick so she moved them to our SUV in the neighbor's driveway with the air conditioner recirculating to help filter the air. By the time I got water to the fire it was consuming all the shrubbery behind my fence, had destroyed the southern corner of the fence and the fence was burning in several other areas. The fire was within about three foot of the garage and spreading fast. Many neighbors ran over to help with buckets and shovels to help contain the blaze, as that's all we could do while it burned the fuel it had already claimed. The smoke was horrible! Thick, black and full of creosote and pesticides from the piles of railroad ties the have been discarded over many years! We continued to battle hot spots for at least half an hour before we heard fire trucks in our neighborhood but they didn't stop, apparently there were much worse situations than mine close by. All I could see along the railroad going to Old Orchard Beach was a towering wall of thick smoke. Eventually a fire fighter stopped by to ask if I had this spot under control. "I think so." I replied. He said "Good" and left. They were so busy in Old Orchard with other fires that they could not respond to all the areas that were burning. The damage would have been much worse without all the residents and neighbors that defended their properties. Several hours later a fire hose was dispatched to put out the railroad ties, after continuously spraying water and throwing bucketfuls on the hotspots in the burned area.

This was not the first fire we had had behind our home caused by those discarded rail road ties. In July of 2010 we woke up in the morning to find three fence panels and a large maple tree burnt and the rail road ties still smoking. The fire department had responded in the night after receiving a call from a neighbor. We slept through the whole thing. What if this last occurrence had happened at night? People's homes may have burned. We need those ties removed by the railroad and the tracks kept clear of flammable material. Those ties are full of hazardous chemicals and they have proven to be a fire hazard.

Sincerely,

5-10-14

On 5/10/14

Tel#

At 1313, Mr. [redacted] concluded his [redacted] meeting at the [redacted]. After the meeting he went outside behind the club with other members to have a smoke. This area is right beside the track. He saw the train go by slowly with one engine, 4 flat cars with lumber loaded on them and some box cars. Sparks were coming from the middle of the train he believes the sparks were from a wheel. [redacted] next saw pockets of smoke from leaves which ignited and there was fire all the way down the tracks. He called 911. The fire dept. arrived and started working on the fire. [redacted] and the other members had gone inside of the [redacted] and grabbed all the fire extinguishers. They used these to try and extinguish some of the fire.

12:10

5-10-14

6:11  
" " " "

1:13 meeting at \_\_\_\_\_ after  
meeting went outside to have a smoke  
this area is right near track.  
Saw train go by going slow 1 engine

4 flat cars w/ lumber <sup>some box cars.</sup> saw sparks coming  
from middle of train <sup>from middle.</sup> Saw pockets of smoke  
from leaves, ignited, saw fire all the way  
down the tracks, called 911. Fire dept  
arrived, went inside & got fire extinguishers  
to use on fire.

03JUN2014

To whom it may concern.

SUBJECT: Train Track Fire, OOB/Saco

On or about 08MAY2014, an approx three mile fire was set ablaze along the train tracks from Old Orchard Beach to Saco.

I frequently visit the Riverfront Park in Saco next to the train tracks and Front Street. There are two benches close together next to the Saco River that I usually sit on, and they are situated to the Northwest corner of the park, where there is a granite stone wall that the train tracks are suspended at approximately 10 feet above and immediately adjacent to the park.

I sat there a few days before the fire and didn't see the train brake shoe. A day or two after the fire I saw the train brake shoe laying on barren earth, between the two benches, just a couple of feet from the 10 foot granite wall that supports the train tracks.

I believe this is a high crime area, and I am vigilant when I visit the park. Having been a during part of my military career, I am a trained observer by habit and training, and I constantly take notice of things that are out of place. The train break shoe was definitely not there on my visit to the area prior to the fire.

I picked up the train break shoe and gave it to the Saco Fire Department an hour or so after finding the train brake shoe.

The above statement is true and correct to the best of my knowledge and belief.

Respectfully,





Matthew Bennett &lt;ranger.matthew.bennett@gmail.com&gt;

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## New Power Point

2 messages

Tue, May 20, 2014 at 10:32 AM

To: "ranger.matthew.bennett@gmail.com" &lt;ranger.matthew.bennett@gmail.com&gt;

Cc: r

Hello Matthew,

I've added a new PowerPoint to show recent activity on the railroad tracks in Saco on Saturday, May 17, 2014, at about 09:00 hrs.

The first three slides show a Ballast Tamper Train that was working the tracks east of Beach Street where the fires ended.

Ballast Tampers were designed to compact undercut "ballast" or crushed stone around railroad ties near switches, turnouts, crossings, or sections of track that need to be worked on. They churn up the rock between the tracks quite a bit.

The Pan Am trucks were parked on Washington Ave where the Tamper was working.

The very last slide shows an unmarked truck equipped with rail-wheels that was next to Main Street, Saco. You can see the Saco RR Station to the right of the truck. It looked like someone was just sitting in the truck viewing the tracks that lead to Old Orchard Beach. We observed the truck throughout the week from Tuesday through the rest of last week. It was facing East towards Front Street approximately 300 feet or so from where I had found the break shoe.

I hope this information may be of some use to you.

Respectfully,

Matthew Bennett

Matthew Bennett

Matthew Bennett

Matthew Bennett

Matthew Bennett

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 **Ballast Tamper.ppt**  
5907K

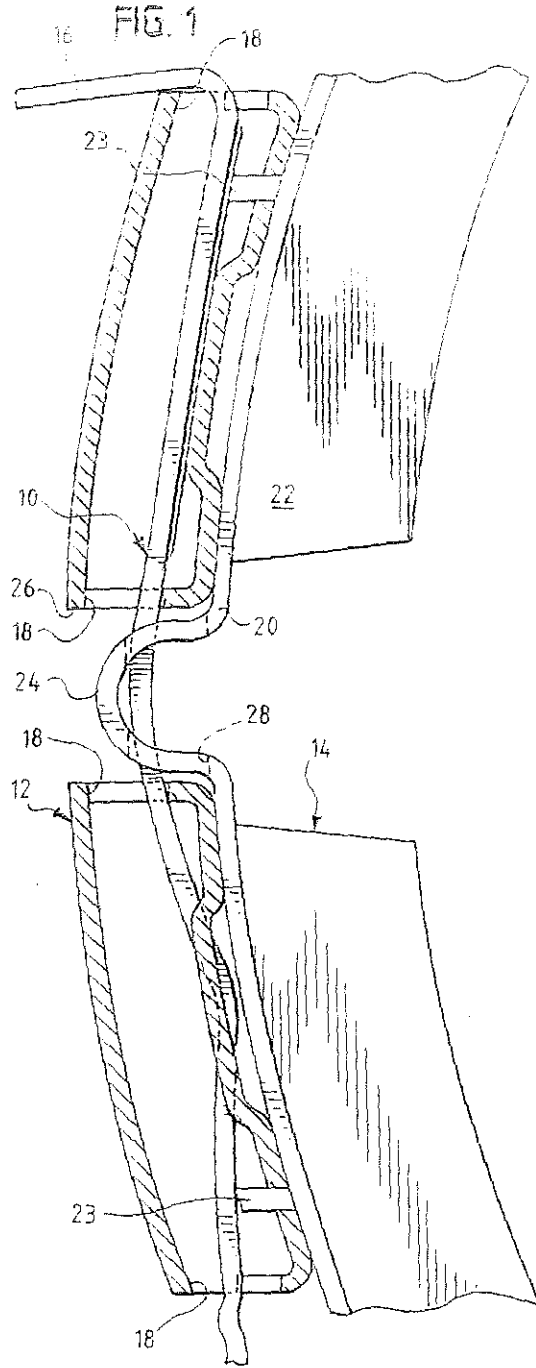
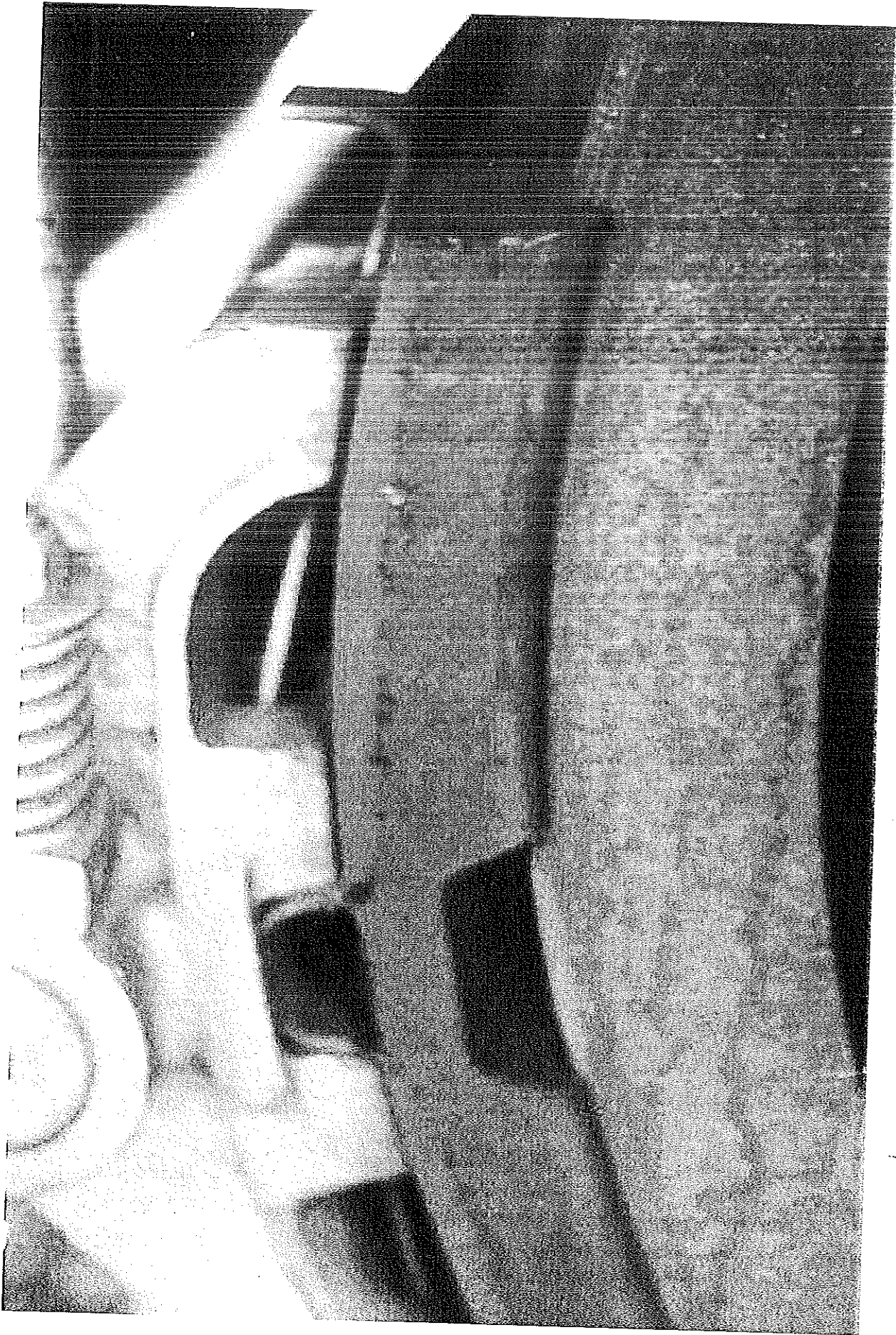
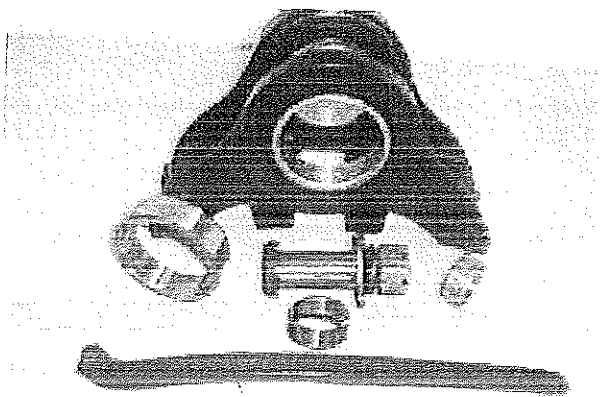


FIG. 2





Overlapping brake shoe with loose key



break shoe key

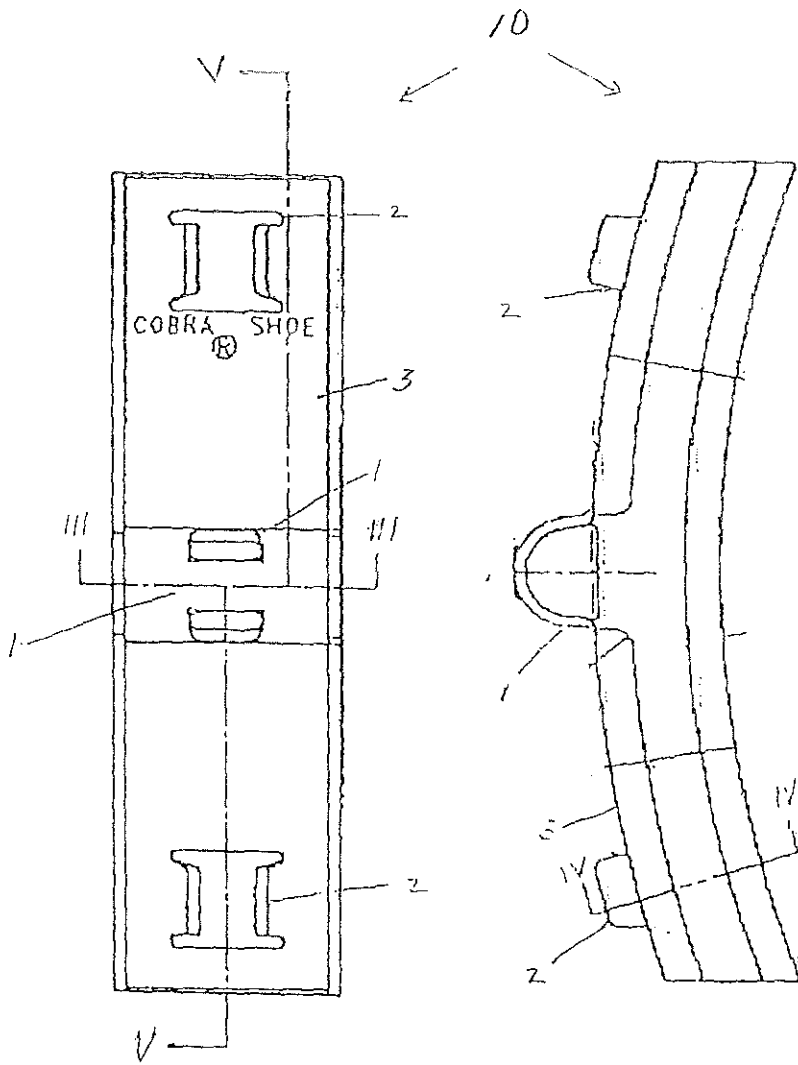
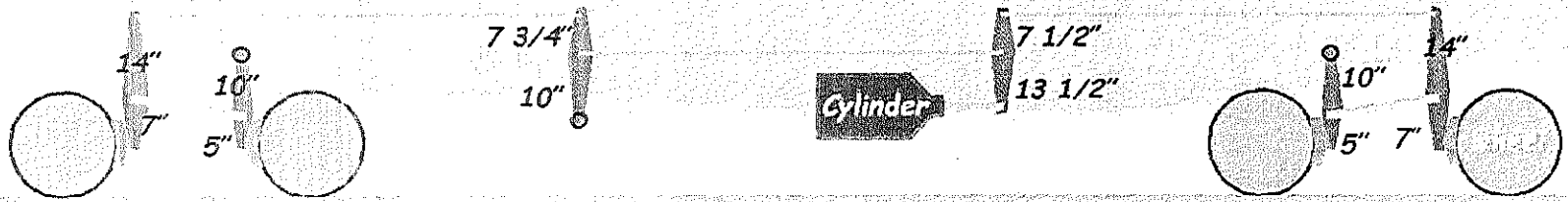
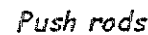
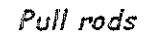





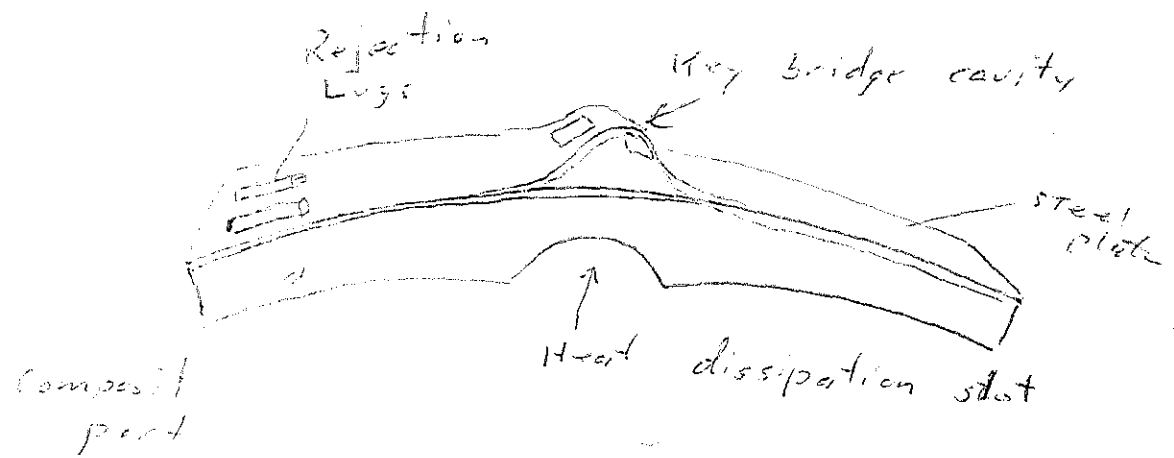
FIGURE 1

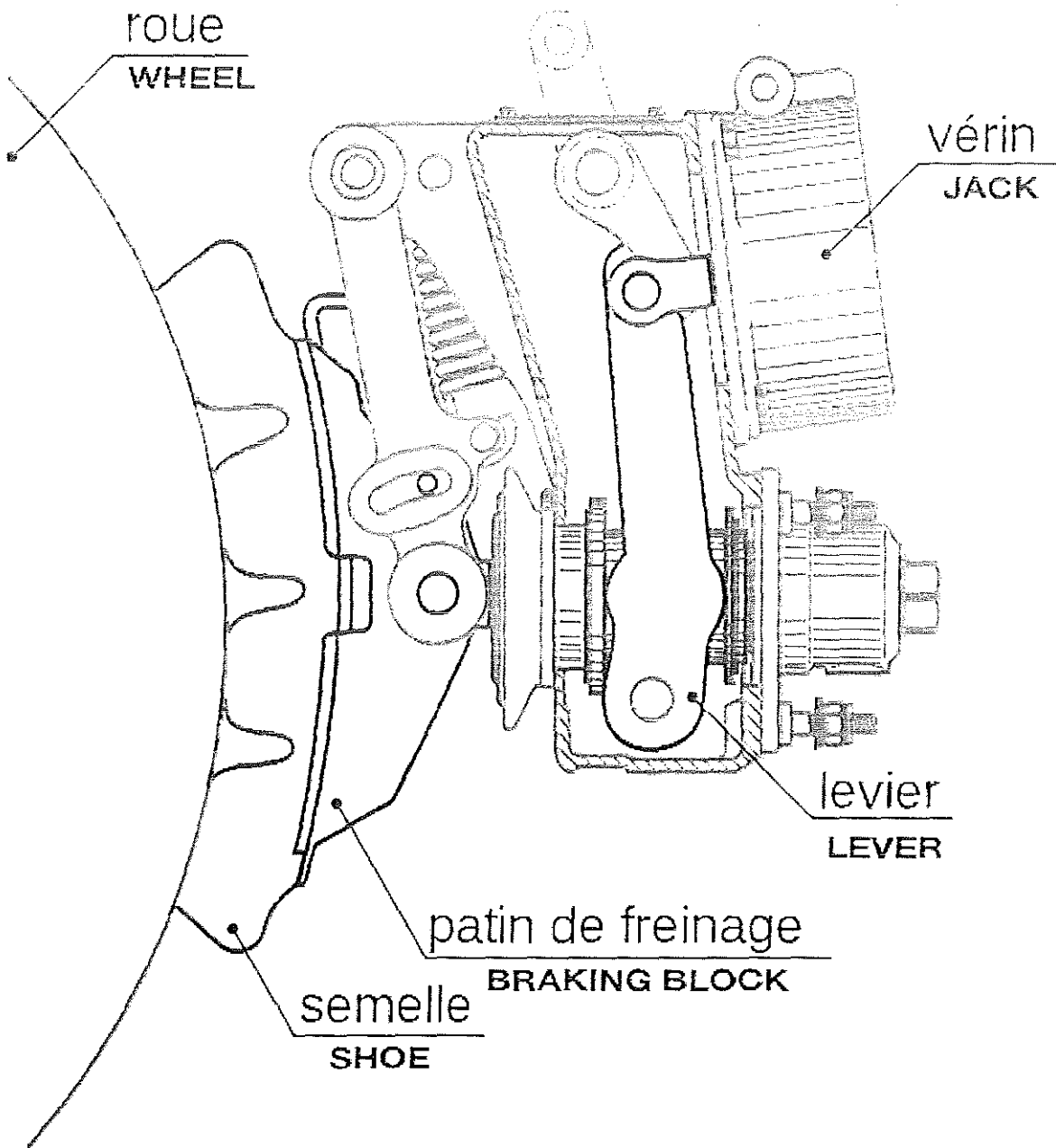
FIGURE 2

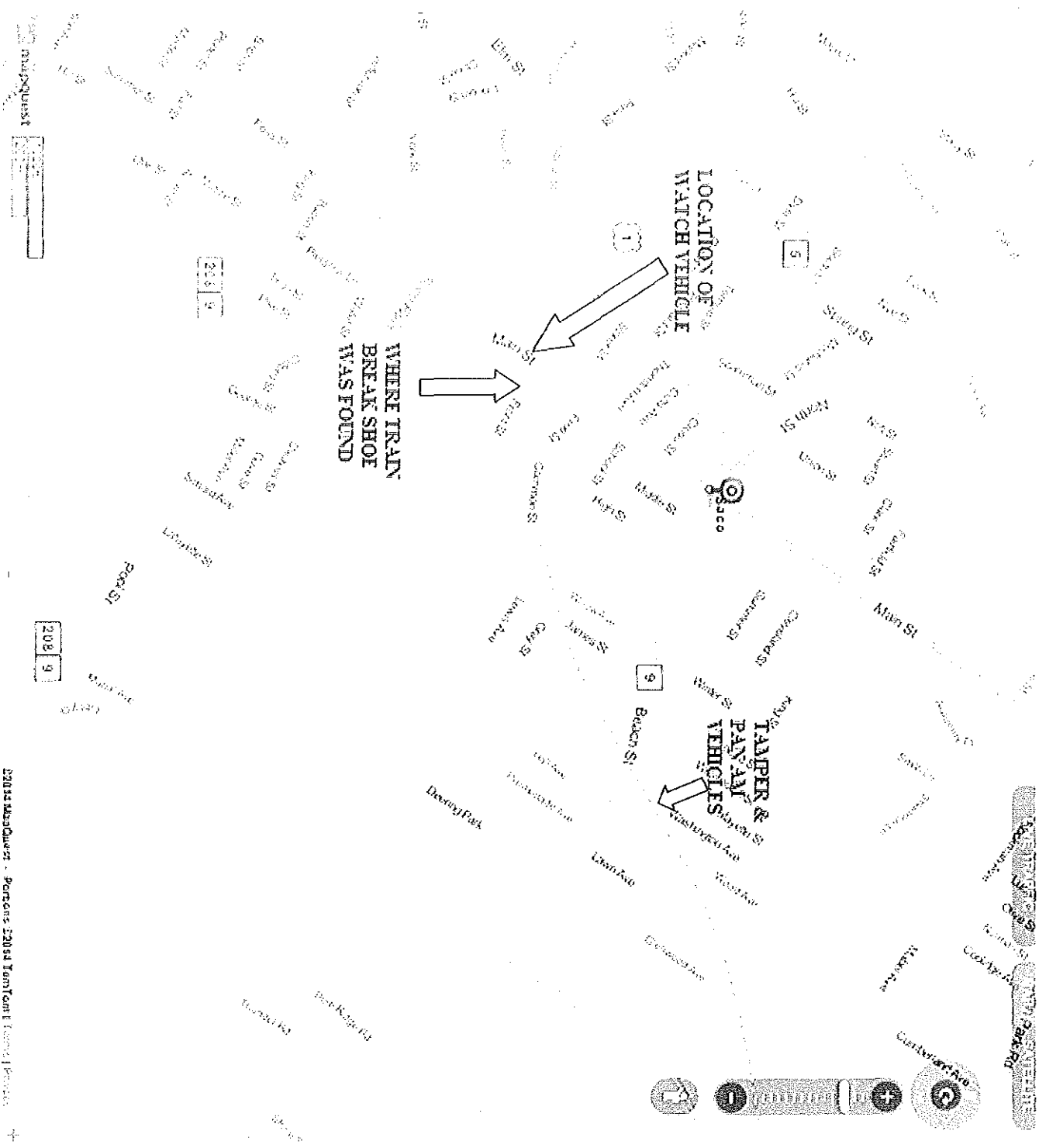


-  Push rods
-  Pull rods
-  Levers
-  Brake shoes
-  anchor point to frame

This is a brake diagram, intended to show the lever and rod arrangements. It is flattened into two dimensions for that purpose. Gray areas give only the general shape of the railroad car. Rod lengths are not accurate (and don't matter). Lever lengths are accurate from the Ann Arbor Railroad drawings for a 77 ton gondola, #2000 to #2094, built 1969.







2013 MapQuest - Persons 2004 Toronto | Toronto | Province



17



CITY OF BIDDEFORD  
FIRE DEPARTMENT

[REDACTED]  
Tel: [REDACTED]  
Fax: [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Dear Ranger Bennett,

On Thursday, May 8, 2014 at approximately 1345, the Biddeford Fire Department received multiple calls for service pertaining to fires along the railroad tracks. Around the same time, the Saco Fire Department was working to extinguish multiple fires along the railroad tracks in their city.

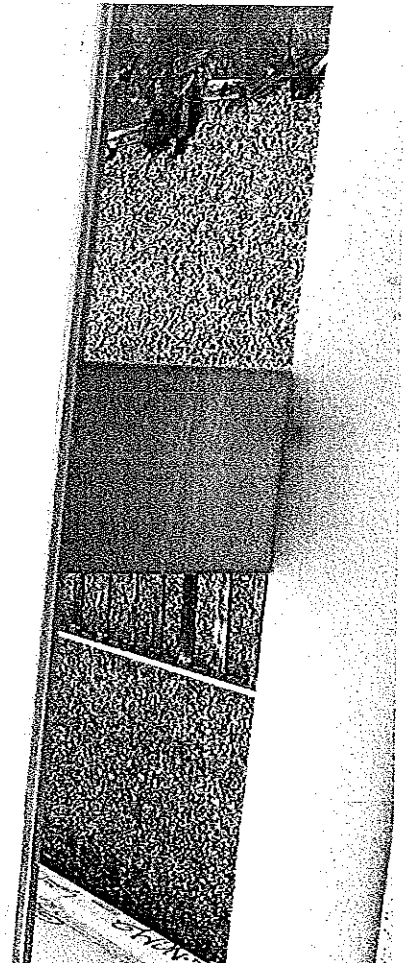
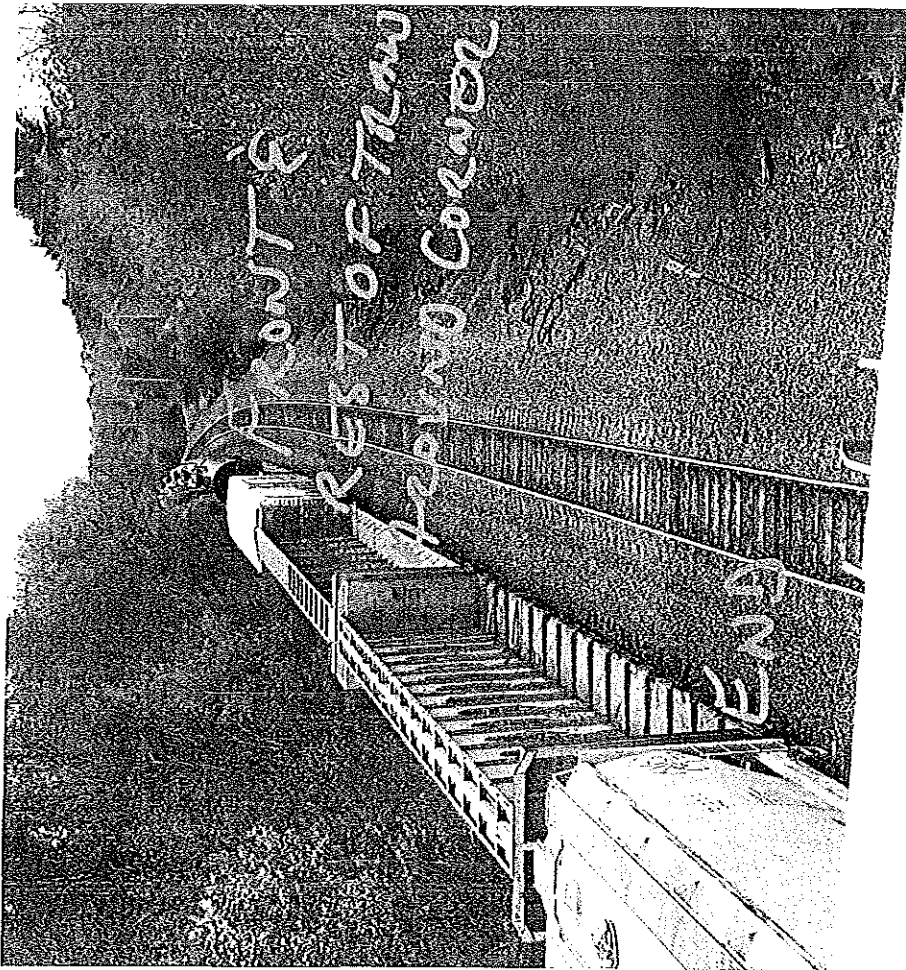
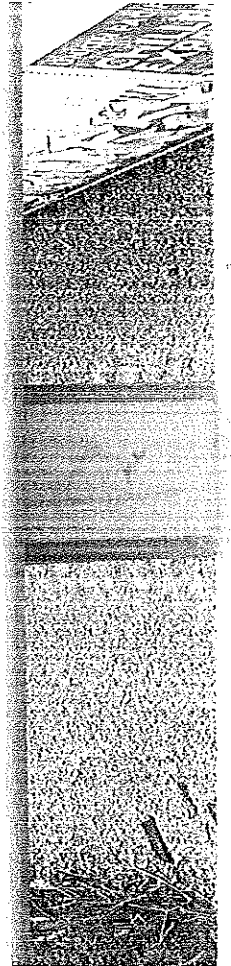
I notified [REDACTED] that I was driving to the Precourt St. (Biddeford Connector) bridge for a better vantage point to potentially view any fires, if in that area. No fire or smoke was seen from the area I was located. I was on the Precourt St. Bridge for approximately 5 minutes before departing the area.

While on the bridge, I noticed a stopped train on the Easterly side of the Precourt St. Bridge. The cars appeared to be black tank cars. While looking westerly, I noticed a vehicle's headlights on the tracks heading east. The vehicle appeared to have turned off of the tracks in the area of the Alfred St. (Rt. 111) bridge, which is approximately 1200 yards from my location.

Prior to departing the area, the train began moving, heading in the easterly direction.

Respectfully Submitted,

[REDACTED]  
[REDACTED]



18

**Amtrak Police Department**  
**Statement incident #14-006892**

I [REDACTED] Portland ME crew base [REDACTED] (Portland ME 04102) give this statement to [REDACTED] of the Amtrak Police Department at the Amtrak Portland ME Crew base at 1145hrs on 5/30/14

On 05/08/14 at around 1300 hrs I was the operating Engineer on Amtrak Train 684 Traveling west through Old Orchard Beach ME and Saco ME. I didn't notice anything unusual along the mainline.

As we approached MP 214 I was notified by Pan Am district 2 dispatcher had requested that we check our train do to fires along the right of way in OOB and Saco. I brought the train to a safe stop at Wells Station and checked both Engines and found no exceptions. [REDACTED] detrained and we did a roll by and found no exceptions (everything was rolling freely).

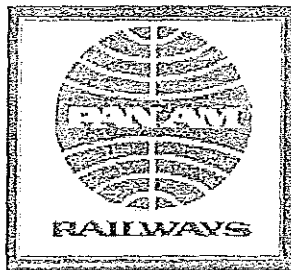
In MA while on the Wild Cat branch Boston West Dispatcher once again requested that we check the train. We stopped the train and repeated the same checks with no exceptions.

While at Boston North station two members of Amtrak mechanical Dept. once again checked the train with no exceptions found.

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

19



Pan Am Railways

Office: 978-663-1150

Fax: 978-663-1174

## MEMORANDUM

To: [REDACTED]

From: [REDACTED]

Date: 5/15/14

Subject: Follow up conversation with FRA  
inspector [REDACTED] regarding 307  
inspection on 5/10/14

On 5/13/14 I placed a call to FRA inspector [REDACTED] to inquire about the inspection performed on MEC 307 on 5/10/14. He did not answer my call and I left him a voice mail message. Later on that afternoon he returned my call. I asked him if he was going to provide a report on the locomotive 307 he inspected on Saturday 5/10/14 and he stated "no, he had done an in house report and unfortunately I would not be privy to it". He did tell me in our conversation that the inspection went well on our locomotive and he did not see any evidence that our locomotive would have caused a fire.

Thank you.

[REDACTED]

Pellecchia, John

---

From: [REDACTED]  
Sent: Wednesday, May 14, 2014 10:11 AM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: FRA inspection of Engine 307

As info on Sat. 5/10/2014 I went to Portsmouth Yard with maintainer [REDACTED] to meet [REDACTED] and FRA inspector [REDACTED] to inspect engine 307. We all met at approx 0900 and FRA inspector started his inspection of the exhaust stack, turbo, brakes and wheels of the engine. We were there for a few hours. Upon completion of inspection FRA inspector [REDACTED] stated that in his opinion the stack looked clean and he did not see any type of carbon build up and that the brakes and wheels looked good. [REDACTED] stated that he had cleaned the stack during the daily inspection of the engine on 5/7/14. Matt requested a copy of this condition report in which I advised him that we would send him a copy by email first of the week. [REDACTED] was asked by Matt to start the engine and bring it up through the notches to see if any type of sparks came out of the stack. [REDACTED] did this and there were no sparks present. We were all in agreement that we did not see anything on engine 307 that would indicate that this engine could have caused any type of sparks to be thrown from it causing any type of fire while moving.

Thank you

[REDACTED]  
[REDACTED]  
Office  
Cell  
Fax  
e-mail



[REDACTED]

---

From: [REDACTED]  
Sent: Wednesday, May 14, 2014 3:03 PM  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: Engine 307

John

On Saturday May 10, 2014 myself along with [REDACTED] and [REDACTED] met with [REDACTED] an inspector for the FRA. Matt was informed to inspect the engine MEC 307 in Portsmouth by his supervisor to see if there was any evidence as to it possibly causing a brush fire in Old Orchard, ME. At approximately 0900 Matt performed an inspection of the exhaust stack, turbo and wheels and brake's. There were no exceptions taken as to the condition of the MEC 307. He only noticed some buildup around the outside of the exhaust stack ( he called it a channel ) where it exits the roof. " He called it gunk and or goo". Matt commented that the stack was nice and clean and did not notice any carbon buildup. We then started the engine, and after letting it idle and warm up, we had [REDACTED] run the engine through its notches while myself [REDACTED] and Matt watched the exhaust for any carbon or foreign matter that might have blown out. There was nothing, Matt commented on the exhaust being clean. I asked him if he noticed anything wrong that he thought would have started a brush fire and his response was no.

[REDACTED]



Pan Am Railways

Office: [REDACTED]  
Fax: [REDACTED]

## MEMORANDUM

To: [REDACTED]  
From: [REDACTED]  
Date: 5/13/14  
Subject: [REDACTED] request to inspect 307 @  
Portsmouth yard 5/10/14

On Friday 5/09/14 I received a call from FRA inspector [REDACTED]. He stated that his regional supervisor request that he go and inspect the 307 in response to the brush fire set in Saco Me on 5/8/14. He requested he meet with someone at the engine at 0900hrs Saturday morning 5/10/14 who would be able to run the engine through its notches so he may observe any objects coming from the stacks and he could go on the engine to inspect the stacks also. I told him I would line up a maintainer and a manager to assist him in anything he needed. I requested [REDACTED] [REDACTED] meet FRA inspector [REDACTED] at the engine 307 at 0900hrs on the morning of 5/10/14 to answer any questions he may have, as well as [REDACTED] [REDACTED] to observe. I also sent Portland [REDACTED] to assist in running the locomotive through the notches for FRA inspector [REDACTED].

Post inspections on Saturday morning, I received a call from both Mr. [REDACTED] and Mr. [REDACTED] stating the inspections went good and that FRA inspector was satisfied with the inspection. I requested both Mr. [REDACTED] and Mr. [REDACTED] give me a write up regarding what transpired and I will forward to you/Pam when I receive them.

Thank you.

[REDACTED]

FROM: [REDACTED]

5/9/14

TO: [REDACTED]

At Approximately 1330 hrs on Thursday, May 8, 2014  
We were running west on DO-1 travelling through  
Old Orchard Beach/Saco Area.

Our engine was the 302, facing east so I was  
positioned on the "South Side" shortly after  
passing over the Goosefare Brook Culvert and Road  
Bridge there are a number of houses set back  
from the tracks through a buffer of woods.  
As we passed one of them, slightly east of  
milepost 2.10, through the trees I saw a pile of  
brush and leaves in one of these houses yard.  
The brush pile was definitely smoldering and  
smoke was emanating from the pile. I then looked  
to see if I saw anyone attempting it and did not  
see anyone. I knew there was a high fire  
danger and wondered if that was being burned  
on purpose or not.

Shortly thereafter as I was about to report  
this to District 2, [REDACTED] called V/S and I reported  
the aforementioned and gave the location of  
this seemingly unattended fire.

Also, I was aware there was a typical afternoon  
sea breeze in that area which could have easily blown  
those embers across the tracks to where the Mason  
fire took place.

And after seeing an aerial picture of the fire last  
night on the news, I could not help but notice the fire  
line extended all the way down to across from that  
house.

Sincerely,  
[REDACTED]

6-12-14

0: [REDACTED]

In reference to the fire in Old Orchard,  
 as we were moving west, I saw no signs  
 of fire on the right of way. However my  
 engineer made reference to an unattended fire  
 I saw in a backyard. We were contacted  
 by District 2 that some Trackmen were at  
 213 A/R Branch, and said they were going  
 to inspect our train. So I decided I would get  
 off and check it. I did so and found no  
 problems.

[REDACTED]

To Whom it May Concern  
00 MAY 8, 2014. I

Observed a train at MP 213  
for Defects. We Saw None.  
I was patrol Fam on that Day.  
Got a Call for a report of  
Fire Along The Right of Way  
Between CPF 211 & CPF 209.  
I used The High Rail Truck  
1571 to Transport Various  
Back & Forth on the Hi-rail  
on The Scene

L. R. Fam

6/13/2014

On 5/8/2014 I was working up at AR (mile post 213). I had to clear up for a passenger train and a freight train. I called District 2 to see if I could get the track again after the 2 trains went by. The Dispatcher told me he thought that one of the trains may have started a fire. I told him I would watch DO1 when they went by me. The Amtrack train went by me and I did not see anything wrong. I waited for the DO1 train. When they showed up they stopped at AR. The conductor got off and stood with me as the train rolled by so we could visually inspect the train. We didn't find anything wrong with the train. The conductor got back on the train and they continued on their way.



[REDACTED] (PAN AM RAILWAYS)

ARRIVED @ 1715 HOURS.

QUICK CHECK OF TOP OF LOCOMOTIVE FOR SAFETY/DAMAGE PURPOSES. AWAIT ARRIVAL OF FIRE FOREST RANGERS + SUPERVISOR.

[REDACTED]

5-8-14 1915HRS

[Redacted]

From: [Redacted]  
Sent: Tuesday, May 13, 2014 12:06 PM  
To: [Redacted]  
Cc: [Redacted]  
Subject: Re: [Redacted]

No. That's just the diffuser in the turbo sometime when they get too hot for some reason they will warp and get distorted but never seen one fly out and cause a fire. That could have looked that way for a year or two as far as anyone knows.

[Redacted]

*Sent from my Verizon Wireless 4G LTE DROID*

[Redacted]

[Redacted]

In this photo the forest ranger questioned the piece of metal near the turbo fans. Could this piece of metal get cherry red hot and become dislodged and cause a fire? I didn't think so but wasn't sure.

Best Regards,

[Redacted]

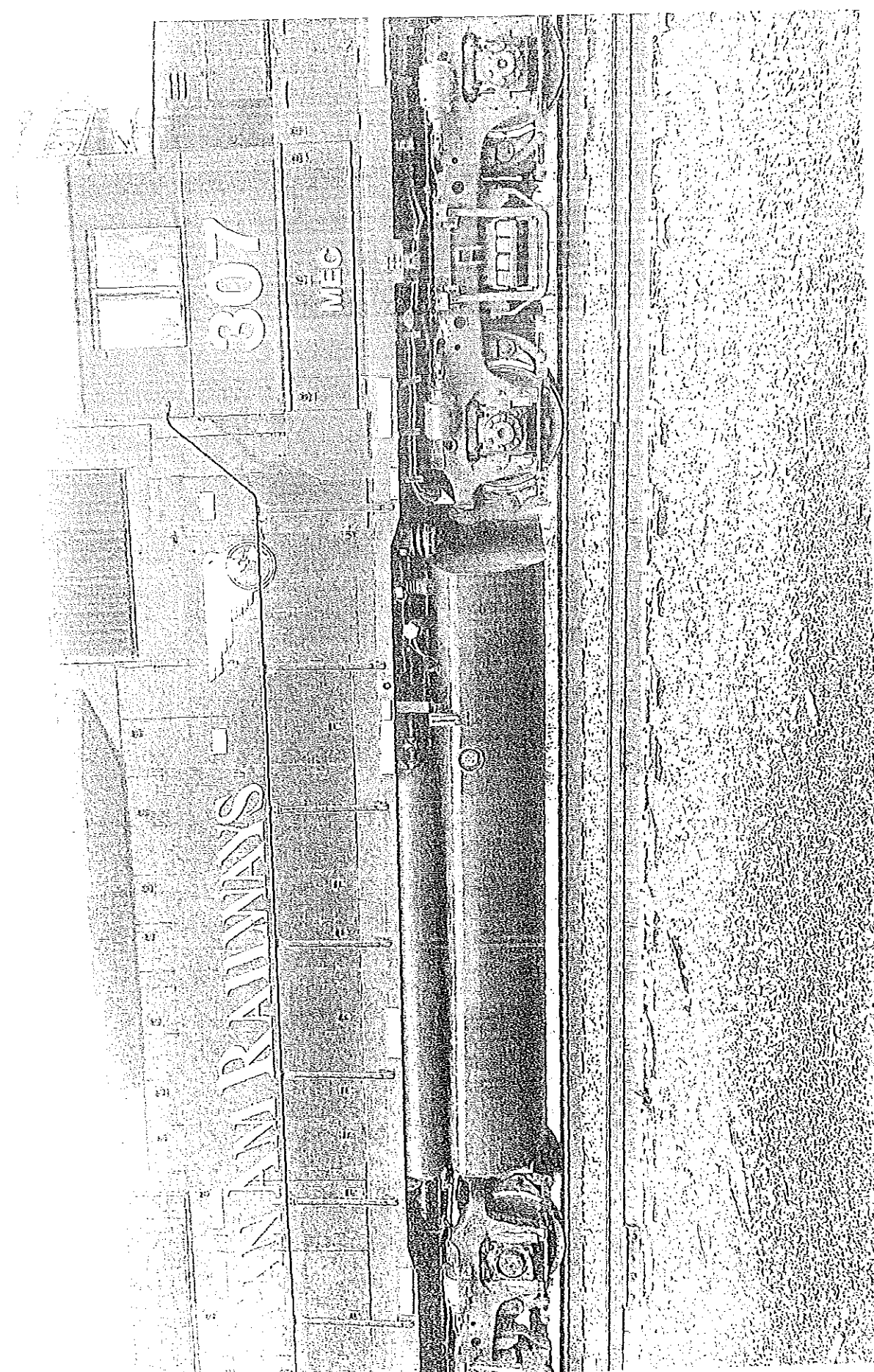
Pan Am Railways  
[Redacted]

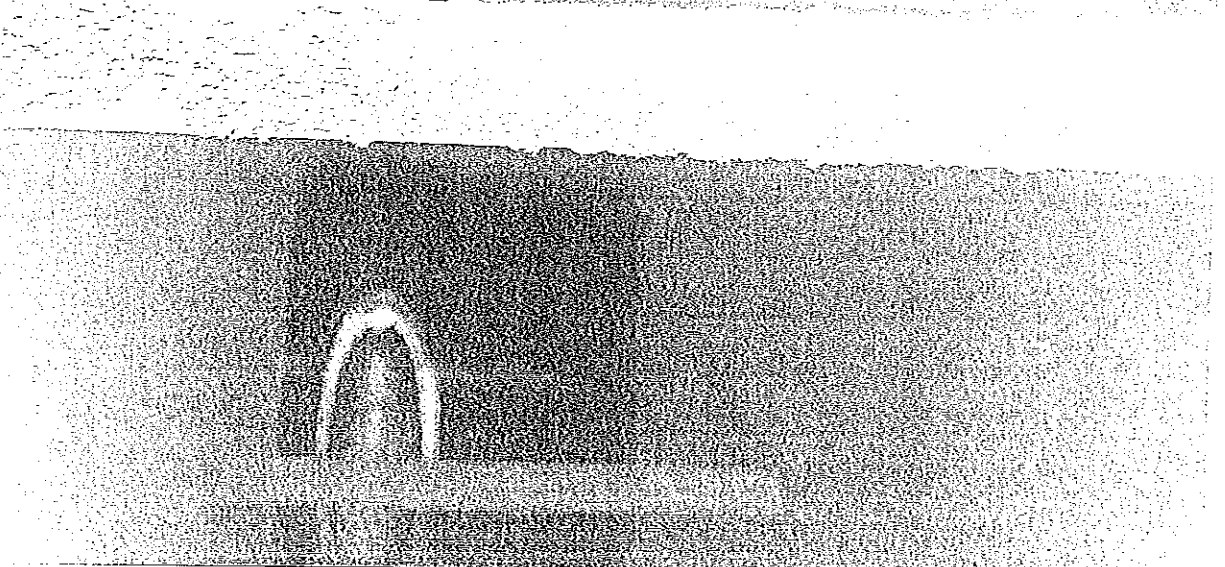
N. Billerica Ma.

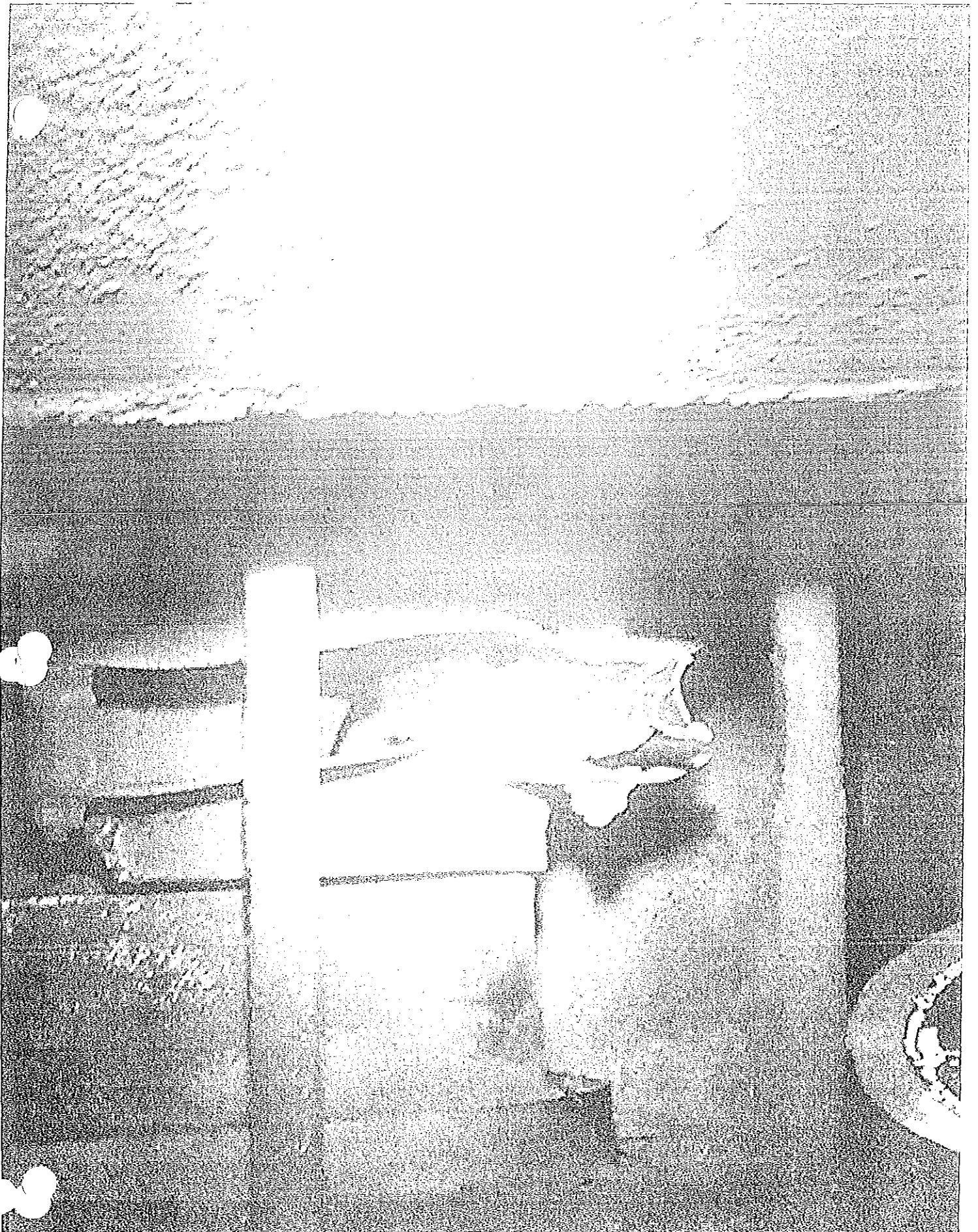
[Redacted]  
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[Redacted]









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ASUS41 KGYX 081405  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 1000 AM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081500-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	MOSUNNY	62	31	31	N5	30.18F	
SANFORD	SUNNY	63	28	27	N3	30.18S	
BAR HARBOR	SUNNY	57	34	41	NE6	30.15S	
WISCASSET	SUNNY	63	31	30	W5	30.18S	
ROCKLAND	SUNNY	61	34	36	W8	30.15S	
FRYEBURG	SUNNY	61	27	27	CALM	30.17F	
LEWISTON/AUBURN	SUNNY	59	30	33	N7	30.18S	
AUGUSTA	SUNNY	61	26	26	NW10	30.17S	
WATERVILLE	SUNNY	59	30	33	N6	30.13S	
BANGOR	SUNNY	56	30	37	VRB3	30.16F	
GREENVILLE	N/A	50	29	44	NW8	30.14S	
MILLINOCKET	SUNNY	54	30	40	CALM	30.16F	
HOULTON	SUNNY	51	29	42	N9	30.14F	
PRESQUE ISLE	SUNNY	48	27	43	N10G18	30.18S	
FRENCHVILLE	SUNNY	46	26	45	N16G23	30.15F	
CARIBOU	SUNNY	49	29	46	NW14	30.15F	

NHZ002-005-008-009-011-012-014-081500-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	MOSUNNY	62	33	33	NW3	30.18S	
ROCHESTER	SUNNY	62	32	32	VRB3	30.18S	
NASHUA	SUNNY	61	32	33	CALM	30.19S	
MANCHESTER	MOSUNNY	62	31	31	N5	30.17F	
CONCORD	SUNNY	60	29	30	CALM	30.19F	
LACONIA	SUNNY	55	30	38	NE6	30.18F	
PLYMOUTH	FAIR	57	30	35	CALM	30.18F	
BERLIN	SUNNY	58	30	34	CALM	30.17F	
WHITEFIELD	SUNNY	58	29	33	CALM	30.19F	
JAFFREY	SUNNY	60	27	28	CALM	30.17F	
LEBANON	SUNNY	55	29	36	CALM	30.19F	
MT WASHINGTON	MOSUNNY	30	21	69	W22	N/A	WCI 17

VTZ005-007-008-081500-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	52	32	46	MISG	30.18	
MONTPELIER	SUNNY	55	29	36	CALM	30.23F	
BURLINGTON	SUNNY	57	34	41	NW7	30.19F	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081500-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	58	32	37	E8	30.20R	
WORCESTER	SUNNY	58	33	39	VRB3	30.17F	
NANTUCKET	MOSUNNY	60	42	51	SW13	30.20S	
PROVIDENCE	MOSUNNY	61	43	51	S7	30.18F	

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HARTFORD DRIZZLE 53 42 66 CALM 30.18R  
ALBANY PTSUNNY 58 38 47 N3 30.16F  
NEW YORK CITY LGT RAIN 56 51 84 S7 30.16F  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081500-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND		PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR/SP/G (DEG/KT/KT)			
MOUNT DESERT ROC	1400	46				1020.9R	
MATINICUS ROCK	1300	46		300/	6/	7 1021.5R	
PORTLAND WX BUOY	1400	49	48	190/	2/	4 1022.1R	1/ 4
WELLS	1400	58	48	160/	5/	6 1021.2R	
ISLE OF SHOALS	1300	53		20/	8/	9 1021.6R	
JEFFREYS LEDGE	1300		47			N/A	1/ 4
CASHES LEDGE BUO	1400	47	46	320/	6/	6 1021.6S	1/ 5

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.....KEY.....

- WCI - WIND CHILL
- TC - TEMPERATURE IN CELSIUS
- VSF - VISIBILITY IN MILES
- HX - HEAT INDEX
- FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ASUS41 KGYX 081510  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 1100 AM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081600-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	MOSUNNY	64	27	24	NW8	30.17F	
SANFORD	SUNNY	66	27	22	SW8	30.16F	
BAR HARBOR	SUNNY	61	32	33	E3	30.14F	
WISCASSET	SUNNY	65	32	29	VRB3	30.17F	
ROCKLAND	SUNNY	61	34	36	E9	30.15S	
FRYEBURG	SUNNY	66	23	19	S6	30.15F	
LEWISTONAUBURN	SUNNY	63	27	25	NW9	30.16F	
AUGUSTA	SUNNY	63	24	22	N8G16	30.15F	
WATERVILLE	SUNNY	63	25	23	N9	30.12S	
BANGOR	MOSUNNY	60	30	32	N6	30.16S	
GREENVILLE	N/A	52	27	38	N12	30.14S	
MILLINOCKET	SUNNY	57	27	31	NW10G21	30.16S	
HOULTON	SUNNY	54	28	36	N15G21	30.13F	
PRESQUE ISLE	SUNNY	50	25	37	N12G20	30.17S	
FRENCHVILLE	MOSUNNY	49	24	37	NW16	30.15S	
CARIBOU	MOSUNNY	52	29	41	NW10	30.15S	

NHZ002-005-008-009-011-012-014-081600-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	PTSUNNY	66	27	23	W6	30.16F	
ROCHESTER	SUNNY	65	29	25	CALM	30.16F	
NASHUA	SUNNY	66	30	26	VRB3	30.18F	
MANCHESTER	PTSUNNY	65	29	25	NW3	30.16F	
CONCORD	SUNNY	64	23	21	VRB3	30.17F	
LACONIA	SUNNY	63	27	25	NE5	30.16F	
PLYMOUTH	FAIR	63	24	22	CALM	30.15F	
BERLIN	SUNNY	61	27	27	VRB5	30.16F	
WHITEFIELD	SUNNY	61	25	25	VRB5	30.17F	
JAFFREY	MOSUNNY	64	27	24	W5	30.16F	
LEBANON	SUNNY	63	26	24	VRB3	30.17F	
MT WASHINGTON	MOSUNNY	32	21	64	W28	N/A	WCI 18

VTZ005-007-008-081600-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	60	25	26	MISG	30.16F	
MONTPELIER	MOSUNNY	59	18	20	CALM	30.21F	
BURLINGTON	SUNNY	60	34	37	NW9	30.19S	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081600-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	58	33	39	E10	30.20S	
WORCESTER	CLOUDY	59	35	40	VRB3	30.17S	
NANTUCKET	MOSUNNY	61	41	47	SW14	30.21R	
PROVIDENCE	PTSUNNY	59	46	62	S6	30.18S	

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HARTFORD DRIZZLE 51 49 92 S5 30.17F FOG  
ALBANY PTSUNNY 61 45 55 SE8 30.16S  
NEW YORK CITY LGT RAIN 57 52 83 E7 30.16S  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081600-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND		PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR/SP/G (DEG/KT/KT)			
MOUNT DESERT ROC	1500	47				1020.9S	
MATINICUS ROCK	1500	50		280/ 5/	6	1021.5S	
PORTLAND WX BUOY	1500	51	49	180/ 4/	6	1021.9F	1/ 4
WELLS	1500	56	48	160/ 7/	9	1020.8F	
ISLE OF SHOALS	1500	53		90/ 4/	5	1021.4F	
JEFFREYS LEDGE	1500		48			N/A	1/ 4
CASHES LEDGE BUO	1500	47	46	310/ 4/	4	1021.7R	1/ 4

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.....KEY.....

- WCI - WIND CHILL
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- HX - HEAT INDEX
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ASUS41 KGYX 081605  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 1200 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081700-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	MOSUNNY	67	26	21	NW9	30.14F	
SANFORD	SUNNY	70	28	21	SW10G20	30.13F	
BAR HARBOR	SUNNY	63	23	22	NW10G16	30.11F	
WISCASSET	SUNNY	65	27	23	VRB5	30.14F	
ROCKLAND	SUNNY	61	36	39	SE9	30.13F	
FRYEBURG	SUNNY	69	24	18	VRB6	30.12F	
LEWISTONAUBURN	SUNNY	64	27	24	SW3	30.13F	
AUGUSTA	SUNNY	65	26	23	W8	30.12F	
WATERVILLE	SUNNY	63	27	25	S5	30.09F	
BANGOR	MOSUNNY	63	29	27	NW6	30.13F	
GREENVILLE	N/A	54	26	34	N13G20	30.13F	
MILLINOCKET	SUNNY	58	24	27	VRB7	30.15F	
HOULTON	SUNNY	57	27	31	N12G17	30.13S	
PRESQUE ISLE	SUNNY	52	25	35	N15G22	30.17S	
FRENCHVILLE	SUNNY	50	19	29	N18G29	30.14F	
CARIBOU	SUNNY	53	27	36	NW9G21	30.14F	

NHZ002-005-008-009-011-012-014-081700-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	PTSUNNY	66	32	28	SE5	30.14F	
ROCHESTER	MOSUNNY	65	29	25	CALM	30.13F	
NASHUA	MOSUNNY	68	32	26	W7	30.15F	
MANCHESTER	PTSUNNY	66	29	24	VRB3	30.14F	
CONCORD	MOSUNNY	65	22	19	W5	30.15F	
LACONIA	MOSUNNY	61	25	25	NE3	30.13F	
PLYMOUTH	FAIR	66	28	24	W10	30.12F	
BERLIN	SUNNY	63	26	24	W5	30.13F	
WHITEFIELD	SUNNY	64	24	21	N9	30.14F	
JAFFREY	MOSUNNY	64	28	25	VRB6	30.15F	
LEBANON	MOSUNNY	63	19	18	CALM	30.14F	
MT WASHINGTON	MOSUNNY	34	27	75	NW21	N/A	

VTZ005-007-008-081700-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	64	26	23	MISG	30.13F	
MONTPELIER	MOSUNNY	61	23	23	N9	30.19F	
BURLINGTON	MOSUNNY	62	35	36	NW13	30.17F	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081700-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	58	35	42	E9	30.18F	
WORCESTER	CLOUDY	60	41	49	SW8	30.16F	
NANTUCKET	MOSUNNY	62	39	42	SW14	30.19F	
PROVIDENCE	CLOUDY	61	48	62	SW10	30.17F	

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HARTFORD DRIZZLE 52 49 89 CALM 30.17S FOG  
ALBANY PTSUNNY 62 45 53 S6 30.15F  
NEW YORK CITY CLOUDY 55 51 86 CALM 30.15F  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081700-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND		PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA (F)	DIR/SP/G (DEG/KT/KT)			
MOUNT DESERT ROC	1600	50				1020.2F	
MATINICUS ROCK	1500	50		280/ 5/	6	1021.5S	
PORTLAND WX BUOY	1600	51	50	150/ 6/	6	1021.1F	1/11
WELLS	1600	56	49	170/ 9/	11	1020.1F	
ISLE OF SHOALS	1500	53		90/ 4/	5	1021.4F	
JEFFREYS LEDGE	1500		48			N/A	1/ 4
CASHES LEDGE BUO	1600	48	47	310/ 2/	4	1021.2F	

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.....KEY.....

- WCI - WIND CHILL
- TC - TEMPERATURE IN CELSIUS
- VSF - VISIBILITY IN MILES
- HX - HEAT INDEX
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 100 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081800-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	MOSUNNY	65	31	28	E7	30.12F	
SANFORD	MOSUNNY	68	28	22	SE6	30.11S	
BAR HARBOR	SUNNY	64	25	22	N8	30.11S	
WISCASSET	SUNNY	68	29	23	VRB5G18	30.12F	
ROCKLAND	SUNNY	61	34	36	SE13	30.11F	
FRYEBURG	SUNNY	70	23	17	NE9	30.10F	
LEWISTON/AUBURN	SUNNY	66	27	22	NW8	30.11F	
AUGUSTA	SUNNY	66	23	19	SW10G16	30.11F	
WATERVILLE	SUNNY	64	25	22	W3	30.07F	
BANGOR	MOSUNNY	65	23	20	W12G20	30.12F	
GREENVILLE	N/A	56	24	29	VRB6	30.12F	
MILLINOCKET	SUNNY	60	23	24	NW14G20	30.14F	
HOULTON	SUNNY	58	24	27	NW13G20	30.12F	
PRESQUE ISLE	MOSUNNY	55	23	28	NW18G24	30.16S	
FRENCHVILLE	SUNNY	N/A	N/A	N/A	N22G32	30.14S	
CARIBOU	MOSUNNY	55	26	32	NW12G22	30.13F	

NHZ002-005-008-009-011-012-014-081800-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	PTSUNNY	65	31	27	S13	30.12F	
ROCHESTER	MOSUNNY	68	29	23	VRB3	30.10F	
NASHUA	MOSUNNY	70	33	25	CALM	30.13F	
MANCHESTER	PTSUNNY	69	29	22	CALM	30.11F	
CONCORD	MOSUNNY	68	24	19	VRB5	30.12F	
LACONIA	MOSUNNY	64	27	24	W8	30.10F	
PLYMOUTH	FAIR	68	27	21	NW7	30.09F	
BERLIN	SUNNY	65	27	23	N9	30.12F	
WHITEFIELD	SUNNY	66	25	21	NE7	30.12F	
JAFFREY	SUNNY	67	30	25	CALM	30.13F	
LEBANON	MOSUNNY	65	22	19	CALM	30.11F	
MT WASHINGTON	MOSUNNY	34	28	80	W25G32	N/A	

VTZ005-007-008-081800-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	66	26	22	MISG	30.11F	
MONTPELIER	SUNNY	63	21	20	MISG	30.16F	
BURLINGTON	PTSUNNY	64	29	26	NW13	30.16F	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081800-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	MOSUNNY	59	35	40	E10	30.15F	
WORCESTER	CLOUDY	61	43	51	SW8	30.15F	
NANTUCKET	CLOUDY	58	42	55	SW8	30.18F	
PROVIDENCE	CLOUDY	61	47	59	SW8	30.16F	

KGXRWRGYX\_20140508\_1705.txt

HARTFORD DRIZZLE 53 50 89 CALM 30.16F FOG  
ALBANY PTSUNNY 66 47 50 SE5 30.12F  
NEW YORK CITY CLOUDY 54 50 86 NE12 30.15S FOG  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081800-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND		PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR/SP/G (DEG/KT/KT)			
MOUNT DESERT ROC	1700	51				1019.8F	
MATINICUS ROCK	1600	56		CALM /	1	1020.7F	
PORTLAND WX BUOY	1700	52	50	140/ 8/	10	1020.3F	1/13
WELLS	1700	56	49	160/ 8/	11	1019.5F	
ISLE OF SHOALS	1600	52		140/ 8/	9	1020.7F	
JEFFREYS LEDGE	1600		49			N/A	1/ 4
CASHES LEDGE BUO	1700	50	48	240/ 2/	2	1020.9F	1/ 4

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.....KEY.....

- WCI - WIND CHILL
- TC - TEMPERATURE IN CELSIUS
- VSB - VISIBILITY IN MILES
- HX - HEAT INDEX
- FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ASUS41 KGYX 081805  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 200 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081900-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	MOSUNNY	63	30	28	S12	30.12S	
6HR MIN TEMP: 52; 6HR MAX TEMP: 68;							
SANFORD	MOSUNNY	66	30	26	E13	30.10S	
BAR HARBOR	SUNNY	64	28	25	N9	30.10F	
WISCASSET	SUNNY	68	27	21	VRB3	30.11F	
6HR MIN TEMP: 54; 6HR MAX TEMP: 69;							
ROCKLAND	SUNNY	61	36	39	S10G16	30.11S	
FRYEBURG	SUNNY	72	22	15	E8	30.09F	
6HR MIN TEMP: 49; 6HR MAX TEMP: 72;							
LEWISTON	SUNNY	68	27	21	NW8G17	30.10S	
AUGUSTA	SUNNY	68	21	16	MISG	30.10F	
6HR MIN TEMP: 52; 6HR MAX TEMP: 68;							
WATERVILLE	SUNNY	66	27	22	CALM	30.06F	
BANGOR	MOSUNNY	66	19	16	NW16G25	30.11F	
6HR MIN TEMP: 51; 6HR MAX TEMP: 67;							
GREENVILLE	N/A	56	24	29	NW13G24	30.12S	
6HR MIN TEMP: 45; 6HR MAX TEMP: 57;							
MILLINOCKET	SUNNY	62	21	20	NW13G18	30.13F	
6HR MIN TEMP: 50; 6HR MAX TEMP: 62;							
HOULTON	PTSUNNY	60	22	23	NW14G20	30.11F	
6HR MIN TEMP: 46; 6HR MAX TEMP: 60;							
PRESQUE ISLE	SUNNY	55	18	22	N18G24	30.16S	
6HR MIN TEMP: 45; 6HR MAX TEMP: 55;							
FRENCHVILLE	SUNNY	52	19	27	MISG	30.14S	
6HR MIN TEMP: 40; 6HR MAX TEMP: 53;							
CARIBOU	SUNNY	55	19	24	NW16G25	30.13S	
6HR MIN TEMP: 43; 6HR MAX TEMP: 56;							

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NHZ002-005-008-009-011-012-014-081900-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	PTSUNNY	66	31	27	SE15	30.10F	
ROCHESTER	MOSUNNY	70	28	21	NW12	30.09F	
6HR MIN TEMP: 53; 6HR MAX TEMP: 71;							
NASHUA	SUNNY	71	32	23	CALM	30.11F	
MANCHESTER	PTSUNNY	70	28	21	W5	30.08F	
6HR MIN TEMP: 49; 6HR MAX TEMP: 70;							
CONCORD	MOSUNNY	70	25	18	CALM	30.09F	

6HR MIN TEMP: 47; 6HR MAX TEMP: 71;

LACONIA MOSUNNY 68 27 21 CALM 30.08F  
 PLYMOUTH FAIR 69 20 15 SW7 30.09S  
 BERLIN SUNNY 67 22 18 NW8G17 30.12S  
 6HR MIN TEMP: 38; 6HR MAX TEMP: 68;

WHITEFIELD SUNNY 67 27 22 N7 30.12S  
 6HR MIN TEMP: 40; 6HR MAX TEMP: 68;

JAFFREY MOSUNNY 69 32 25 MISG 30.10F  
 6HR MIN TEMP: 48; 6HR MAX TEMP: 69;

LEBANON MOSUNNY 71 24 17 NE8 30.09F  
 6HR MIN TEMP: 44; 6HR MAX TEMP: 71;

MT WASHINGTON NOT AVBL  
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VTZ005-007-008-081900-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	69	25	19	MISG	30.10F	
MONTPELIER	MOSUNNY	66	24	20	NW12	30.16S	
BURLINGTON	PTSUNNY	66	26	22	NW14	30.15F	

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MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081900-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	MOSUNNY	59	37	44	E9	30.13F	
WORCESTER	CLOUDY	58	49	72	SW9	30.13F	
NANTUCKET	CLOUDY	56	41	57	W13	30.17F	
PROVIDENCE	CLOUDY	60	50	69	NE3	30.16S	
HARTFORD	DRIZZLE	54	52	93	S3	30.15F	FOG
ALBANY	PTSUNNY	68	48	48	SE8	30.10F	
NEW YORK CITY	DRZL/FOG	54	50	87	NE10	30.13F	VSB 1

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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081900-  
 COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND			PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR	SP/G	(DEG/KT/KT)		
MOUNT DESERT ROC	1800	51					1019.6F	
MATINICUS ROCK	1700	49		210/	8/	8	1020.3F	
PORTLAND WX BUOY	1800	52	49	160/	10/	10	1020.2F	1/12
WELLS	1800	54	50	170/	9/	11	1019.5F	
ISLE OF SHOALS	1700	53		170/	12/	12	1020.0F	
JEFFREYS LEDGE	1700		49				N/A	1/13
CASHES LEDGE BUO	1800	51	50	220/	6/	6	1020.7F	1/ 4

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.....KEY.....

- WCI - WIND CHILL
- TC - TEMPERATURE IN CELSIUS
- VSB - VISIBILITY IN MILES
- HX - HEAT INDEX
- FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

KGXWRWRYX\_20140508\_1805.txt

ASUS41 KGYX 081910  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 300 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082000-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	MOSUNNY	62	30	29	S14	30.11F	
SANFORD	MOSUNNY	63	32	31	E9G18	30.11R	
BAR HARBOR	MOSUNNY	66	27	22	N7G17	30.09S	
WISCASSET	SUNNY	68	31	25	SW9	30.10F	
ROCKLAND	SUNNY	59	36	41	S13	30.11S	
FRYEBURG	MOSUNNY	72	22	15	VRB6	30.08F	
LEWISTON/AUBURN	SUNNY	70	25	18	N12G20	30.09F	
AUGUSTA	SUNNY	69	20	15	NW9G22	30.09F	
WATERVILLE	SUNNY	66	25	20	N9	30.05F	
BANGOR	MOSUNNY	66	14	13	N18G25	30.11S	
GREENVILLE	N/A	57	21	24	N15G21	30.11F	
MILLINOCKET	SUNNY	63	22	20	NW9G18	30.13S	
HOULTON	MOSUNNY	60	22	23	N16G26	30.11S	
PRESQUE ISLE	MOSUNNY	55	18	22	NW15G26	30.16R	
FRENCHVILLE	NOT AVBL						
CARIBOU	PTSUNNY	55	21	26	N17G24	30.13S	

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NHZ002-005-008-009-011-012-014-082000-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	PTSUNNY	65	33	29	SE14	30.09F	
ROCHESTER	MOSUNNY	71	27	19	VRB3	30.08F	
NASHUA	MOSUNNY	73	34	24	CALM	30.08F	
MANCHESTER	PTSUNNY	72	31	22	VRB6	30.06F	
CONCORD	MOSUNNY	71	24	17	VRB6	30.08F	
LACONIA	MOSUNNY	70	28	21	NE7	30.07F	
PLYMOUTH	FAIR	70	24	17	NW7	30.08F	
BERLIN	MOSUNNY	66	19	16	NW10G22	30.11F	
WHITEFIELD	MOSUNNY	69	21	16	NW13	30.11F	
JAFFREY	SUNNY	71	33	24	VRB5	30.08F	
LEBANON	MOSUNNY	73	23	15	N9	30.07F	
MT WASHINGTON	PTSUNNY	37	27	65	W24G30	N/A	

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VTZ005-007-008-082000-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	69	27	20	MISG	30.09F	
MONTPELIER	PTSUNNY	67	24	19	NE8	30.13F	
BURLINGTON	PTSUNNY	68	29	23	N10	30.12F	

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MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-082000-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	59	40	49	SE8	30.11F	
WORCESTER	MOSUNNY	62	50	64	SW13	30.11F	
NANTUCKET	LGT RAIN	53	46	77	W9	30.16F	
PROVIDENCE	CLOUDY	60	52	74	SW6	30.15F	



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HARTFORD CLOUDY 56 53 90 SE7 30.12F  
ALBANY PTSUNNY 70 49 47 VRB6 30.07F  
NEW YORK CITY DRZL/FOG 53 50 89 NE8 30.12F VSB 1  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082000-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND			PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR	SP	G		
MOUNT DESERT ROC	1900	51					N/A	
MATINICUS ROCK	1900	50		200/	12/	12	1020.0F	
PORTLAND WX BUOY	1900	51	50	170/	8/	10	1020.0F	1/11
WELLS	1900	54	52	150/	6/	8	1019.5R	
ISLE OF SHOALS	1900	51		140/	17/	18	1018.9F	
JEFFREYS LEDGE	1800		49				N/A	1/13
CASHES LEDGE BUO	1900	52	51	200/	4/	4	1020.5F	1/ 4

.....KEY.....

WCI - WIND CHILL

TC - TEMPERATURE IN CELSIUS

VSB - VISIBILITY IN MILES

HX - HEAT INDEX

FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO  
SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ASUS41 KGYX 082010  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 400 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082100-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	PTSUNNY	62	30	29	S17	30.10F	
SANFORD	MOSUNNY	61	32	33	SE10G16	30.10S	
BAR HARBOR	SUNNY	66	18	15	NW9G16	30.09R	
WISCASSET	MOSUNNY	65	31	28	S9	30.10S	
ROCKLAND	SUNNY	59	37	44	S12	30.10F	
FRYEBURG	PTSUNNY	73	21	14	N8	30.06F	
LEWISTON/AUBURN	MOSUNNY	70	27	19	NW8G16	30.08S	
AUGUSTA	MOSUNNY	68	21	16	N9	30.08F	
WATERVILLE	MOSUNNY	68	21	17	W8	30.04F	
BANGOR	MOSUNNY	66	18	15	N18G28	30.10F	
GREENVILLE	N/A	57	20	23	N10	30.11S	
MILLINOCKET	SUNNY	62	19	19	N12	30.13S	
HOULTON	MOSUNNY	59	16	18	N15G24	30.12R	
PRESQUE ISLE	MOSUNNY	55	18	22	N21	30.16S	
FRENCHVILLE	PTSUNNY	49	19	30	N18G28	30.15	
CARIBOU	PTSUNNY	54	21	27	N16G24	30.14R	

NHZ002-005-008-009-011-012-014-082100-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	CLOUDY	63	31	30	SE14	30.08F	
ROCHESTER	MOSUNNY	65	33	30	SE14G21	30.08S	
NASHUA	PTSUNNY	73	34	24	VRB5	30.06F	
MANCHESTER	PTSUNNY	73	30	20	VRB3	30.04F	
CONCORD	PTSUNNY	72	25	17	VRB3	30.05F	
LACONIA	PTSUNNY	72	25	17	N7	30.05F	
PLYMOUTH	FAIR	71	20	14	E10	30.06F	
BERLIN	MOSUNNY	67	21	17	N16	30.10F	
WHITEFIELD	PTSUNNY	67	20	16	VRB5G17	30.10F	
JAFFREY	PTSUNNY	71	35	26	VRB5	30.06F	
LEBANON	PTSUNNY	72	24	16	N6	30.05F	
MT WASHINGTON	PTSUNNY	37	25	60	NW21G26	N/A	

VTZ005-007-008-082100-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	67	24	19	MISG	30.07F	
MONTPELIER	PTSUNNY	66	24	20	VRB5	30.12F	
BURLINGTON	PTSUNNY	67	29	24	NW13	30.11F	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-082100-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	57	43	59	E14	30.10F	
WORCESTER	MOSUNNY	61	51	70	S14	30.09F	
NANTUCKET	LGT RAIN	51	49	92	SW7	30.14F	
PROVIDENCE	CLOUDY	60	53	77	SE7	30.12F	

KGYXRWRGYX\_20140508\_2010.txt

HARTFORD CLOUDY 58 53 84 S6 30.12S  
ALBANY PTSUNNY 71 49 45 SW7 30.05F  
NEW YORK CITY DRIZZLE 54 50 86 NE12 30.11F FOG  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082100-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND			PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR	SP/G	(DEG/KT/KT)		
MOUNT DESERT ROC	2000	51					1019.4	
MATINICUS ROCK	2000	50		200/	13/	13	1019.7F	
PORTLAND WX BUOY	2000	52	49	180/	10/	10	1019.4F	1/11
WELLS	2000	54	49	170/	8/	10	1019.1F	
ISLE OF SHOALS	2000	50		110/	15/	16	1018.5F	
JEFFREYS LEDGE	2000		49				N/A	1/13
CASHES LEDGE BUO	2000	52	50	190/	8/	8	1019.8F	1/ 4

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.....KEY.....

- WCI - WIND CHILL
- TC - TEMPERATURE IN CELSIUS
- VSB - VISIBILITY IN MILES
- HX - HEAT INDEX
- FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ASUS41 KGYX 082110  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 500 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082200-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	PTSUNNY	60	32	34	S13	30.08F	
SANFORD	PTSUNNY	61	30	31	SE9	30.09S	
BAR HARBOR	SUNNY	66	25	20	N12	30.08F	
WISCASSET	MOSUNNY	63	32	31	VRB7	30.10S	
ROCKLAND	MOSUNNY	59	30	33	SW9G16	30.10S	
FRYEBURG	PTSUNNY	72	20	14	VRB6	30.06S	
LEWISTON/AUBURN	MOSUNNY	68	30	24	CALM	30.07S	
AUGUSTA	PTSUNNY	67	20	16	NE9	30.08S	
WATERVILLE	PTSUNNY	66	21	18	N10G18	30.04S	
BANGOR	PTSUNNY	65	22	19	N12G23	30.10S	
GREENVILLE	N/A	56	17	21	NW13G21	30.10F	
MILLINOCKET	SUNNY	62	20	19	VRB5	30.13S	
HOULTON	SUNNY	57	17	21	N15G22	30.12S	
PRESQUE ISLE	CLOUDY	54	19	26	NW16G24	30.17R	
FRENCHVILLE	PTSUNNY	52	19	27	N15G22	30.15S	
CARIBOU	PTSUNNY	53	19	26	N13	30.14S	

NHZ002-005-008-009-011-012-014-082200-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	CLOUDY	58	34	40	E16	30.09R	
ROCHESTER	PTSUNNY	62	33	33	SE13G21	30.07F	
NASHUA	PTSUNNY	74	35	24	S5	30.05F	
MANCHESTER	PTSUNNY	73	29	19	N6	30.04S	
CONCORD	PTSUNNY	73	22	14	NW3	30.05S	
LACONIA	PTSUNNY	72	21	15	N7	30.05S	
PLYMOUTH	FAIR	71	19	14	N3	30.06R	
BERLIN	PTSUNNY	65	18	16	N8	30.10S	
WHITEFIELD	PTSUNNY	66	23	19	NE13	30.10S	
JAFFREY	MOSUNNY	72	31	22	CALM	30.05F	
LEBANON	PTSUNNY	71	23	16	N6	30.06R	
MT WASHINGTON	PTSUNNY	37	27	65	N16	N/A	

VTZ005-007-008-082200-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	66	22	18	MISG	30.08R	
MONTPELIER	CLOUDY	66	23	19	N7	30.13R	
BURLINGTON	CLOUDY	65	30	27	N12	30.12R	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-082200-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	57	39	51	E16	30.11R	
WORCESTER	PTSUNNY	61	51	70	SW9	30.09S	
NANTUCKET	CLOUDY	54	51	90	W7	30.12F	
PROVIDENCE	CLOUDY	61	53	75	S8	30.11F	

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HARTFORD           PTSUNNY   60 53 77 S8           30.10S  
ALBANY             PTSUNNY   71 49 45 CALM         30.06R  
NEW YORK CITY    CLOUDY    54 52 94 NE12         30.11S FOG  
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ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082200-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP	WIND	PRES	WAVE
	(UTC)	AIR SEA	DIR/SP/G	(MB)	HT/PER
		(F)	(DEG/KT/KT)		(FT/S)
MOUNT DESERT ROC	2100	51		1019.1F	
MATINICUS ROCK	2100	50	200/ 16/ 16	1019.4F	
PORTLAND WX BUOY	2100	51 49	190/ 10/ 10	1018.7F	1/12
WELLS	2100	53 49	180/ 8/ 10	1018.6F	
ISLE OF SHOALS	2100	51	130/ 16/ 16	1018.3F	
JEFFREYS LEDGE	2100	48		N/A	1/11
CASHES LEDGE BUO	2100	51 49	160/ 10/ 10	1019.5F	1/ 4

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.....KEY.....

WCI - WIND CHILL  
TC - TEMPERATURE IN CELSIUS  
VSB - VISIBILITY IN MILES  
HX - HEAT INDEX  
FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO  
SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

ASUS41 KGYX 082210  
 RWRGYX  
 WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE  
 NATIONAL WEATHER SERVICE GRAY ME  
 600 PM EDT THU MAY 08 2014

MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082300-  
 MAINE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTLAND	PTSUNNY	59	33	37	S12	30.09R	
SANFORD	PTSUNNY	61	32	33	S6	30.09S	
BAR HARBOR	SUNNY	63	25	23	N12G17	30.09S	
WISCASSET	PTSUNNY	59	34	39	S6	30.11R	
ROCKLAND	PTSUNNY	57	32	38	S7	30.10S	
FRYEBURG	PTSUNNY	70	22	16	N10	30.07R	
LEWISTON/AUBURN	PTSUNNY	64	30	27	S7	30.08R	
AUGUSTA	PTSUNNY	67	20	16	N10	30.09R	
WATERVILLE	PTSUNNY	64	21	19	N14	30.05R	
BANGOR	PTSUNNY	63	20	19	N13	30.11R	
GREENVILLE	N/A	55	19	24	N14G22	30.11R	
MILLINOCKET	SUNNY	61	20	20	NW9	30.14R	
HOULTON	SUNNY	56	18	22	N16	30.14R	
PRESQUE ISLE	PTSUNNY	54	18	24	NW17	30.17S	
FRENCHVILLE	MOSUNNY	50	19	29	N10	30.16R	
CARIBOU	PTSUNNY	53	22	29	N15G22	30.15R	

NHZ002-005-008-009-011-012-014-082300-  
 NEW HAMPSHIRE

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
PORTSMOUTH	PTSUNNY	56	34	43	SE12	30.09S	
ROCHESTER	PTSUNNY	60	31	33	SE9	30.09R	
NASHUA	MOSUNNY	72	41	32	SE10	30.06R	
MANCHESTER	PTSUNNY	72	28	19	VRB5	30.04S	
CONCORD	PTSUNNY	72	22	15	N9	30.05S	
LACONIA	CLOUDY	72	21	15	NW9	30.06R	
PLYMOUTH	FAIR	70	21	15	CALM	30.07R	
BERLIN	PTSUNNY	64	19	17	NW7	30.11R	
WHITEFIELD	PTSUNNY	64	23	21	N6	30.11R	
JAFFREY	MOSUNNY	69	41	36	VRB3	30.06R	
LEBANON	PTSUNNY	72	22	15	NE5	30.07R	
MT WASHINGTON	CLOUDY	37	27	65	NW15G21	N/A	

VTZ005-007-008-082300-  
 VERMONT

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
ST JOHNSBURY	N/A	65	21	18	MISG	30.09R	
MONTPELIER	CLOUDY	64	26	23	N7	30.14R	
BURLINGTON	CLOUDY	65	29	25	N13	30.12S	

MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-082300-  
 SOUTHERN NEW ENGLAND AND NY

CITY	SKY/WX	TMP	DP	RH	WIND	PRES	REMARKS
BOSTON	PTSUNNY	56	42	59	E15	30.10F	
WORCESTER	MOSUNNY	59	50	72	SW8	30.09S	
NANTUCKET	CLOUDY	55	52	89	W8	30.12S	
PROVIDENCE	CLOUDY	61	53	75	W7	30.11S	

KGYXRWRGYX\_20140508\_2210.txt

HARTFORD           PTSUNNY   59 52 77 SW8       30.09F  
ALBANY             PTSUNNY   72 48 42 SW6       30.05F  
NEW YORK CITY    CLOUDY    54 50 86 NE10G21  30.10F FOG  
\$\$

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082300-  
COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME (UTC)	TEMP		WIND			PRES (MB)	WAVE HT/PER (FT/S)
		AIR (F)	SEA	DIR/	SP/	G		
MOUNT DESERT ROC	2200	49		210/	14/	14	1019.1S	
MATINICUS ROCK	2200	50		190/	8/	8	1019.2R	1/ 3
PORTLAND WX BUOY	2200	51	49	220/	12/	14	1018.4F	
WELLS	2200	54	48	130/	15/	16	1018.3S	
ISLE OF SHOALS	2200	51					N/A	1/13
JEFFREYS LEDGE	2100		48					
CASHES LEDGE BUO	2200	50	48	170/	10/	10	1019.2F	1/ 4

\$\$

.....KEY.....

- WCI - WIND CHILL
- TC - TEMPERATURE IN CELSIUS
- VSB - VISIBILITY IN MILES
- HX - HEAT INDEX
- FAIR- INDICATES FEW OR NO CLOUDS BELOW 12,000 FT, WITH NO SIGNIFICANT WEATHER AND/OR OBSTRUCTIONS TO VISIBILITY.

21



Pan Am RR Fires of May 8, 2014  
Fire Behavior

Several fuel models were used that reflect the fuels and fire behavior seen on the ground on May 8<sup>th</sup>.

Fuel model 1 (grass group): Fire spread is governed by the fine herbaceous fuels that have cured or are nearly cured. Fires move rapidly through cured grass and associated material.

I ran a grass model to find out how far a burning ember could travel. A prescribed fire was conducted in the Scarborough marsh that day. The distance that a burning firebrand could travel is .1 mile or 528 feet. The burn was over 8000 feet from the Pan Am RR fire in Scarborough.

Fuel model 6 (shrub group): Fire is generally carried in the surface fuels that are made up of litter cast by the shrubs, and the grasses or forbs in the understory.

With zero slope the fuel model 6 component would burn 12 feet per minute on flat ground with a 2 mph mid flame wind speed.

Fuel model 8 (timber group): Slow burning ground fires with low flame heights are the rule, although the fire may encounter an occasional "jackpot" or heavy fuel concentration that can flare up.

Fuel model 8 depicts a fire spread rate of approx. 1 foot per minute on flat ground with zero slope and a 2 mph mid flame wind speed.

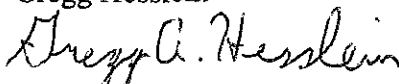
Fuel model 9 (timber group): Fire runs through the surface litter faster than fuel model 8 and have higher flame height.

This model depicts a fire spread rate of 1 foot per minute on flat ground with a 2 mph mid flame wind speed.

Fuel model 10 (timber group): Fires burn in the surface and ground fuels with greater intensity than the other timber litter models.

This fuel model depicts a fire spread of 5 feet per second on 0 slope with a 2 mph mid flame wind speed.

Gregg Hesslein



District Forest Ranger

Inputs: SURFACE, SPOT, IGNITE

Description		Pan Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory		
Fuel Model		1
Fuel/Vegetation, Overstory		
Downwind Canopy Height	ft	0
Fuel Moisture		
1-h Moisture	%	5
10-h Moisture	%	
100-h Moisture	%	
Live Herbaceous Moisture	%	
Live Woody Moisture	%	
Weather		
20-ft Wind Speed (upslope)	mi/h	7
Wind Adjustment Factor		.4
Air Temperature	oF	65
Fuel Shading from the Sun	%	0
Terrain		
Slope Steepness	%	0
Ridge-to-Valley Elevation Difference	ft	0
Ridge-to-Valley Horizontal Distance	mi	
Spotting Source Location		
Fire		
Flame Height from a Burning Pile	ft	4

## Run Option Notes

Maximum reliable effective wind speed limit IS imposed [SURFACE].

Calculations are only for the direction of maximum spread [SURFACE].

Fireline intensity, flame length, and spread distance are always  
for the direction of the spread calculations [SURFACE].

Wind is blowing upslope [SURFACE].

## Output Variables

Surface Rate of Spread (maximum) (ch/h) [SURFACE]

Flame Length (ft) [SURFACE]

(continued on next page)

Input Worksheet (continued)

Spot Dist from a Wind Driven Surface Fire (mi) [SPOT]

Firebrand Ht from a Burning Pile (ft) [SPOT]

Probability of Ignition from a Firebrand (%) [IGNITE]

Notes

## Pan Am RR Fires of May 8, 2014

Surface Rate of Spread (maximum)	33.0	ch/h
Flame Length	2.9	ft
Spot Dist from a Wind Driven Surface Fire	0.1	mi
Firebrand Ht from a Burning Pile	48.8	ft
Probability of Ignition from a Firebrand	62	%

Discrete Variable Codes Used  
Pan Am RR Fires of May 8, 2014

Fuel Model

1

Short grass (S)

Inputs: SURFACE, SPOT, IGNITE

Description		Pan Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory		
Fuel Model		6
Fuel/Vegetation, Overstory		
Downwind Canopy Height	ft	0
Fuel Moisture		
1-h Moisture	%	5
10-h Moisture	%	6
100-h Moisture	%	7
Live Herbaceous Moisture	%	
Live Woody Moisture	%	
Weather		
20-ft Wind Speed (upslope)	mi/h	7
Wind Adjustment Factor		.3
Air Temperature	oF	65
Fuel Shading from the Sun	%	50
Terrain		
Slope Steepness	%	0, 10, 20, 30, 40, 50
Ridge-to-Valley Elevation Difference	ft	0
Ridge-to-Valley Horizontal Distance	mi	
Spotting Source Location		
Fire		
Flame Height from a Burning Pile	ft	1

## Run Option Notes

Maximum reliable effective wind speed limit IS imposed [SURFACE].

Calculations are only for the direction of maximum spread [SURFACE].

Fireline intensity, flame length, and spread distance are always  
for the direction of the spread calculations [SURFACE].

Wind is blowing upslope [SURFACE].

## Output Variables

Surface Rate of Spread (maximum) (ch/h) [SURFACE]

Flame Length (ft) [SURFACE]

(continued on next page)

Input Worksheet (continued)

Spot Dist from a Burning Pile (mi) [SPOT]

Firebrand Ht from a Burning Pile (ft) [SPOT]

Probability of Ignition from a Firebrand (%) [IGNITE]

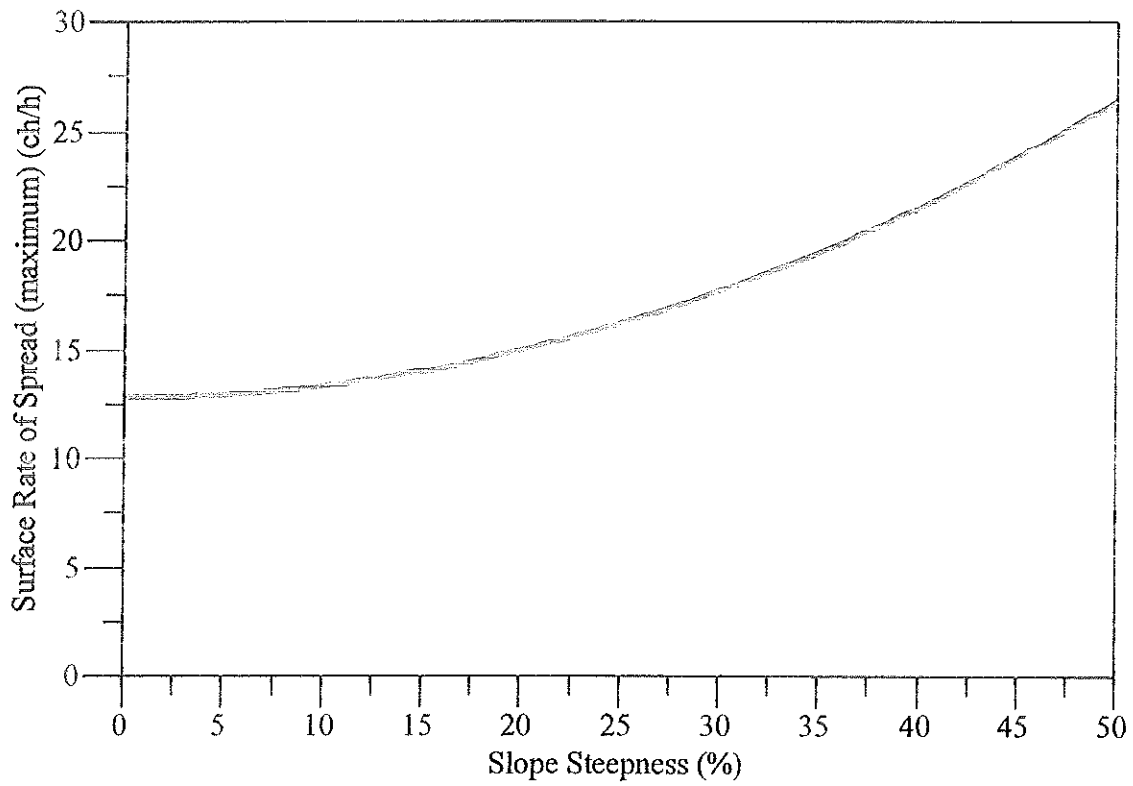
Notes

## Pan Am RR Fires of May 8, 2014

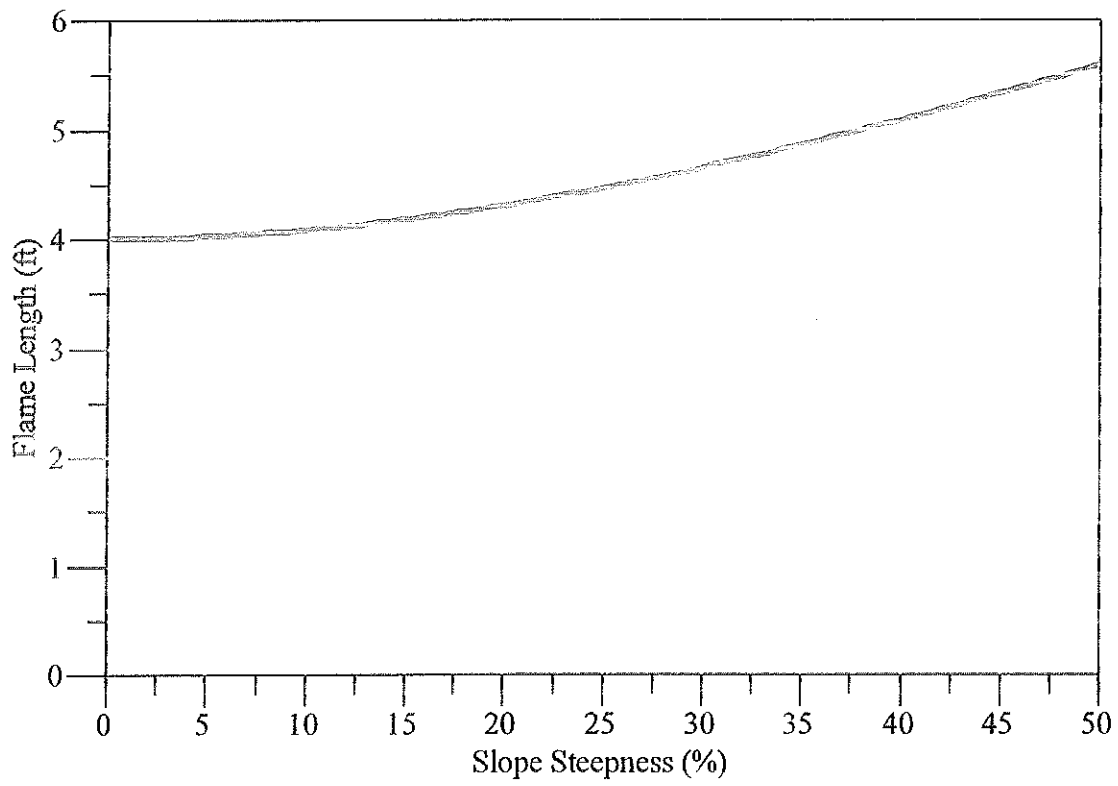
Slope	ROS (max)	Flame Length	Pile Burn Spot Dist	Pile Burn Firebrand Ht	Firebrand Ignition
%	ch/h	ft	mi	ft	%
0	12.8	4.0	0.0	12.2	60
10	13.4	4.1	0.0	12.2	60
20	15.0	4.3	0.0	12.2	60
30	17.8	4.7	0.0	12.2	60
40	21.6	5.1	0.0	12.2	60
50	26.5	5.6	0.0	12.2	60



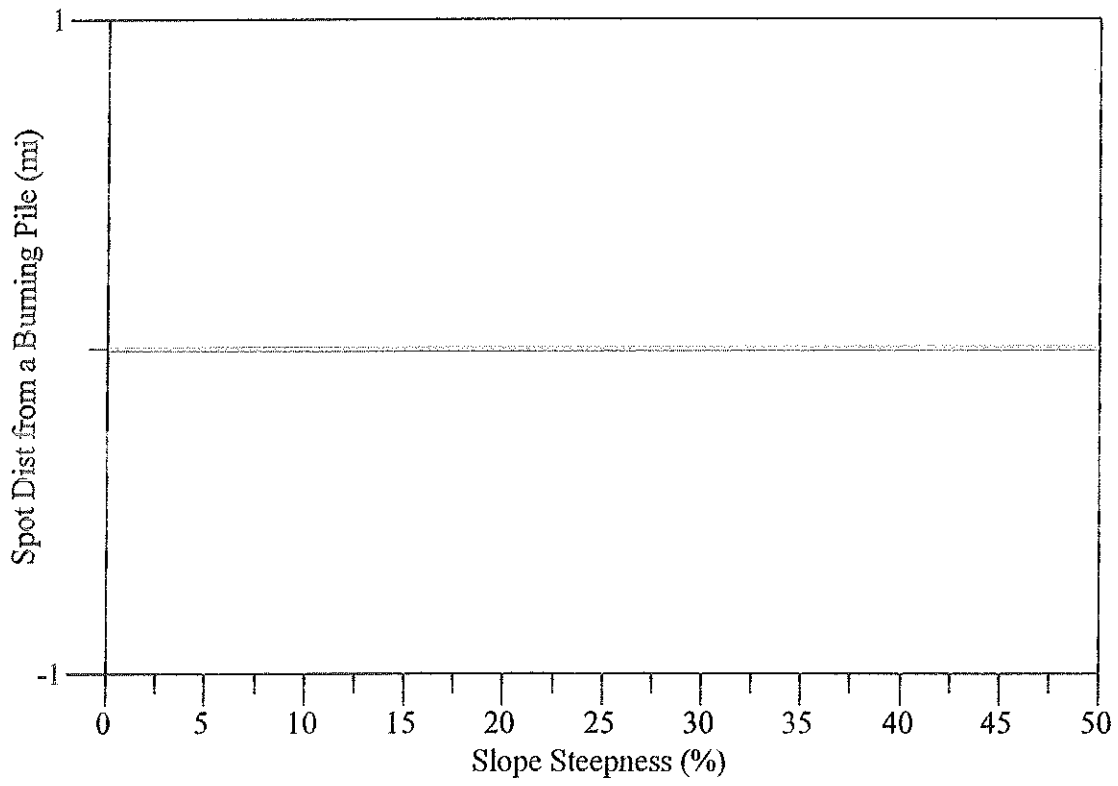
Pan Am RR Fires of May 8, 2014



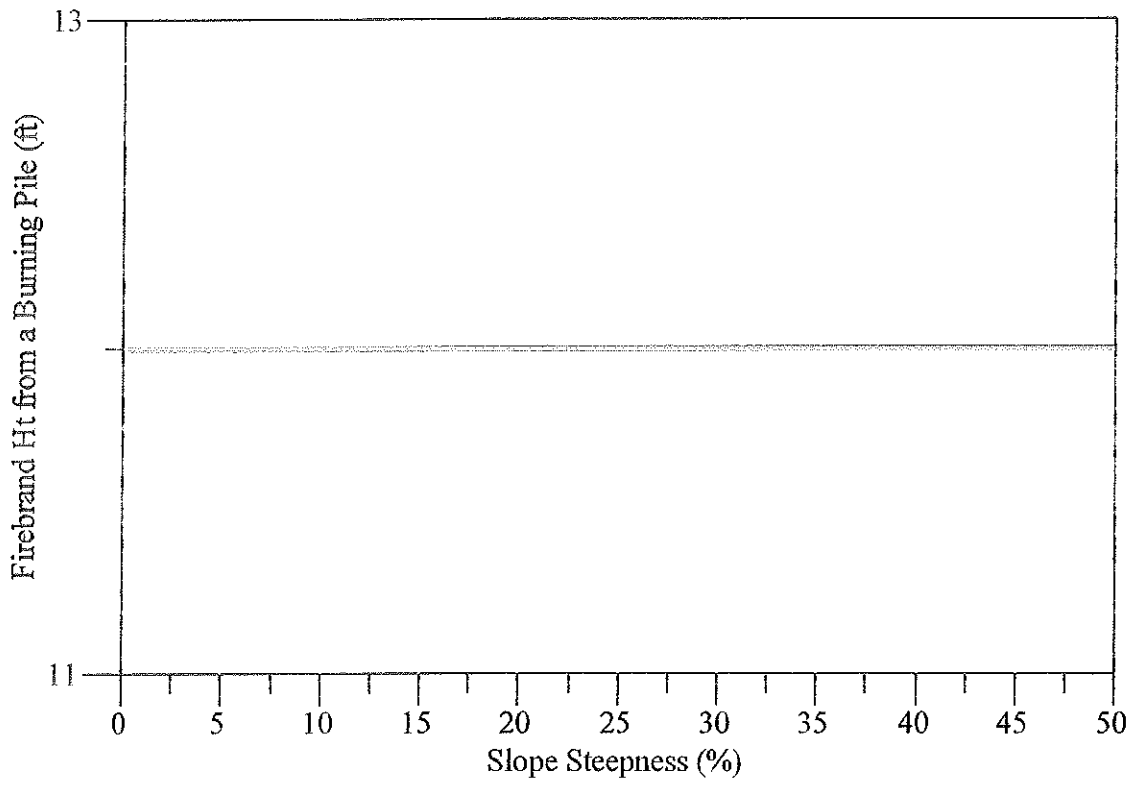
Pan Am RR Fires of May 8, 2014



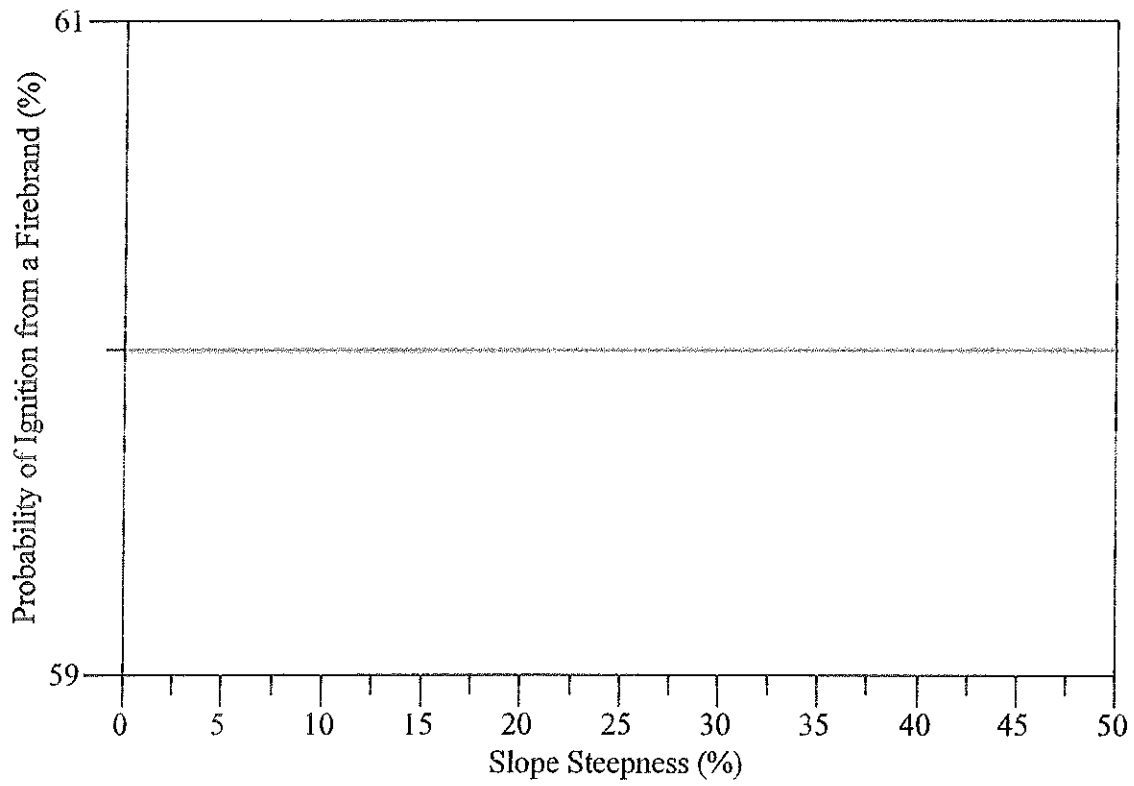
Pan Am RR Fires of May 8, 2014



Pan Am RR Fires of May 8, 2014



### Pan Am RR Fires of May 8, 2014



Discrete Variable Codes Used  
Pan Am RR Fires of May 8, 2014

Fuel Model

6 Dormant brush, hardwood slash (S)

Inputs: SURFACE, SPOT, IGNITE

Description		Pan Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory		
Fuel Model		8
Fuel/Vegetation, Overstory		
Downwind Canopy Height	ft	0
Fuel Moisture		
1-h Moisture	%	5
10-h Moisture	%	6
100-h Moisture	%	7
Live Herbaceous Moisture	%	
Live Woody Moisture	%	
Weather		
20-ft Wind Speed (upslope)	mi/h	7
Wind Adjustment Factor		.3
Air Temperature	oF	65
Fuel Shading from the Sun	%	50
Terrain		
Slope Steepness	%	0, 10, 20, 30, 40, 50
Ridge-to-Valley Elevation Difference	ft	0
Ridge-to-Valley Horizontal Distance	mi	
Spotting Source Location		
Fire		
Flame Height from a Burning Pile	ft	1

## Run Option Notes

Maximum reliable effective wind speed limit IS imposed [SURFACE].

Calculations are only for the direction of maximum spread [SURFACE].

Fireline intensity, flame length, and spread distance are always  
for the direction of the spread calculations [SURFACE].

Wind is blowing upslope [SURFACE].

## Output Variables

Surface Rate of Spread (maximum) (ch/h) [SURFACE]

Flame Length (ft) [SURFACE]

(continued on next page)

Input Worksheet (continued)

Spot Dist from a Burning Pile (mi) [SPOT]

Firebrand Ht from a Burning Pile (ft) [SPOT]

Probability of Ignition from a Firebrand (%) [IGNITE]

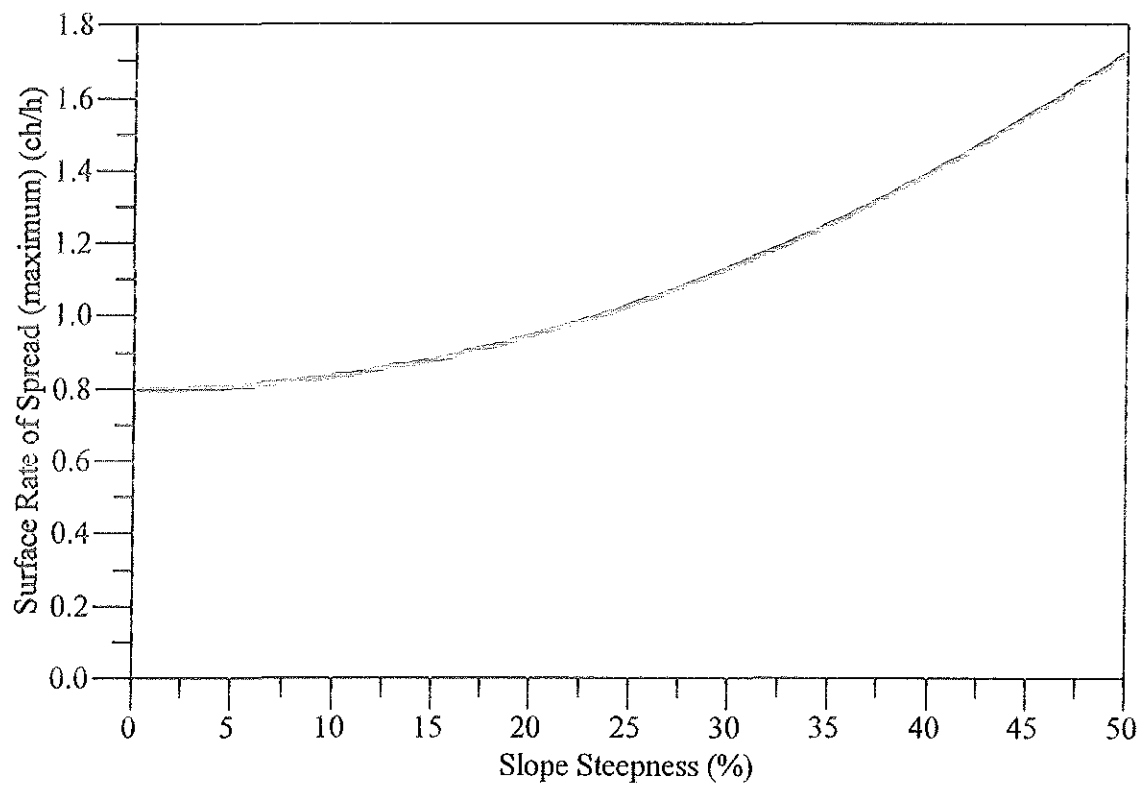
Notes



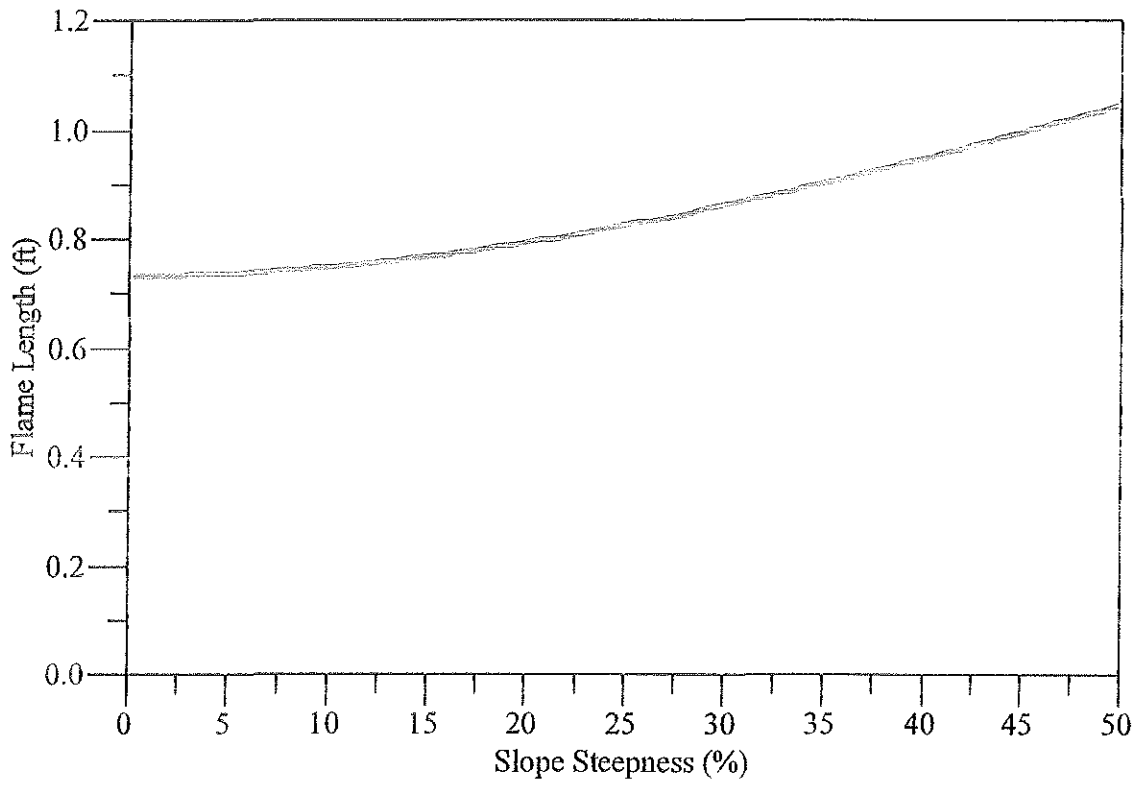
## Pan Am RR Fires of May 8, 2014

Slope	ROS (max)	Flame Length	Pile Burn Spot Dist	Pile Burn Firebrand Ht	Firebrand Ignition
%	ch/h	ft	mi	ft	%
0	0.8	0.7	0.0	12.2	60
10	0.8	0.8	0.0	12.2	60
20	0.9	0.8	0.0	12.2	60
30	1.1	0.9	0.0	12.2	60
40	1.4	0.9	0.0	12.2	60
50	1.7	1.0	0.0	12.2	60

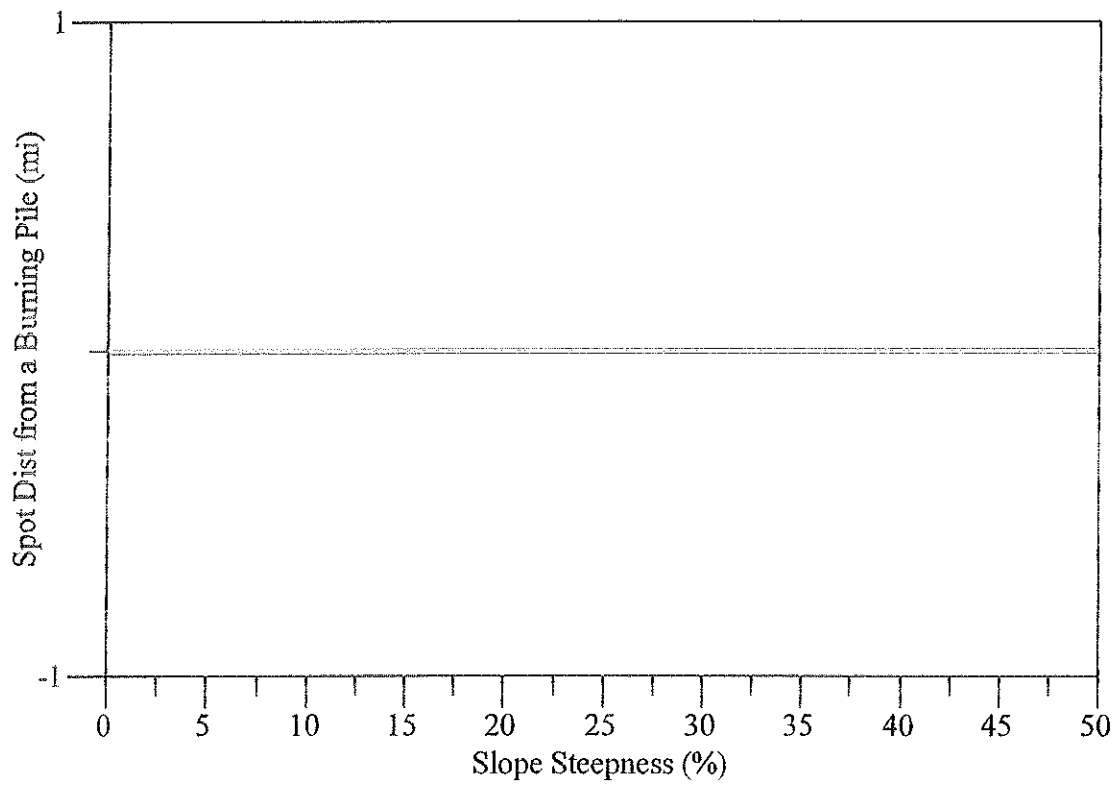
Pan Am RR Fires of May 8, 2014



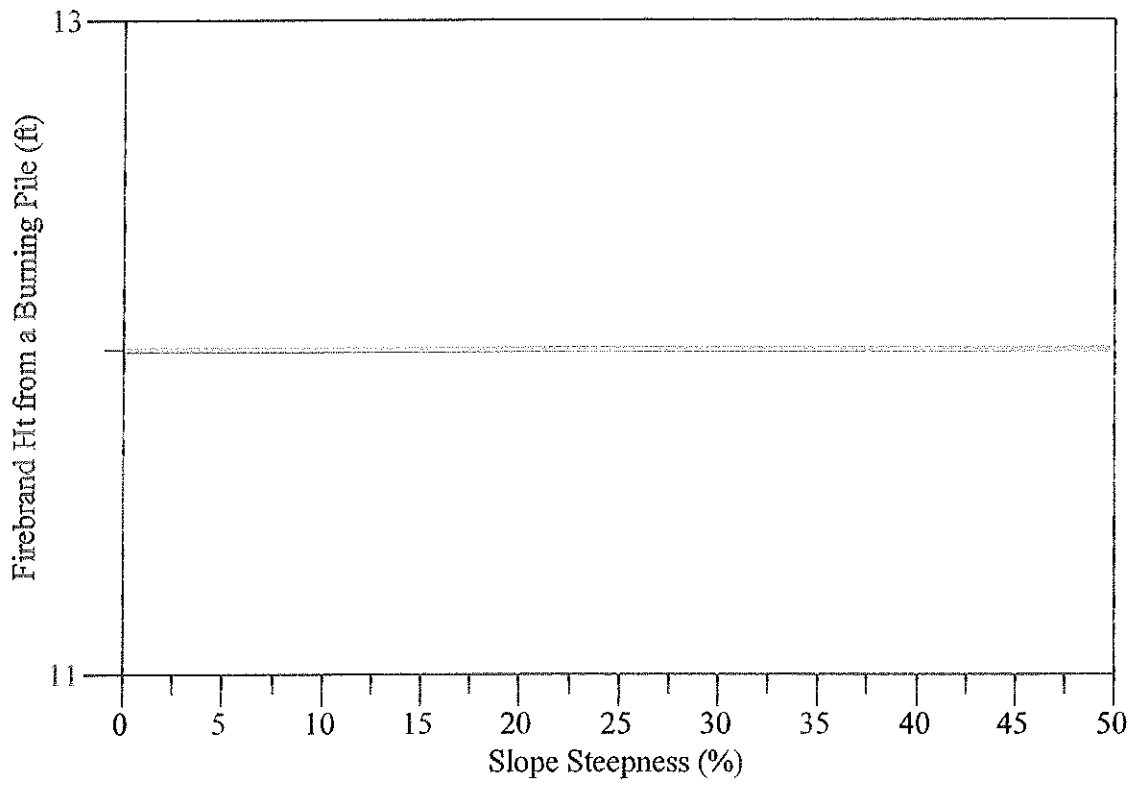
### Pan Am RR Fires of May 8, 2014



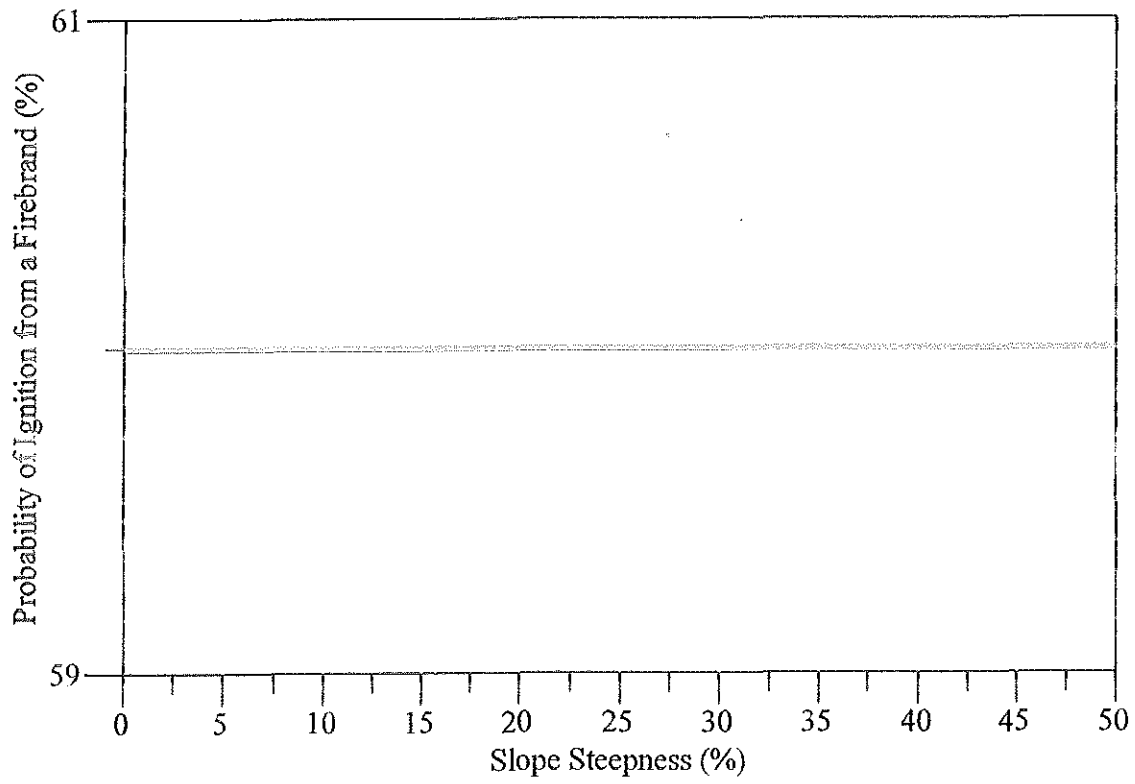
### Pan Am RR Fires of May 8, 2014



Pan Am RR Fires of May 8, 2014



Pan Am RR Fires of May 8, 2014



Discrete Variable Codes Used  
Pan Am RR Fires of May 8, 2014

Fuel Model

8

Short needle litter (S)

Inputs: SURFACE, SPOT, IGNITE

Description		Pan Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory		
Fuel Model		9
Fuel/Vegetation, Overstory		
Downwind Canopy Height	ft	0
Fuel Moisture		
1-h Moisture	%	5
10-h Moisture	%	6
100-h Moisture	%	7
Live Herbaceous Moisture	%	
Live Woody Moisture	%	
Weather		
20-ft Wind Speed (upslope)	mi/h	7
Wind Adjustment Factor		.3
Air Temperature	oF	65
Fuel Shading from the Sun	%	50
Terrain		
Slope Steepness	%	0, 10, 20, 30, 40, 50
Ridge-to-Valley Elevation Difference	ft	0
Ridge-to-Valley Horizontal Distance	mi	
Spotting Source Location		
Fire		
Flame Height from a Burning Pile	ft	1

## Run Option Notes

Maximum reliable effective wind speed limit IS imposed [SURFACE].

Calculations are only for the direction of maximum spread [SURFACE].

Fireline intensity, flame length, and spread distance are always  
for the direction of the spread calculations [SURFACE].

Wind is blowing upslope [SURFACE].

## Output Variables

Surface Rate of Spread (maximum) (ch/h) [SURFACE]

Flame Length (ft) [SURFACE]

(continued on next page)



Input Worksheet (continued)

Spot Dist from a Burning Pile (mi) [SPOT]

Firebrand Ht from a Burning Pile (ft) [SPOT]

Probability of Ignition from a Firebrand (%) [IGNITE]

Notes

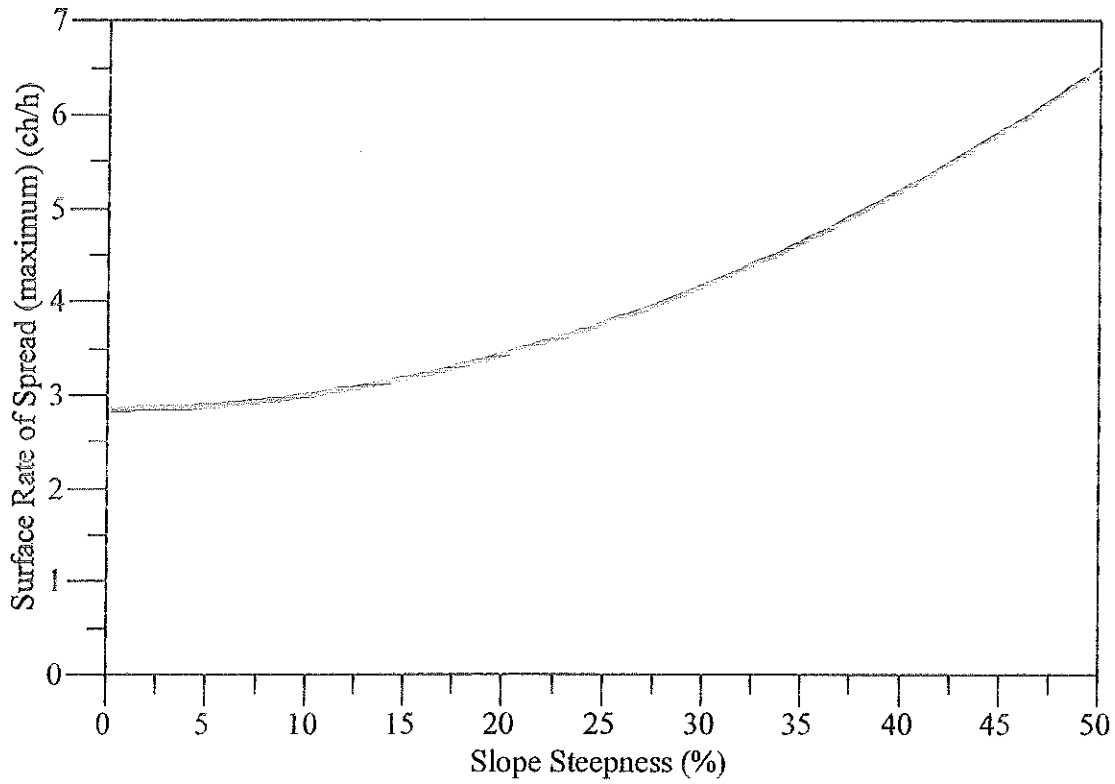
Pan Am RR Fires of May 8, 2014  
Surface Rate of Spread (maximum) (ch/h)

20-ft Wind mi/h	Slope Steepness					
	0	10	20	30	40	50
0	0.9	1.1	1.5	2.2	3.2	4.6
2	1.1	1.3	1.7	2.5	3.5	4.8
4	1.7	1.8	2.2	3.0	4.0	5.3
6	2.4	2.6	3.0	3.7	4.7	6.1
8	3.4	3.5	3.9	4.7	5.7	7.0
10	4.5	4.7	5.1	5.8	6.8	8.2

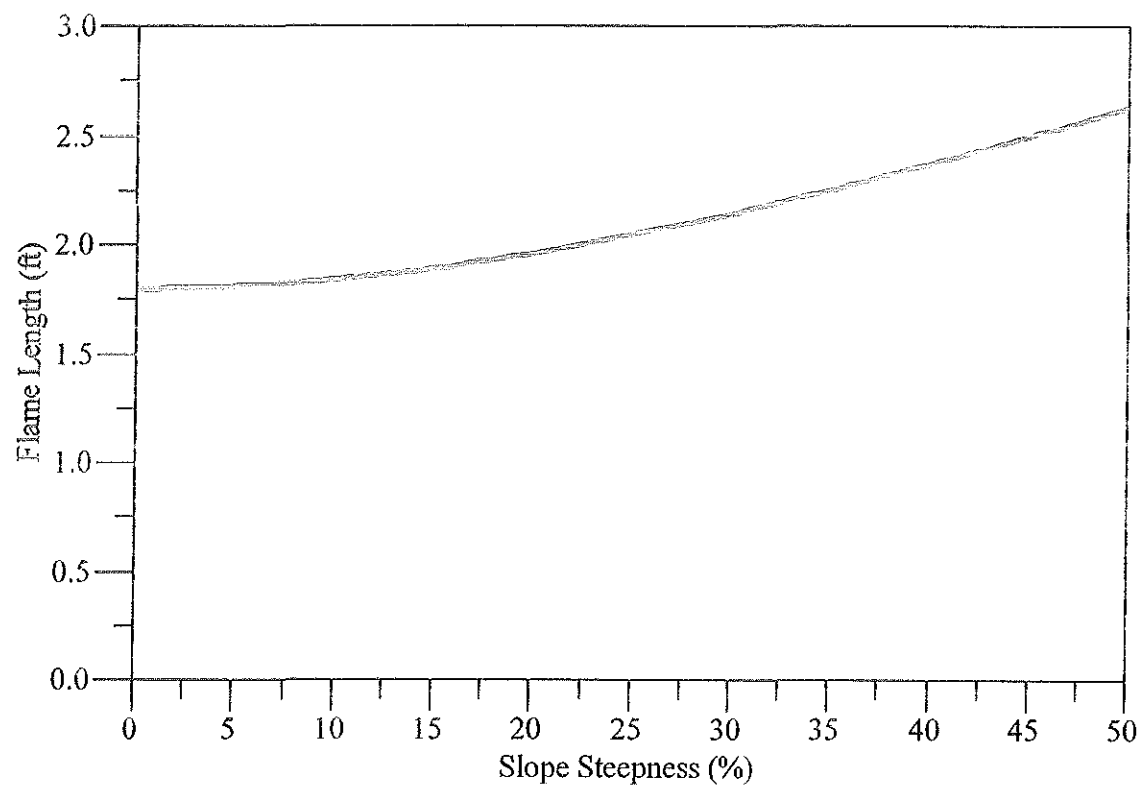
## Pan Am RR Fires of May 8, 2014

Slope	ROS (max)	Flame Length	Pile Burn Spot Dist	Pile Burn Firebrand Ht	Firebrand Ignition
%	ch/h	ft	mi	ft	%
0	2.9	1.8	0.0	12.2	60
10	3.0	1.8	0.0	12.2	60
20	3.4	2.0	0.0	12.2	60
30	4.2	2.1	0.0	12.2	60
40	5.2	2.4	0.0	12.2	60
50	6.5	2.6	0.0	12.2	60

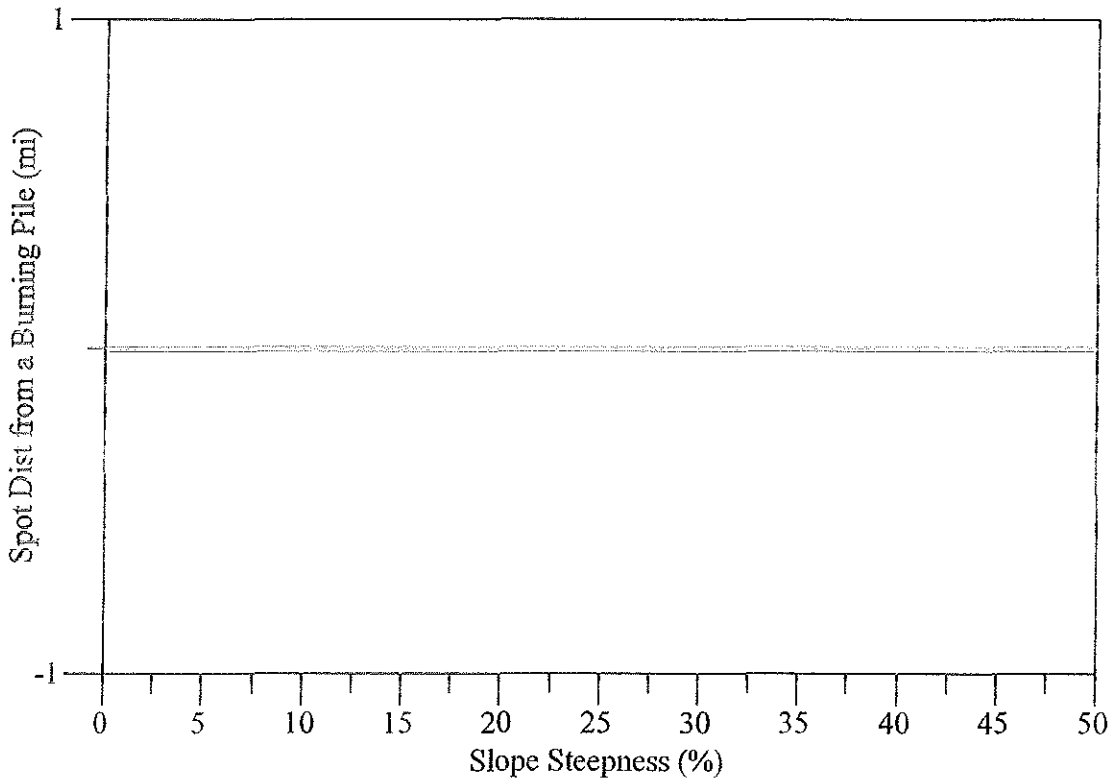
Pan Am RR Fires of May 8, 2014



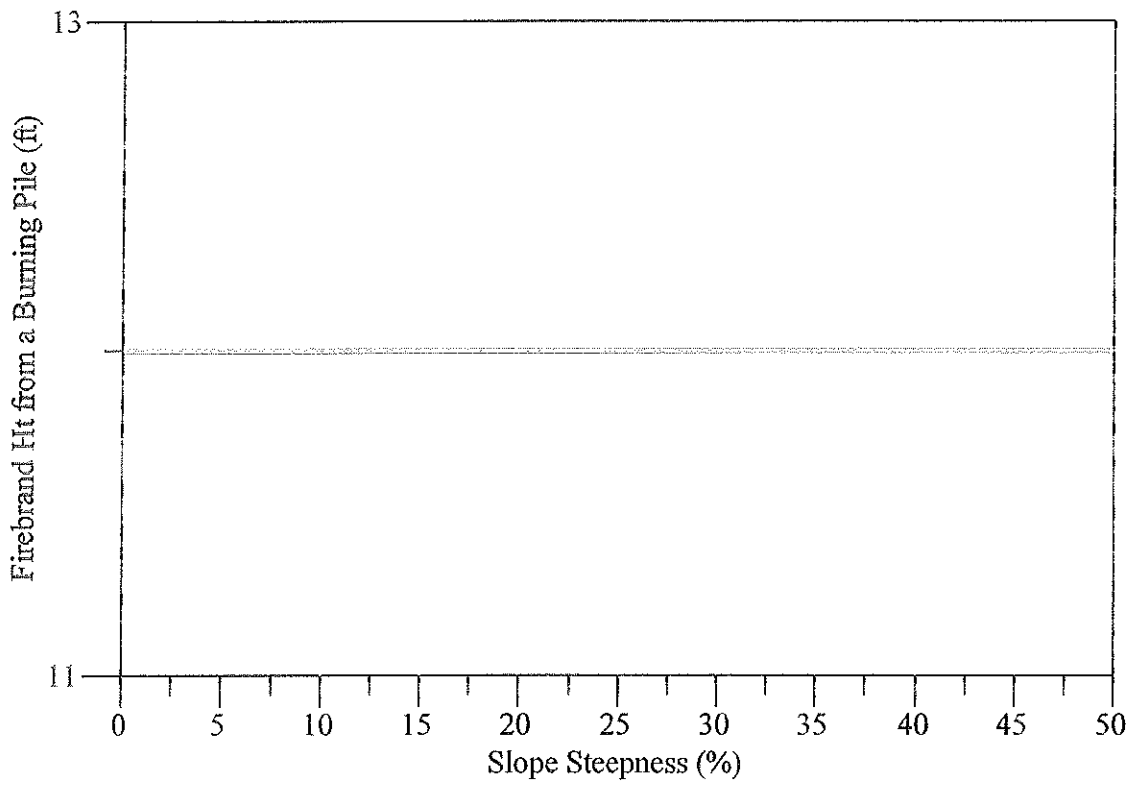
### Pan Am RR Fires of May 8, 2014



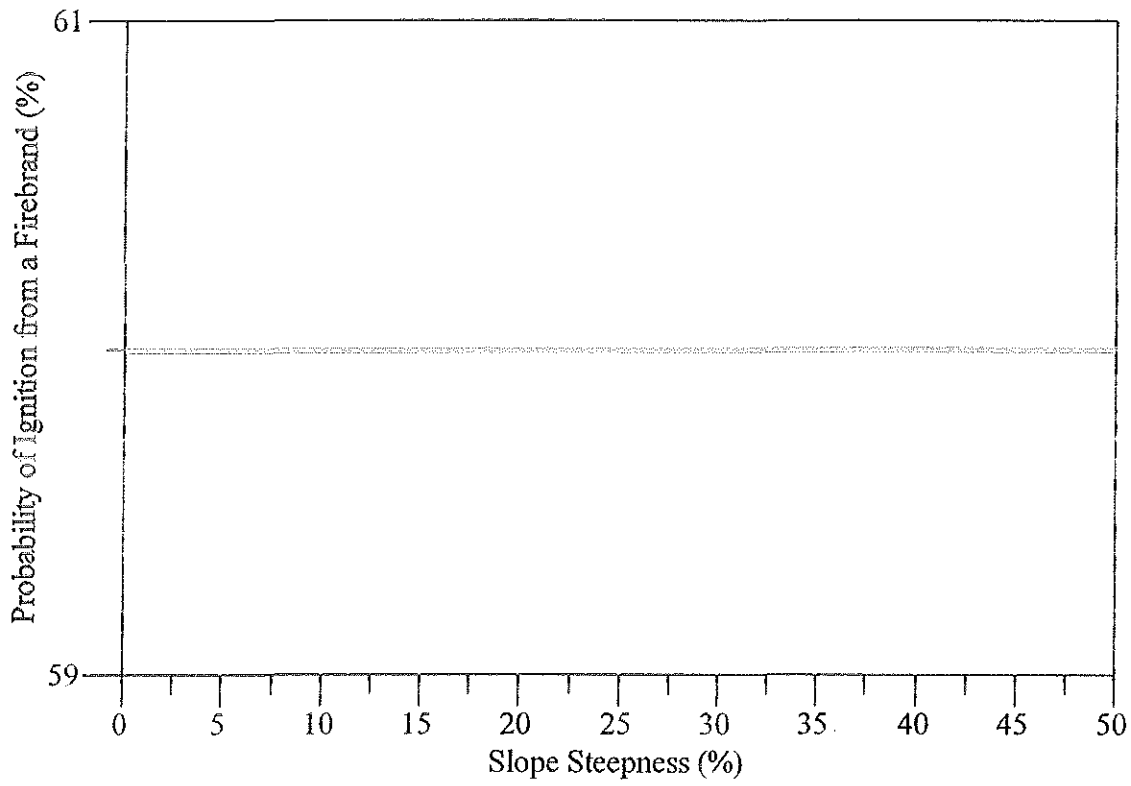
### Pan Am RR Fires of May 8, 2014



Pan Am RR Fires of May 8, 2014



Pan Am RR Fires of May 8, 2014





Discrete Variable Codes Used  
Pan Am RR Fires of May 8, 2014

Fuel Model

9

Long needle or hardwood litter (S)

Inputs: SURFACE, SPOT, IGNITE

Description		Pan Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory		
Fuel Model		10
Fuel/Vegetation, Overstory		
Downwind Canopy Height	ft	0
Fuel Moisture		
1-h Moisture	%	5
10-h Moisture	%	6
100-h Moisture	%	7
Live Herbaceous Moisture	%	
Live Woody Moisture	%	30
Weather		
20-ft Wind Speed (upslope)	mi/h	7
Wind Adjustment Factor		.3
Air Temperature	oF	65
Fuel Shading from the Sun	%	50
Terrain		
Slope Steepness	%	0, 10, 20, 30, 40, 50
Ridge-to-Valley Elevation Difference	ft	0
Ridge-to-Valley Horizontal Distance	mi	
Spotting Source Location		
Fire		
Flame Height from a Burning Pile	ft	1

## Run Option Notes

Maximum reliable effective wind speed limit IS imposed [SURFACE].

Calculations are only for the direction of maximum spread [SURFACE].

Fireline intensity, flame length, and spread distance are always  
for the direction of the spread calculations [SURFACE].

Wind is blowing upslope [SURFACE].

## Output Variables

Surface Rate of Spread (maximum) (ch/h) [SURFACE]

Flame Length (ft) [SURFACE]

(continued on next page)

Input Worksheet (continued)

Spot Dist from a Burning Pile (mi) [SPOT]

Firebrand Ht from a Burning Pile (ft) [SPOT]

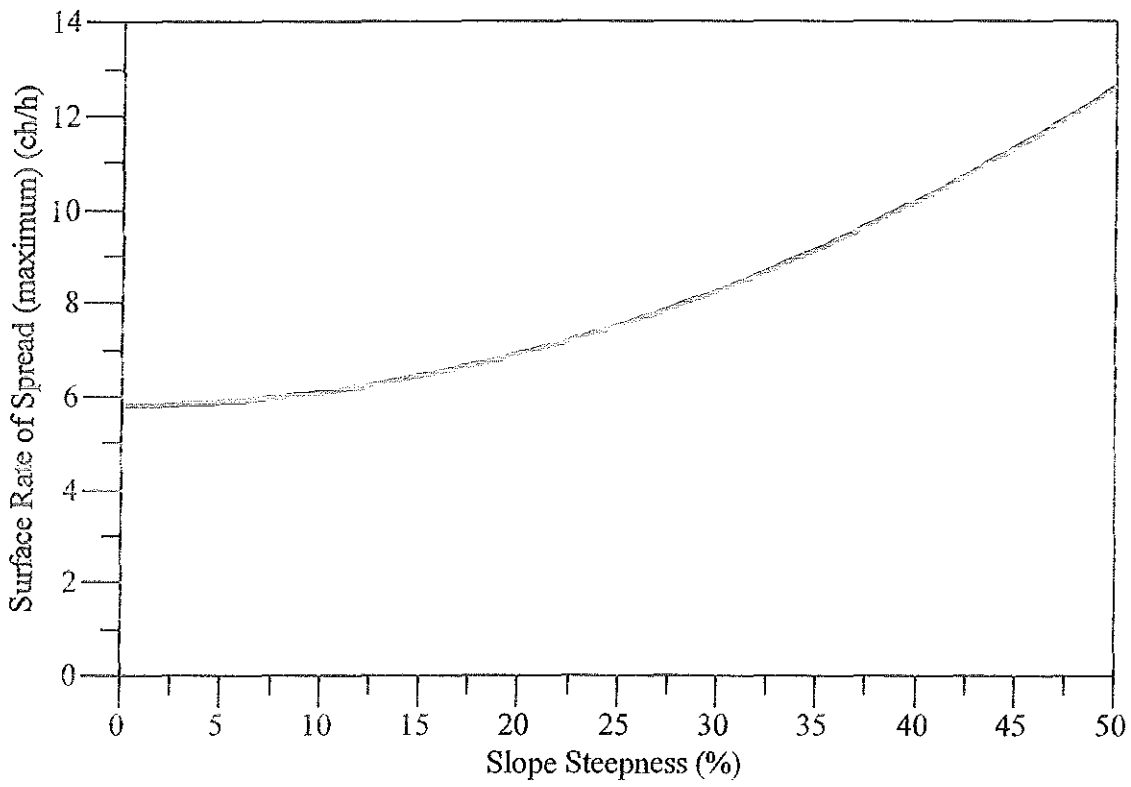
Probability of Ignition from a Firebrand (%) [IGNITE]

Notes

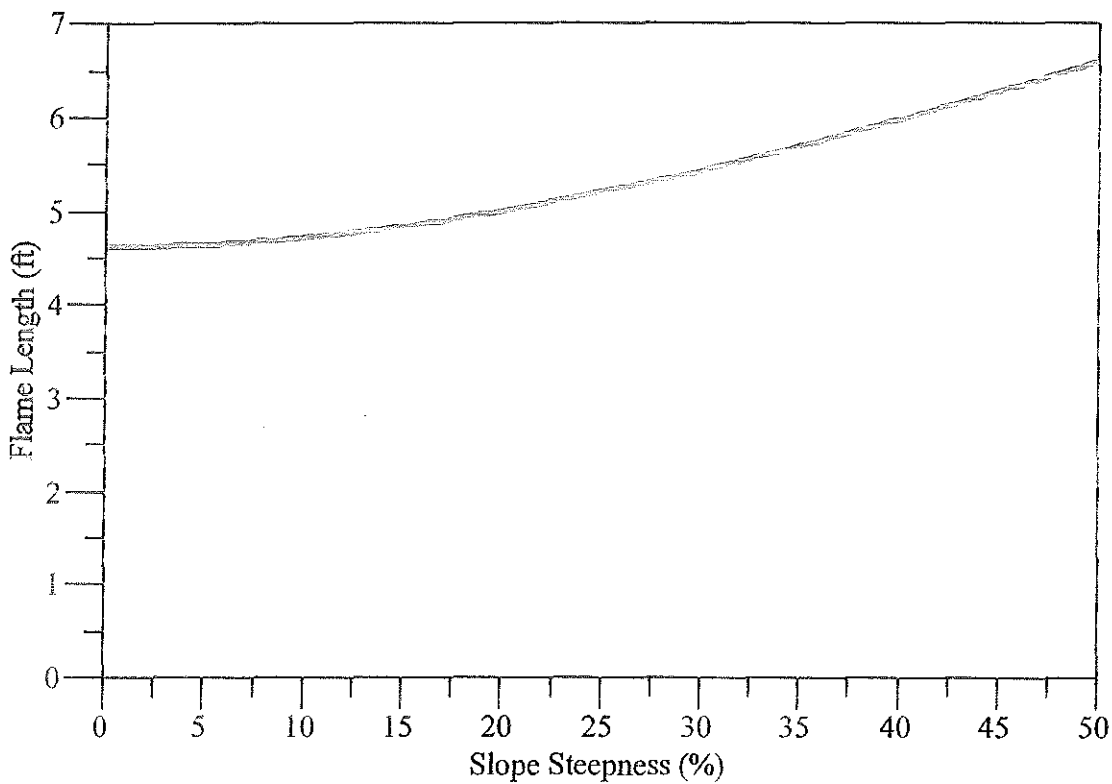
## Pan Am RR Fires of May 8, 2014

Slope	ROS (max)	Flame Length	Pile Burn Spot Dist	Pile Burn Firebrand Ht	Firebrand Ignition
%	ch/h	ft	mi	ft	%
0	5.8	4.6	0.0	12.2	60
10	6.1	4.7	0.0	12.2	60
20	6.9	5.0	0.0	12.2	60
30	8.3	5.4	0.0	12.2	60
40	10.2	6.0	0.0	12.2	60
50	12.6	6.6	0.0	12.2	60

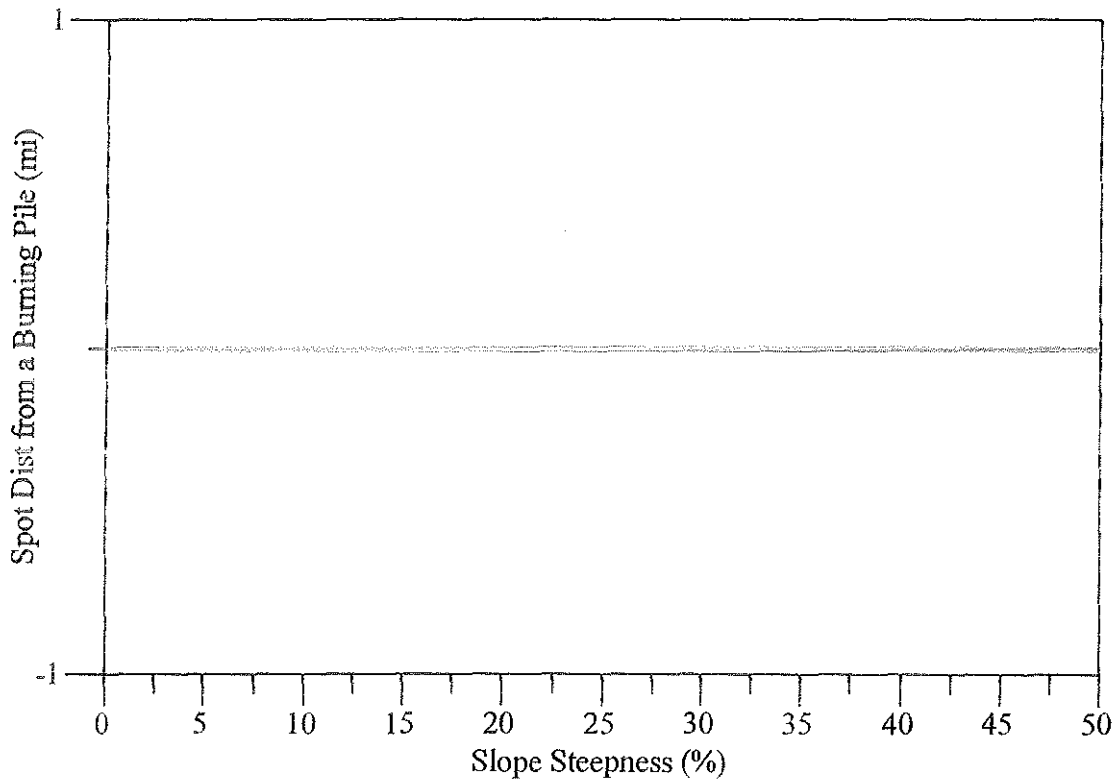
Pan Am RR Fires of May 8, 2014



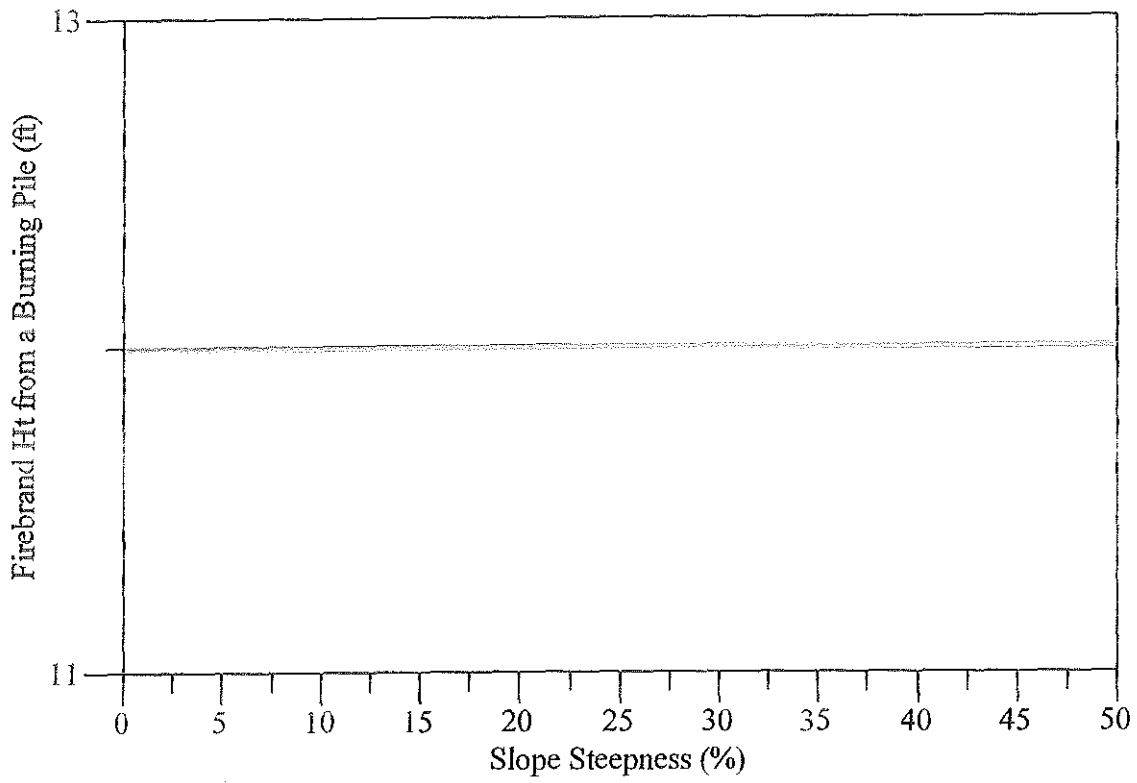
Pan Am RR Fires of May 8, 2014



Pan Am RR Fires of May 8, 2014

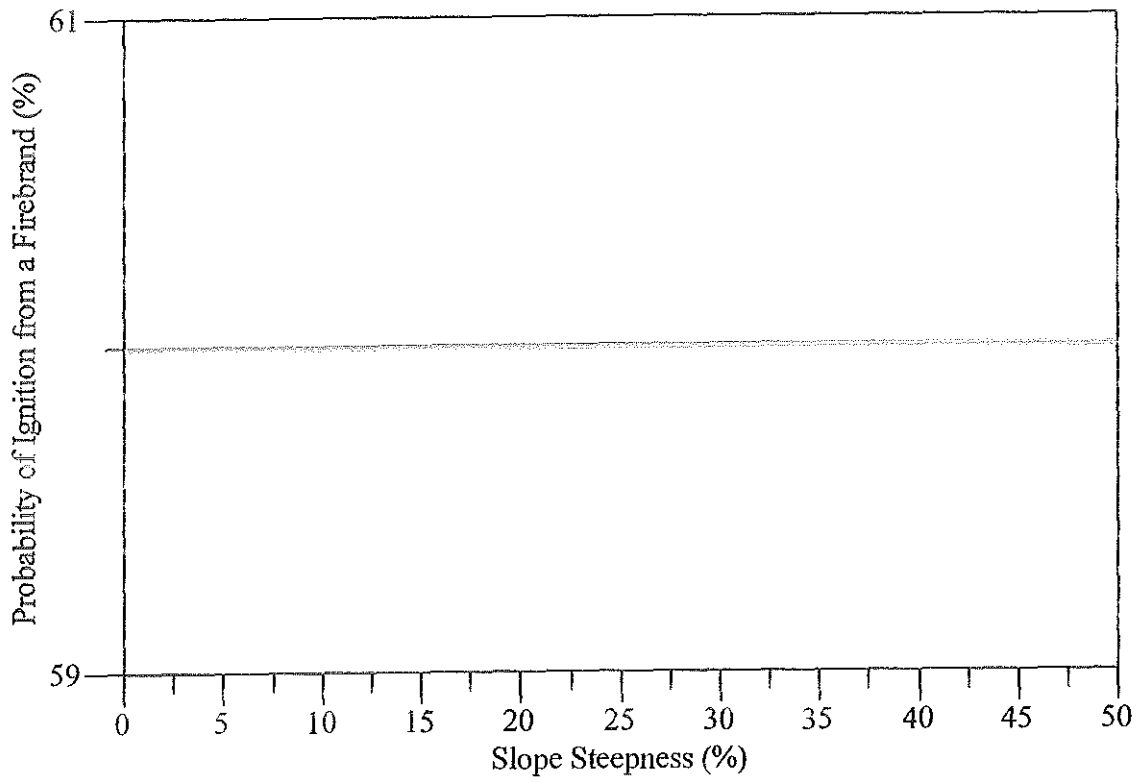


Pan Am RR Fires of May 8, 2014





Pan Am RR Fires of May 8, 2014



Discrete Variable Codes Used  
Pan Am RR Fires of May 8, 2014

Fuel Model

10

Timber litter and understory (S)

22



Biddeford Police Department  
Arrest Report

Arrest #: 14-878-AR  
Call #: 14-17012

Date/Time Reported: 05/13/2014 @ 1138  
Arrest Date/Time: 05/13/2014 @ 1200  
Booking Date/Time: 05/13/2014 @ 1218

ATN #: 082626B

Court: District Court

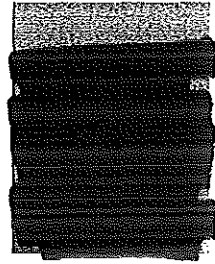
Court Date:

Reporting Officer:

Booking Officer:

Approving Officer:

Signature: \_\_\_\_\_



Bail For Court: District Court Set: \_\_\_\_\_  
Defendant Held Without Bail \*\*\*NONE\*\*\*  
Defendant Held Without Bail  
Bail Set By: No bail allowed  
Bail Unpaid:  
Released To: YORK COUNTY JAIL  
Released: 05/13/2014 @ 1350

Signature: \_\_\_\_\_

#	DEFENDANT(S)	SEX	RACE	AGE	SSN	PHONE
1	_____				*****	_____
	TRANSIENT					
	TRANSIENT ME					

Military Active Duty: N

HEIGHT: \_\_\_\_\_

WEIGHT: \_\_\_\_\_

HAIR: \_\_\_\_\_

EYES: \_\_\_\_\_

BODY: \_\_\_\_\_

COMPLEXION: \_\_\_\_\_

DOB: \_\_\_\_\_

PLACE OF BIRTH: \_\_\_\_\_

STATE ID: \_\_\_\_\_

FBI ID: \_\_\_\_\_

LICENSE NUMBER: \_\_\_\_\_

ETHNICITY: \_\_\_\_\_

[CONTACT INFORMATION]

Home Phone

(Primary) \_\_\_\_\_

[APPEARANCE]

GLASSES WORN: NO



Biddeford Police Department  
Arrest Report

Page: 2  
05/27/2014

Arrest #: 14-878-AR  
Call #: 14-17012

# DEFENDANT(S) SEX RACE AGE SSN PHONE

[FAMILY/EMPLOYMENT INFORMATION]

MARITAL STATUS: [REDACTED]  
FATHER'S NAME: [REDACTED]  
MOTHER'S NAME: [REDACTED]  
EMPLOYER/SCHOOL: [REDACTED]  
OCCUPATION: [REDACTED]

[RIGHTS/BOOKING CHECKS]

PHONE USED: [REDACTED]  
ARRESTEE SECURED: [REDACTED]  
ARRESTEE CELL #: [REDACTED]  
FINGERPRINTED: [REDACTED]  
PHOTOGRAPHED: [REDACTED]  
SUICIDE CHECK: [REDACTED]  
PERSONS: [REDACTED]  
NCIC VEHICLE CHECK: [REDACTED]  
INJURY OR ILLNESS: [REDACTED]

# OFFENSE(S) DATE/CMPLD TIME CLASS

LOCATION TYPE: Other/Unknown Zone: 02B  
BEHIND OLD MERC  
LINCOLN ST  
BIDDEFORD ME 04005

- | # | OFFENSE(S)  | DATE/CMPLD | TIME       | CLASS      |
|---|---|------------|------------|------------|
| 1 | VIOLATING CONDITION OF RELEASE<br>9632<br>OCCURRED: [REDACTED]<br>SUSPECTED OF USING:<br>BIAS AGAINST: [REDACTED] | [REDACTED] | [REDACTED] | [REDACTED] |
| 2 | FAILING TO PRODUCE PERMIT<br>5433<br>[REDACTED]   | [REDACTED] | [REDACTED] | [REDACTED] |

# PERSON(S) PERSON TYPE SEX RACE AGE SSN PHONE

- | # | PERSON(S)  | PERSON TYPE | SEX        | RACE       | AGE        | SSN   | PHONE      |
|---|------------|-------------|------------|------------|------------|-------|------------|
| 1 | [REDACTED] | [REDACTED]  | [REDACTED] | [REDACTED] | [REDACTED] | ***** | [REDACTED] |
- CONTACT INFORMATION:  
Home Phone (Primary) [REDACTED]  
Work Phone (Primary) [REDACTED]

NARRATIVE FOR [REDACTED]

Ref: 14-878-AR

Entered: 05/13/2014 @ 1238      Entry ID: 10069  
Modified: 05/14/2014 @ 0724      Modified ID: 32277  
Approved: 05/14/2014 @ 0731      Approval ID: 32277

On Tuesday, May 13, 2014, at approximately 1138 hours, I [REDACTED] was dispatched to the railroad tracks near Lincoln Street, Biddeford, Maine for a reported campfire of sorts on or near the tracks.

Saco Police Department had contacted Biddeford Police Dispatch advising that two individuals were sitting near the tracks with an active campfire going. Saco Police advised Dispatch that the offense was in the City of Biddeford, Maine.

At arrival, I made contact with [REDACTED] and [REDACTED]. [REDACTED] were consuming beer and sitting next to an active campfire which was surrounded by rocks. Engine 8 personnel were on scene and able to extinguish the fire without further incident.

[REDACTED] who were both in violation of [REDACTED] were issued verbal warnings not to return. [REDACTED] explained to me that he had started the campfire to stay warm and spend some time with [REDACTED].

At this approximate time, I learned through Biddeford Police Dispatch that [REDACTED] had Conditions of Release which had been entered into the Maine State Data Base on May 01, 2014 which included in part; Must not use or possess any alcoholic beverages or illegal drugs and must not have direct or indirect contact with [REDACTED] whose date of birth is [REDACTED].

[REDACTED] was taken into custody for; Violating Conditions of Release: 15/1092.1.A Class E which was based on two previous Class D Domestic Violence charges out of Biddeford, Maine District Court [REDACTED]. During a search of [REDACTED] person, incident to arrest, I located a copy of his bail conditions in his jacket pocket. [REDACTED] told me that he was aware of the conditions.

[REDACTED] was transported to the Biddeford Police Department for the booking process and was subsequently issued a Uniform Summons and Complaint for; Violating Conditions of Release: 15/1092.1.A Class E and Failure to Produce Permit (Campfire): 12.9321.A.1 Civil both with an adult court date of [REDACTED] at [REDACTED] hours. [REDACTED] signed the USAC's in my presence and received copies of the complaint.

At this approximate time, I made contact with the Maine State Fire Marshal's office, the Maine Forest Service and the Boston & Maine Railroad Police all of which were advised of the incident and the arrest.

Additionally, Patrol Officer [REDACTED] with the Boston & Maine Railroad Police issued [REDACTED] and [REDACTED] a Warning Notice for trespass as well (See Attached).

[REDACTED] was subsequently transported to the York County Jail.

#### Attachments:

- USAC: Violating Conditions of Release
- USAC: Failure to Produce Permit (Campfire)
- Criminal History
- BMRRPD warning Notice

NARRATIVE FOR [REDACTED]

Ref: 14-878-AR

Entered: 05/13/2014 @ 1238

Entry ID: 10069

Modified: 05/14/2014 @ 0724

Modified ID: 32277

Approved: 05/14/2014 @ 0731

Approval ID: 32277

23



White copy retained  
Canary copy to permittee

Maine Forest Service  
DEPARTMENT OF CONSERVATION  
OPEN BURNING PERMIT

2554541

Telephone Number ~~2554541~~

Permission is hereby granted to:  Permittee Address 

To kindle:  CAMPFIRE  SLASH  BRUSH  GRASS & PASTURE  BLUEBERRY LAND  
 OTHER \_\_\_\_\_ Date of Burn: \_\_\_\_\_ Hours to Burn: \_\_\_\_\_

Location of Open Burning: 

Means of Travel: \_\_\_\_\_ Boat or Vehicle Registration (Required for Campfire Permit) Number in Party: \_\_\_\_\_




**SAFETY REQUIREMENTS**

Specific Number: ADULTS  PORTABLE PUMP & HOSE \_\_\_\_\_ CHARGED GARDEN HOSE   
BACK PUMP \_\_\_\_\_ HAND TOOLS  OTHER: \_\_\_\_\_

Specify

**KEEP CONSTANT WATCH ON FIRE AND MAKE SURE THAT IT IS COMPLETELY EXTINGUISHED BEFORE LEAVING**

This permit is granted in the good faith that the fire is carefully watched and controlled by a sufficient force of adults and adequate equipment. You shall be liable for suppression costs if the fire escapes due to negligence or not following the safety requirements listed above. All open burning shall be in conformity to existing laws and regulations of the Maine Forest Service, Department of Environmental Protection and local municipal ordinances. In accordance with Title 12 statutes, the out-of-door burning of plastic, rubber, Styrofoam, metals, food wastes, chemicals, treated wood or other solid wastes, except for wood wastes, is prohibited in all areas of the State. Any person who engages in out of door burning or who fails to comply with any stated permit condition or restriction commits a Class E crime.

County:  or Forest Ranger Time Issued: 8:5  AM  PM Authority: Director Maine Forest Service  
 Date Issued: 5-2-14  Signature of Person Issuing Permit

FCP001 07/02 STATE LAW REQUIRES PERMIT IN HAND DURING BURNING IN ORGANIZED TOWNS, VILLAGES AND PLANTATIONS

White copy retained  
Canary copy to permittee


Maine Forest Service  
DEPARTMENT OF CONSERVATION  
OPEN BURNING PERMIT

2555439

Telephone Number 

Permission is hereby granted to:  Permittee Address \_\_\_\_\_

To kindle:  CAMPFIRE  SLASH  BRUSH  GRASS & PASTURE  BLUEBERRY LAND  
 OTHER \_\_\_\_\_ Date of Burn: 5-5-14 Hours to Burn: \_\_\_\_\_

Location of Open Burning: 

Means of Travel: \_\_\_\_\_ Boat or Vehicle Registration (Required for Campfire Permit) Number in Party: \_\_\_\_\_




**SAFETY REQUIREMENTS**

Specific Number: ADULTS  PORTABLE PUMP & HOSE \_\_\_\_\_ CHARGED GARDEN HOSE   
BACK PUMP \_\_\_\_\_ HAND TOOLS  OTHER: \_\_\_\_\_

Specify

**KEEP CONSTANT WATCH ON FIRE AND MAKE SURE THAT IT IS COMPLETELY EXTINGUISHED BEFORE LEAVING**

This permit is granted in the good faith that the fire is carefully watched and controlled by a sufficient force of adults and adequate equipment. You shall be liable for suppression costs if the fire escapes due to negligence or not following the safety requirements listed above. All open burning shall be in conformity to existing laws and regulations of the Maine Forest Service, Department of Environmental Protection and local municipal ordinances. In accordance with Title 12 statutes, the out-of-door burning of plastic, rubber, Styrofoam, metals, food wastes, chemicals, treated wood or other solid wastes, except for wood wastes, is prohibited in all areas of the State. Any person who engages in out of door burning or who fails to comply with any stated permit condition or restriction commits a Class E crime.

County:  or Forest Ranger Time Issued: 10:50  AM  PM Authority: Director Maine Forest Service  
 Date Issued: 5-5-14  Signature of Person Issuing Permit

FCP001 07/02 STATE LAW REQUIRES PERMIT IN HAND DURING BURNING IN ORGANIZED TOWNS, VILLAGES AND PLANTATIONS

Maine Forest Service  
DEPARTMENT OF CONSERVATION  
OPEN BURNING PERMIT

2554562

Telephone Number

Permission is hereby granted to:

[Redacted Permittee Name] [Redacted Address] [Redacted Telephone Number]

To kindle:  CAMPFIRE  SLASH  BRUSH  GRASS & PASTURE  BLUEBERRY LAND

OTHER \_\_\_\_\_ Date of Burn: 5/7/14 Hours to Burn: 10pm

Location of Open Burning: Same

Means of Travel: \_\_\_\_\_ Boat or Vehicle Registration (Required for Campfire Permit) Number in Party: \_\_\_\_\_

SAFETY REQUIREMENTS

Specific Number: ADULTS  PORTABLE PUMP & HOSE \_\_\_\_\_ CHARGED GARDEN HOSE

BACK PUMP \_\_\_\_\_ HAND TOOLS  OTHER: \_\_\_\_\_

Specify

KEEP CONSTANT WATCH ON FIRE AND MAKE SURE THAT IT IS COMPLETELY EXTINGUISHED BEFORE LEAVING.

This permit is granted in the good faith that the fire is carefully watched and controlled by a sufficient force of adults and adequate equipment. You shall be liable for suppression costs if the fire escapes due to negligence or not following the safety requirements listed above. All open burning shall be in conformity to existing laws and regulations of the Maine Forest Service, Department of Environmental Protection and local municipal ordinances. In accordance with Title 12 statutes, the out-of-door burning of plastic, rubber, Styrofoam, metals, food wastes, chemicals, treated wood or other solid wastes, except for wood wastes, is prohibited in all areas of the State. Any person who engages in out of door burning or who fails to comply with any stated permit condition or restriction commits a Class E crime.

Countersigned by: [Redacted] Forest Ranger

Time Issued: 0814  AM  PM

Authority:  
Director  
Maine Forest Service

[Signature]  
Signature of Permittee

5/7/14  
Date Issued

[Signature]  
Signature of Person Issuing Permit

4125114

On MAY 7 I was issue a fire permit  
and burn my brush pile. Wind was  
mostly west leave and brush. I had a  
rake, water buckets and hose. With plenty  
of water pressure. On May 8, I came  
into north ~~back~~ for dinner, and took a look  
out back and notice smoke and fire.  
@Running for my rake I call my wife  
to call 911 about the fire. Running back and  
forth to my house to hook up hoses. I ~~noticed~~ <sup>notice</sup>  
the fire was out of control. It was  
a 1/2 hour before fire truck show up.  
A white pickup truck was rolling up  
& down the track.

[REDACTED]

4125114

No wind, and fire men inspected my burning  
pile



Saco Fire Department  
Incident Report

Page: 1  
06/12/2014

Incident #: 14-1128-IN Exp. 0

Call #: 14-9726

Location: [Redacted]

District: District 15 Camp Ellis  
Station: Saco Central

Officer In Charge: [Redacted] 05/07/2014  
Report By: [Redacted] on 05/07/2014  
Approved By: [Redacted] on 05/07/2014

Incident Description

Incident Type: Citizen complaint  
Property Use: Open land or field  
Actions Taken: Incident command  
Investigate

Owner: [Redacted]

Resources Used Summary

Alarm: 05/07/2014 @ 1848  
Cleared: 05/07/2014 @ 1902

Arrived: 05/07/2014 @ 1902

Shift: C

Alarms: 0

Aid: None

Apparatus  
Suppression: 1  
EMS: 0  
Other: 0

Personnel  
Suppression: 2  
EMS: 0  
Other: 0

Casualties Summary

Deaths  
Fire Service: 0  
Civilian: 0

Injuries  
Fire Service: 0  
Civilian: 0

People and Entities Involved

1

Saco Fire Department  
Incident Report

Page: 2  
06/12/2014

Incident #: 14-1128-IN Exp. 0

#	Apparatus	Type	Dispatch/Unit#	Qty	Use	Actions Taken
1	Saco Engine 9 1E9	Brush truck	Disp 05/07/2014 @ 1902 Arr 05/07/2014 @ 1902 Clr 05/07/2014 @ 1902 InQt 05/07/2014 @ InSv 05/07/2014 @ 1902	2	Suppr	- Incident command - Investigate

#	ID	Personnel	Start	End	Div	Station	App
1	[REDACTED]	[REDACTED]	05/07/2014 @ 1848	05/07/2014 @ 1902	FF	CEN	1E9
2	[REDACTED]	[REDACTED]	05/07/2014 @ 1848	05/07/2014 @ 1902	FF	CEN	1E9

Saco Fire Department  
Incident Report

Page: 3  
06/12/2014

Incident #: 14-1128-IN Exp. 0

NARRATIVE FOR [REDACTED]

Ref: 14-1128-IN

Entered: 05/07/2014 @ 1934  
Modified: 05/07/2014 @ 1934

Entry ID: [REDACTED]  
Modified ID: [REDACTED]

Received a phone call from a Saco citizen who requested SFD check on a neighbor who she believed is burning manure. Upon contact with the resident burning, he had a valid burn permit, with the appropriate hand tools and water onsite. He was burning brush only. He advised SFD that he was extinguishing the fire for the evening. No follow-up information from the citizen who called was available. All units cleared.

Scarborough Fire Department

Burning Permits Issued 5/6-8/2014

#	Street	Name	Phone	Notes	Date
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Prescribed burn Me Forest Service & IF&W	5/8/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	brush	5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Brush	5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	slash/wood	5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	burning brush till 12am	5/7/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/6/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/6/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/6/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Brush	5/6/2014
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]		5/6/2014

Fire Sprinkler Licensing | Application Admin

Home → Search Transactions → Burn Permit Details



Maine Forest Service  
DEPARTMENT OF  
AGRICULTURE, CONSERVATION  
& FORESTRY  
OPEN BURNING PERMIT

2542

Permission is hereby granted to:

[Redacted Name]

Phone:

[Redacted Phone]

Email:

[Redacted Email]

Date/Time of Permit is Valid

Start: 05/07/2014 10:29 AM

05/09/2014 10:29 AM \* see allowable

End: burn times listed under "burn requirements" section below.

**Burn Information**

The holder of this permit is responsible for checking the Maine Forest Service website "Forest Fire Danger Report" for class day information at the time of the burn. If the class day is higher than class 2, no burning will be allowed.

Burn Class Day: 2

Burn Location:

[Redacted Location]

Municipality/Unorganized Territory:

[Redacted Municipality]

Burn Type: Residential

Type of Item(s) to Burn: Brush/Lumber (pile less than 10' X 10')

**Burn Requirements**

- You must be 18 or older to purchase the burn permit
- 1 adult must be present
- 1 charged garden hose unless the ground is completely covered with snow
- 1 backpump OR five-gallon bucket
- 1 shovel or rake
- pile must be 50 feet from structure
- No burning shall be conducted between the hours of 9AM and 5PM unless there is a steady rainfall or when ground is completely covered with snow

**Emergency Contact Information**

N/A

**Disclosure**



Fire Sprinkler Licensing | Application Admin

Home → Search Transactions → Burn Permit Details



Maine Forest Service  
DEPARTMENT OF  
AGRICULTURE, CONSERVATION  
& FORESTRY  
OPEN BURNING PERMIT

3018

Permission is hereby granted  
to:

[Redacted]

[Redacted]

Phone:

[Redacted]

Email:

[Redacted]

Date/Time of Permit is Valid

Start: 05/10/2014 05:58 PM

05/12/2014 05:58 PM \* see allowable burn

End: times listed under "burn requirements" section  
below.

**Burn Information**

The holder of this permit is responsible for checking the Maine Forest Service website "Forest Fire Danger Report" for class day information at the time of the burn. If the class day is higher than class 2, no burning will be allowed.

Burn Class Day: 2

Burn Location:

[Redacted]

Municipality/Unorganized Territory:

[Redacted]

Burn Type: Residential

Type of Item(s) to Burn: Brush/Lumber (pile less than 10' X 10')

**Burn Requirements**

- You must be 18 or older to purchase the burn permit
- 1 adult must be present
- 1 charged garden hose unless the ground is completely covered with snow
- 1 backpump OR five-gallon bucket
- 1 shovel or rake
- pile must be 50 feet from structure
- No burning shall be conducted between the hours of 9AM and 5PM unless there is a steady rainfall or when ground is completely covered with snow

**Emergency Contact Information**

[Redacted]

**Disclosure**

Fire Sprinkler Licensing | Application Admin

Home → Search Transactions → Burn Permit Details



Maine Forest Service  
DEPARTMENT OF  
AGRICULTURE, CONSERVATION  
& FORESTRY  
OPEN BURNING PERMIT

2833

Permission is hereby granted to: [Redacted]

Phone: [Redacted]

Email: [Redacted]

Date/Time of Permit is Valid

Start: 05/10/2014 10:50 AM

05/12/2014 10:50 AM \* see allowable burn

End: times listed under "burn requirements" section below.

Burn Information

The holder of this permit is responsible for checking the Maine Forest Service website "Forest Fire Danger Report" for class day information at the time of the burn. If the class day is higher than class 2, no burning will be allowed.

Burn Class Day: 2

Burn Location: [Redacted]

Municipality/Unorganized Territory: [Redacted]

Burn Type: Residential

Type of Item(s) to Burn: Brush/Lumber (pile less than 10' X 10')

Burn Requirements

- You must be 18 or older to purchase the burn permit
- 1 adult must be present
- 1 charged garden hose unless the ground is completely covered with snow
- 1 backpack OR five-gallon bucket
- 1 shovel or rake
- pile must be 50 feet from structure
- No burning shall be conducted between the hours of 9AM and 5PM unless there is a steady rainfall or when ground is completely covered with snow

Emergency Contact Information

[Redacted]

Disclosure

This permit is granted in the good faith that the fire is carefully watched and controlled by a sufficient force of adults and adequate equipment. You shall be liable

# Fire Sprinkler Licensing | Application Admin

Home → Search Transactions → Burn Permit Details



## Maine Forest Service DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY OPEN BURNING PERMIT

3050

Permission is hereby granted to: [REDACTED]  
[REDACTED]  
Phone: [REDACTED]  
Email: [REDACTED]

### Date/Time of Permit is Valid

Start: 05/10/2014 07:57 PM  
05/12/2014 07:57 PM \* see allowable burn  
End: times listed under "burn requirements"  
section below.

### Burn Information

The holder of this permit is responsible for checking the Maine Forest Service website "Forest Fire Danger Report" for class day information at the time of the burn. If the class day is higher than class 2, no burning will be allowed.

Burn Class Day: 2

Burn Location: [REDACTED]  
burn site in back of home to the right  
and center of the back of the home.

Municipality/Unorganized Territory: Scarborough

Burn Type: Residential

Type of Item(s) to Burn: Brush/Lumber (multiple piles no larger than  
20' X 20' - maximum 3 piles)

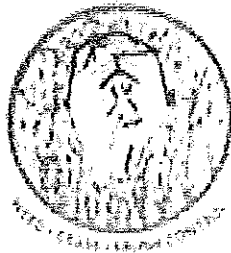
### Burn Requirements

- You must be 18 or older to purchase the burn permit
- 2 adults must be present
- 1 charged garden hose unless the ground is completely covered with snow
- 2 backpacks OR five-gallon buckets
- 2 shovels or rakes
- pile must be 100 feet from structure
- No burning shall be conducted between the hours of 9AM and 5PM unless there is a steady rainfall or when ground is completely covered with snow

### Emergency Contact Information

[REDACTED]

24



# RWC, INC.

MAINE OFFICE  
1000 BROADWAY, SUITE 200, PORTLAND, ME 04108  
TEL: (207) 875-1234  
FAX: (207) 875-1234  
E-MAIL: info@rwcinc.com

April 21, 2014

Dear Town Official:

Enclosed please find RWC, Inc. notice of intended applications regarding the start of our annual Railroad Spray Program for the control of unwanted vegetation on the ballast, shoulder and berm area of the railroads listed below:

Pan Am Railroad, Belfast Moosehead Lake, Presque Isle Industrial,  
State of Maine owned Railroad Tracks, Maine Eastern Railroad,  
Turner Island LLC, and Eastern Maine Railway.

You are receiving this notice because RWC, Inc. has scheduled spraying within your community on one of railroads listed above. The materials being used this year are approved for use in the State of Maine and may include the following: Glyphosate, Esplanade 200 SC, Krenite S, Out Extra, Escort XP, Edict 25C, Streamline, Opensight, Method 568G and Polaris AC Complete. These materials are used at low rates either by themselves or in combinations in 30-100 gallons of water per acre.

Application will begin on or about the week of May 5, 2014. All crews are required to be licensed to apply herbicides and to adhere to all State and Federal guidelines pertaining to applications of herbicides to railroad rights-of-way in the State of Maine.

Should you have any questions concerning the above, please do not hesitate to contact me.

Sincerely,  
[Redacted Signature]  
RWC, Inc.  
Phone: [Redacted]  
Fax: [Redacted]  
E-mail: [Redacted]

TO FIRE CHIEF [REDACTED]

[REDACTED]

I know yesterday was a crazy day for you and you must still be very busy.

Your crew did an amazing job handling the multiple fires. I live at [REDACTED] right where the major fires (other than the Wagon Wheel) occurred. Kudos!!

I know that investigations have already started from what I have read online. The freight train sparking is the predominant theory, but in looking at how the fire spread leaves me and other condo owners at OSV scratching our heads. Seems like the fire spread in a manner that is very unnatural (if there is such a thing). Now I know that there is a lot of dead trees, limbs, leaves, old RR wood ties coated with creosote all along the back of OSV, couple this with wind conditions and it was the perfect storm so to speak, but it still seems odd to us. I am not a fire protection engineer, not a fire fighter, nor a fire expert by any means, but even if a wheel on the train was completely seized up and drug across the rails or if a brake pad was locked, it seems to me that even if emitting large quantities of sparks, that it would result in a more sporadic pattern of random fire spots. This fire was very regularly intermittent and started almost immediately after the train passed. My neighbor who saw the train go by and then almost immediately saw smoke wafting, then called 911.

So in cub scouts, we teach the young boys that the (3) elements to a good campfire is fuel, heat, and oxygen. Certainly the oxygen was there by presence of the wind, and the sparks obviously provided the heat, but was that enough heat? There is plenty of fuel as I presently mentioned, but was that enough?

So I start thinking to myself as I tossed and turned in my bed wondering if any flare ups might happen from hot spots, is there something else that might have caused this and remembered that the railway sprayed for grass and undergrowth recently. Do you think any of the chemicals used as noted below could be considered flammable and may have acted as an accelerant?

Just asking as a curious citizen who was impacted by this fire, not trying to be a fire expert or investigator.

Again, thank you for all that you do, we still have a home and roof over our head due to your crews efforts.

[REDACTED]

[REDACTED]

[REDACTED]

4:35 PM (6 minutes ago)

[REDACTED]  
[REDACTED]  
[REDACTED] wk.  
[REDACTED]  
[REDACTED]

From [REDACTED]  
Sent: Monday, May 12, 2014 2:43 PM  
To: [REDACTED]  
Subject: FW: Old Orchard Beach?

Hi [REDACTED]

[REDACTED] just called. He said they haven't sprayed any track in Maine yet this year. They do not use any products that are classified as flammable. The herbicide mixture is diluted in water and the pattern extends 12' to either side of the center of the track. Generally, there isn't anything that would burn (other than the ties) in the area that is sprayed. RWC will probably be working in Maine after Memorial Day. Let me know if you have additional questions.

Sincerely,

[REDACTED]  
Maine Board of Pesticides Control  
[REDACTED]  
[REDACTED]

A





Maine Forest Service

## Wildland Fire Investigation Identification

Fire Code

42104039-085

Incident Date

5/8/14

(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input checked="" type="radio"/> (Last, First, Middle) FRA Inspector [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle) AMTRAK PERSONNEL	Alias	DOB	Race	Gender
<input type="radio"/> Del [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="radio"/> Engineer [REDACTED]				
Address (Home) Engine 684	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="radio"/> Conductor [REDACTED]				
Address (Home) Engine 684	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="radio"/> Assistant Superintendant [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle) PanAm Personnel	Alias	DOB	Race	Gender
<input type="radio"/> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Executive Director of Safety and Security	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="radio"/> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Boston and Maine Railroad Police	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="radio"/> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Boston and Maine Railroad Police	Phone (Work)	Height	Weight	License / ID
<input type="radio"/> Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="radio"/> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Director of Claims	Phone (Work)	Height	Weight	License / ID



Maine Forest Service

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(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>S</b> [Redacted] e (Last, First, Middle) Pan Am Personnel Cont. [Redacted] Vice President				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) General Manager of Locomotives				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Dover and Portsmouth, NH; 307 Inspections)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Rigby Mechanical / Car Dept Manager				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Portsmouth, NH; Inspection)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Maintainer				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Portsmouth, NH; 307 Inspection)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Lawrence Mechanical Manager				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Trackman MP 213 Patrol FRM				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Trackman MP 213				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Trackman MP 213				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [Redacted] Name (Last, First, Middle) (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Trackman MP 213				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID



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Incident Date

5/8/14

(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>S</b> [Redacted] e (Last, First, Middle) Pan Am Personnel Cont. [Redacted] Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>O</b> [Redacted] (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>O</b> [Redacted] (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>O</b> [Redacted] (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>A</b> [Redacted] (downloader consult)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>O</b> [Redacted] District @ recording "our little blaze"				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>O</b> [Redacted] (Biddeford, ME; Roll-by)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>O</b> [Redacted] District 2 dispatcher				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>A</b> [Redacted] (Dover, NH; 307 Inspection)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID

 Maine Forest Service		Wildland Fire Investigation Identification			Fire Code	42104039-085
					Incident Date	5/8/14
(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)						
Name (Last, First, Middle) Pan Am Personnel Cont.		Alias	DOB	Race	Gender	
[Redacted] (Biddeford, ME; Roll-by)						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
O [Redacted] Engineer-307						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
O [Redacted] Conductor-307						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle) Wagon Wheel Guests		Alias	DOB	Race	Gender	
W [Redacted]						
Address (Home)		Phone	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
A [Redacted]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
O [Redacted]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
O [Redacted]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
W [Redacted]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
Name (Last, First, Middle)		Alias	DOB	Race	Gender	
A [Redacted]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	



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(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
Wagon Wheel Guests Cont. [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
W [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
W [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
W [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
W/V [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
I [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
V [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
O [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
RP [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Resort Manager	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
A [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID



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Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>S</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>S</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID



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5/8/14

(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>S</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>S</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>V</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>S</b> [REDACTED] OOB Detective				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[REDACTED]	[REDACTED]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID



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(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>S</b> e (Last, First, Middle) Bayley's Dockside				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> Unknown female with camera @ Bayley's Dockside				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>P</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID





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Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>O</b> [Redacted] Saco FF; Inspector [Redacted] debris pile				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>O</b> [Redacted] (Saco FF; Inspector [Redacted] debris pile)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Biddeford	Alias	DOB	Race	Gender
<b>W</b> [Redacted] Deputy Fire Chief Biddeford (Precourt St. siding)				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) OOB	Alias	DOB	Race	Gender
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>P</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>WV</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>VRP</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>W</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<b>[Redacted]</b> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID

 Maine Forest Service		Wildland Fire Investigation Identification			Fire Code	42104039-085
					Incident Date	5/8/14
(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)						
Name (Last, First, Middle) OOB		Alias	DOB	Race	Gender	
W [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) Saco		Alias	DOB	Race	Gender	
O [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) OOB		Alias	DOB	Race	Gender	
W [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) OOB		Alias	DOB	Race	Gender	
W [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) Biddeford		Alias	DOB	Race	Gender	
A [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) *		Alias	DOB	Race	Gender	
O [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) Saco		Alias	DOB	Race	Gender	
RP [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) Saco		Alias	DOB	Race	Gender	
RP [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						
Name (Last, First, Middle) Saco		Alias	DOB	Race	Gender	
A [REDACTED]						
Address (Home)		Phone (Home)	Hair Color	Eye Color	SSN	
[REDACTED]		[REDACTED]				
Address (Business) (Tax Identification Number if Required)		Phone (Work)	Height	Weight	License / ID	
[REDACTED]						



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(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle) Saco	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
[Redacted]	[Redacted]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) OOB [Redacted]	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Owner				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
	[Redacted]			
Name (Last, First, Middle) OOB [Redacted]	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Hostess				
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
	[Redacted]			
Name (Last, First, Middle) OOB [Redacted]	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) OOB [Redacted]	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) OOB [Redacted]	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle) Biddeford	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
	[Redacted]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
	[Redacted]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
	[Redacted]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
Name (Last, First, Middle)	Alias	DOB	Race	Gender
<input type="checkbox"/> [Redacted]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
	[Redacted]			
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID



Maine Forest Service

## Wildland Fire Investigation Identification

Fire Code

42104039-085

Incident Date

5/8/14

(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other)

Name (Last, First, Middle)	Alias	DOB	Race	Gender
<b>S</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>A</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>W</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
<b>O</b> [REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
[REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID
[REDACTED]				
Address (Home)	Phone (Home)	Hair Color	Eye Color	SSN
Address (Business) (Tax Identification Number if Required)	Phone (Work)	Height	Weight	License / ID



## Photo Log

Fire Code(s): 42104039-42104085

Land Owner: Multiple

<u>Photo Location</u>	<u>Photo #</u>	<u>Comments</u>
Dover, NH	05.08.14	307: eductor tube
Dover, NH	05.08.14(1)	307: chute & eductor tube
Dover, NH	05.08.14(2)	top of 307, looking west
Dover, NH	05.08.14(3)	307: south side, over-riding brake
Dover, NH	05.08.14(4)	307: south side
Dover, NH	05.08.14(5)	307: chute
Dover, NH	05.08.14(6)	307: chute
Dover, NH	05.08.14(7)	307: chute
Dover, NH	05.08.14(8)	307: top of chute
Dover, NH	05.08.14(9)	307: top of chute
Dover, NH	05.08.14(10)	307: north side walkway
Dover, NH	05.08.14(11)	307: south side walkway
Dover, NH	05.08.14(12)	307: south side walkway debris
Dover, NH	05.08.14(13)	307: south side
Dover, NH	05.08.14(14)	307: south side
Dover, NH	05.08.14(15)	307: chute and eductor tube
Dover, NH	05.08.14(16)	307: chute and eductor tube
Dover, NH	05.08.14(17)	307: eductor tube and metal piece
Dover, NH	05.08.14(18)	307: north side of train
Dover, NH	05.08.14 (20)	307:north side, over-riding brake shoe
Dover, NH	05.08.14(21)	307: north side of train
Dover, NH	05.08.14(22)	307: front end (long hood)
Dover, NH	05.08.14(23)	307: eductor highlighted
Dover, NH	05.08.14(24)	307: south side brake shoe
Dover, NH	05.08.14(25)	307: south side brake shoe
Dover, NH	05.08.14(26)	307: south side brake shoe
Dover, NH	05.08.14(27)	307: south side brake shoe
Dover, NH	05.08.14(28)	307: south side brake shoe
Dover, NH	05.08.14(29)	307: south side brake shoe
Dover, NH	05.08.14(30)	307: south side bearing w/ metal fragments
Dover, NH	05.08.14(31)	307: south side bearing w/ metal fragments
Dover, NH	05.08.14(32)	307: south side brake shoe
Dover, NH	05.08.14(33)	307: south side brake shoe
Dover, N	05.08.14(34)	307: north side brake shoe
Dover, NH	05.08.14(35)	307: north side brake shoe
Dover, NH	05.08.14(36)	307: north side brake shoe
OOB, ME	05.09.14(1)	Wagon Wheel Panorama
OOB, ME	05.09.14(2)	Wagon Wheel Panorama
Saco, ME	05.09.14(3)	Fire 42104070 origin area

## Photo Log

Fire Code(s): 42104039-42104085

Land Owner: Multiple

<u>Photo Location</u>	<u>Photo #</u>	<u>Comments</u>
Saco, ME	05.09.14(4)	Fire 42104070 metal fragment
Saco, ME	05.09.14(6)	Fire 42104070 burn indicators
Saco, ME	05.09.14(7)	Fire 42104070 freezing indicator
Saco, ME	05.09.14(8)	Fire 42104053 angle of char
Saco, ME	05.10.14	Fire 42104053 northerly rail
Saco, ME	05.10.14(1)	Fire 42104053 northerly rail
Saco, ME	05.10.14(2)	Amtrak video 5/10/14
Saco, ME	05.10.14(4)	Pan Am video 5/10/14
Saco, ME	05.10.14(7)	Scrapings w/ scale of 307 stack
Saco, ME	05.10.14(8)	Fire 42104051 grass stem, protection
Saco, ME	05.10.14(9)	Fire 42104051 staining
Saco, ME	05.10.14(10)	Fire 42104051 staining
Saco, ME	05.10.14(11)	Fire 42104051 staining
Saco, ME	05.10.14(12)	Fire 42104051 staining
Saco, ME	05.10.14(13)	Fire 42104051 grass stem, protection
Saco, ME	05.10.14(14)	Fire 42104051 staining
Saco, ME	05.10.14(15)	Fire 42104051 staining
Saco, ME	05.10.14(16)	Fire 42104052 overview
Saco, ME	05.10.14(17)	Fire 42104052 origin area
Biddeford, ME	05.16.14(2)	Precourt St overpass, looking west
Biddeford, ME	05.16.14(3)	Precourt St overpass, looking east
Biddeford, ME	05.16.14(4)	Gloves, overview
Biddeford, ME	05.16.14(5)	Gloves
Biddeford, ME	05.16.14(6)	Gloves, close up
Biddeford, ME	05.16.14(7)	Tracks looking east w/ brake shoe #3
Biddeford, ME	05.16.14(9)	Brake shoe #3
Biddeford, ME	05.16.14(10)	Brake shoe #3 rolled over
Biddeford, ME	05.16.14(11)	Metal rod, overview
Biddeford, ME	05.16.14(12)	Metal rod, close up
Biddeford, ME	05.16.14(13)	Metal rod, cut end 1
Biddeford, ME	05.16.14(14)	Metal rod, cut end 2
Biddeford, ME	05.16.14(15)	Burnt fusee
Biddeford, ME	05.16.14(16)	Burnt fusee
Biddeford, ME	05.16.14(20)	Slag
Biddeford, ME	05.16.14(21)	Slag
Biddeford, ME	05.16.14(22)	Slag
Biddeford, ME	05.16.14(23)	Slag
Biddeford, ME	05.16.14(24)	Brake shoe #2, overview

## Photo Log

Fire Code(s): 42104039-42104085

Land Owner: Multiple

<u>Photo Location</u>	<u>Photo #</u>	<u>Comments</u>
Biddeford, ME	05.16.14(25)	Brake shoe #2, close up
Biddeford, ME	05.16.14(26)	Brake shoe #2, close up, rolled over
Biddeford, ME	05.16.14(28)	Slag
Biddeford, ME	05.16.14(29)	Slag
Biddeford, ME	05.16.14(31)	End of siding, looking west, brake shoe #1
Biddeford, ME	05.16.14(33)	Brake shoe #1, close up
Biddeford, ME	05.16.14(37)	Brake shoe #1, close up, rolled over
Biddeford, ME	05.16.14(38)	Highrail moving away
Biddeford, ME	05.16.14(39)	Representative, car wheel
Biddeford, ME	05.16.14(40)	Rep. Brake shoe left in frame
Biddeford, ME	05.16.14(41)	Rep. Brake shoe measurement
Saco, ME	05.17.14(1)	Fire 42104070 metal fragment/scale
Saco, ME	05.17.14(8)	Fire 42104070 metal fragment/scale
Scarborough, ME	05.23.14	View from Bayley's Dockside
Scarborough, ME	05.23.14(1)	View from Bayley's Dockside
Scarborough, ME	05.23.14(2)	View from Bayley's Dockside
Scarborough, ME	05.23.14(3)	View from Bayley's Dockside
Scarborough, ME	05.23.14(4)	View from Bayley's Dockside
Saco, ME	05.23.14(5)	Riverside Park, Bruner's brake shoe
Saco, ME	05.23.14(6)	Riverside Park, Bruner's brake shoe
Saco, ME	05.23.14(7)	Riverside Park, Bruner's brake shoe
Saco, ME	05.23.14(8)	Riverside Park, Bruner's brake shoe
Scarborough, ME	05.23.14(9)	Winnocks Neck, crossing
Scarborough, ME	05.25.14	Winnocks Neck, looking east
Scarborough, ME	05.25.14(1)	Winnocks Neck, looking west
Scarborough, ME	05.25.14(2)	MP 203, looking east
Scarborough, ME	05.25.14(3)	MP 203, close up, looking east
Scarborough, ME	05.25.14(4)	MP 203, Train plow, overview, looking west
Scarborough, ME	05.25.14(5)	MP 203, Train plow, close up
Scarborough, ME	05.25.14(6)	MP 203, Train plow, close up, turned over
Scarborough, ME	05.25.14(7)	Winnocks Neck security tag, red
Scarborough, ME	05.25.14(8)	Winnocks Neck security tag, red
Scarborough, ME	05.25.14(9)	Winnocks Neck security tag, blue
Scarborough, ME	05.25.14(10)	Winnocks Neck security tag, blue
Scarborough, ME	05.25.14(11)	Winnocks Neck security tag, blue
Saco, ME	05.25.14(12)	View from tracks to Mailman debris burn 1



## Photo Log

Fire Code(s): 42104039-42104085  
Land Owner: Multiple

<u>Photo Location</u>	<u>Photo #</u>	<u>Comments</u>
Saco, ME	05.25.14(13)	View from tracks to Mailman debris burn 2
Saco, ME	05.25.14(14)	Mailman debris pile
Saco, ME	05.25.14(15)	View from Mailman debris burn to tracks
Saco, ME	05.25.14(16)	View from Parker debris burn 1 to tracks
Saco, ME	05.25.14(17)	View from Parker debris burn 2 to tracks
Saco, ME	05.31.14	Measure: Mailman debris pile to fire start
Saco, ME	05.31.14(1)	Measure: Mailman debris pile to fire start
Saco, ME	05.31.14(2)	Measure: Mailman debris pile to fire start
Saco, ME	05.31.14(3)	Brake shoe, overview
Saco, ME	05.31.14(4)	Brake shoe
Saco, ME	05.31.14(5)	Brake shoe, close up
Saco, ME	05.31.14(7)	Slag
Saco, ME	05.31.14(8)	Slag, overview
Saco, ME	05.31.14(9)	Slag, close up
Dover, NH	06.23.14	Matched view from 5/8/14
Dover, NH	06.23.14(2)	From front of train, looking back to parking
Dover, NH	06.23.14(3)	Video of pacing
Dover, NH	06.23.14(4)	Video "480 paces"
Old Orchard Beach	06.28.14	Brake shoe fragment 1
Old Orchard Beach	06.28.14(1)	Brake shoe fragment 1 showing curvature
Old Orchard Beach	06.28.14(4)	Brake shoe fragment 1 on rail
Old Orchard Beach	06.28.14(5)	Brake shoe fragment 1 on rail w/ scale
Old Orchard Beach	06.28.14(6)	BS fragment 1, striations within curvature
Old Orchard Beach	06.28.14(8)	Slag with brake shoe fragment 2, 3
Old Orchard Beach	06.28.14(9)	Slag
Old Orchard Beach	06.28.14(10)	Slag with brake shoe fragment 2, 3
Old Orchard Beach	06.28.14(11)	Slag with brake shoe fragment 4
Old Orchard Beach	06.28.14(12)	Brake shoe fragment 5, w/ curvature
Old Orchard Beach	06.28.14(13)	Brake shoe fragment 5, w/ curvature
Old Orchard Beach	06.28.14(14)	Brake shoe fragment 5, w/ curvature
Old Orchard Beach	06.28.14(15)	BS fragment 5, matching rail curvature
Old Orchard Beach	06.28.14(16)	Slag
Old Orchard Beach	06.28.14(17)	Slag

## Photo Log

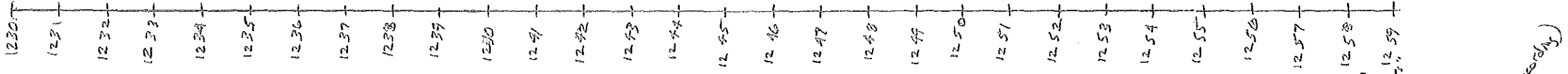
Fire Code(s): 42104039-42104085

Land Owner: Multiple

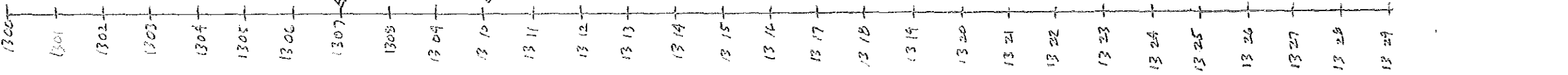
<u>Photo Location</u>	<u>Photo #</u>	<u>Comments</u>
Old Orchard Beach	06.28.14(18)	Slag
Old Orchard Beach	06.28.14(19)	Slag
Old Orchard Beach	06.28.14(20)	Slag
Old Orchard Beach	06.29.14(1)	Brake shoe fragments 1, 3, 5 separated
Old Orchard Beach	06.29.14(2)	Brake shoe fragments 1, 3, 5 together
Old Orchard Beach	06.29.14(3)	Brake shoe fragments 1, 3, 5 together
Old Orchard Beach	06.29.14(4)	Brake shoe fragments 1, 3, 5 together
Old Orchard Beach	06.29.14(5)	BS fragments 1, 3, 5 together w/ curvature
Old Orchard Beach	06.29.14(6)	BS fragments 1, 3, 5 together w/ curvature
Old Orchard Beach	06.29.14(7)	BS fragments 1, 3, 5 together w/ curvature
Wagon Wheel	CIMG0042	Bill Rowe photo
Wagon Wheel	CIMG0044	Bill Rowe photo
Wagon Wheel	CIMG0045	Bill Rowe photo
Wagon Wheel	CIMG0056	Bill Rowe photo
Gray, MEFS	Leaf Spotting test 1	Video, T:94, RH: 24%, 120' distance
Gray, MEFS	Leaf Spotting test 2	Video, T:94, RH: 24%, 120' distance
Saco, ME	Oasis Club	"Leaf on" view of witnesses
Saco, ME	Oasis Club(1)	Sign
Saco, ME	Oasis Club(2)	"Leaf on" view of witnesses
Saco, ME	Oasis Club(3)	"Leaf on" view of witnesses



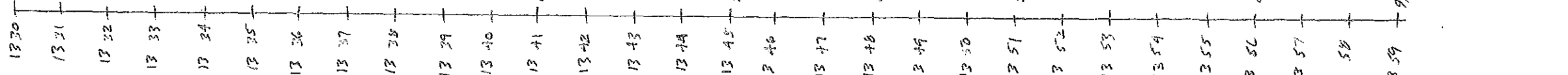
ME (MIN)



ME (MIN)



ME (MIN)

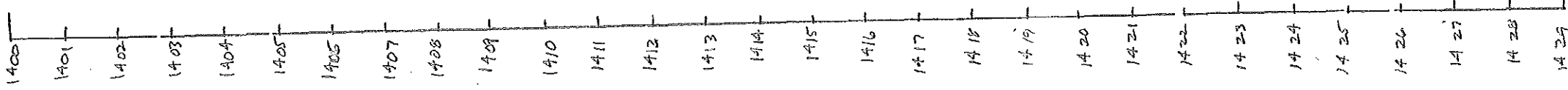


1330 Sec 0 Disp  
 1331 Caller: Fire by truck  
 Sanford Comm → D2 Train started fire  
 1332 Sanford Comm → D2 (D2 recovery)  
 1333 D2 → 201  
 1334 911 See evidence of fire?  
 1335 911 Black fire extinguisher @ 210  
 1336  
 1337  
 1338 1571-72  
 1339 911 684 207 201 & 209  
 1340 Sanford Comm → no label MERS  
 1341 911 E 684  
 1342 201 → D2  
 1343 D2 → E 684  
 1344  
 1345 911 127 Ocean Park Supermarket  
 1346  
 1347  
 1348 D2 → E 684  
 1349 unknown caller 911 old orchard rd  
 1350  
 1351 911  
 1352  
 1353  
 1354  
 1355  
 1356 Bill Disp  
 1357 call for fire behind 201 Restaurant  
 1358  
 1359 911 Approaching House

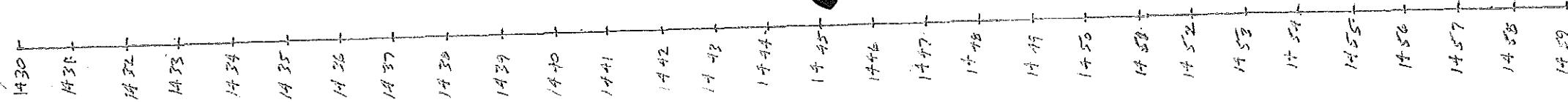
1307 E 307 PASSES MP 203  
 1308 E 684 PASSES MP 209  
 1309  
 1310 E 684 PASSES MP 209  
 1311  
 1312  
 1313  
 1314  
 1315 1210-1315  
 1316  
 1317  
 1318 E 207 PASSES MP 209  
 1319  
 1320  
 1321  
 1322  
 1323 E 307  
 1324 911 PASSES MP 211  
 1325 911  
 1326 Scarborough → D2 "Amtrak starting fire"  
 1327 911  
 1328 Sanford Comm → D2 (Sanford recovery)  
 1329

1237 E 307 PASSES MP 201  
 1238  
 1239  
 1240  
 1241  
 1242 E 307 PASSES MP 201  
 1243  
 1244  
 1245  
 1246  
 1247  
 1248  
 1249  
 1250  
 1251  
 1252  
 1253  
 1254  
 1255  
 1256  
 1257  
 1258  
 1259 E 684 PASSES MP 201  
 E 684 PASSES MP 203

TIME  
(min)



TIME  
(min)



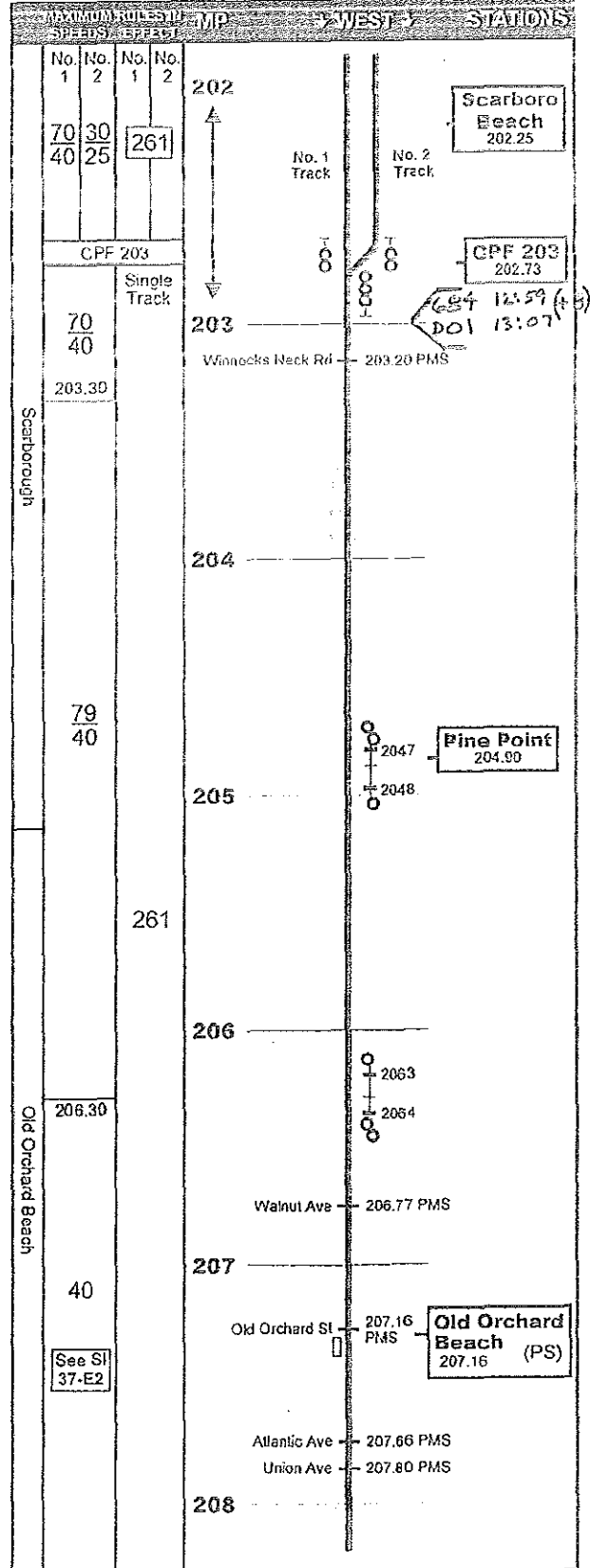
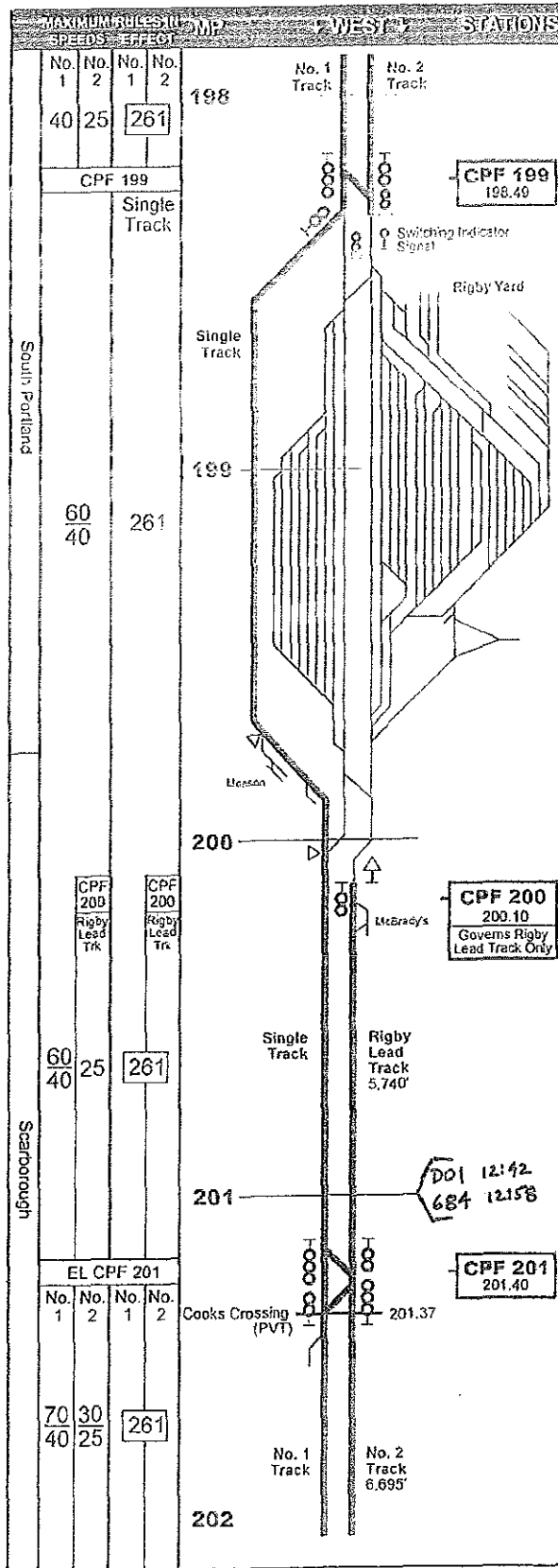
D

AMTRAK 684  
PAN AM 307

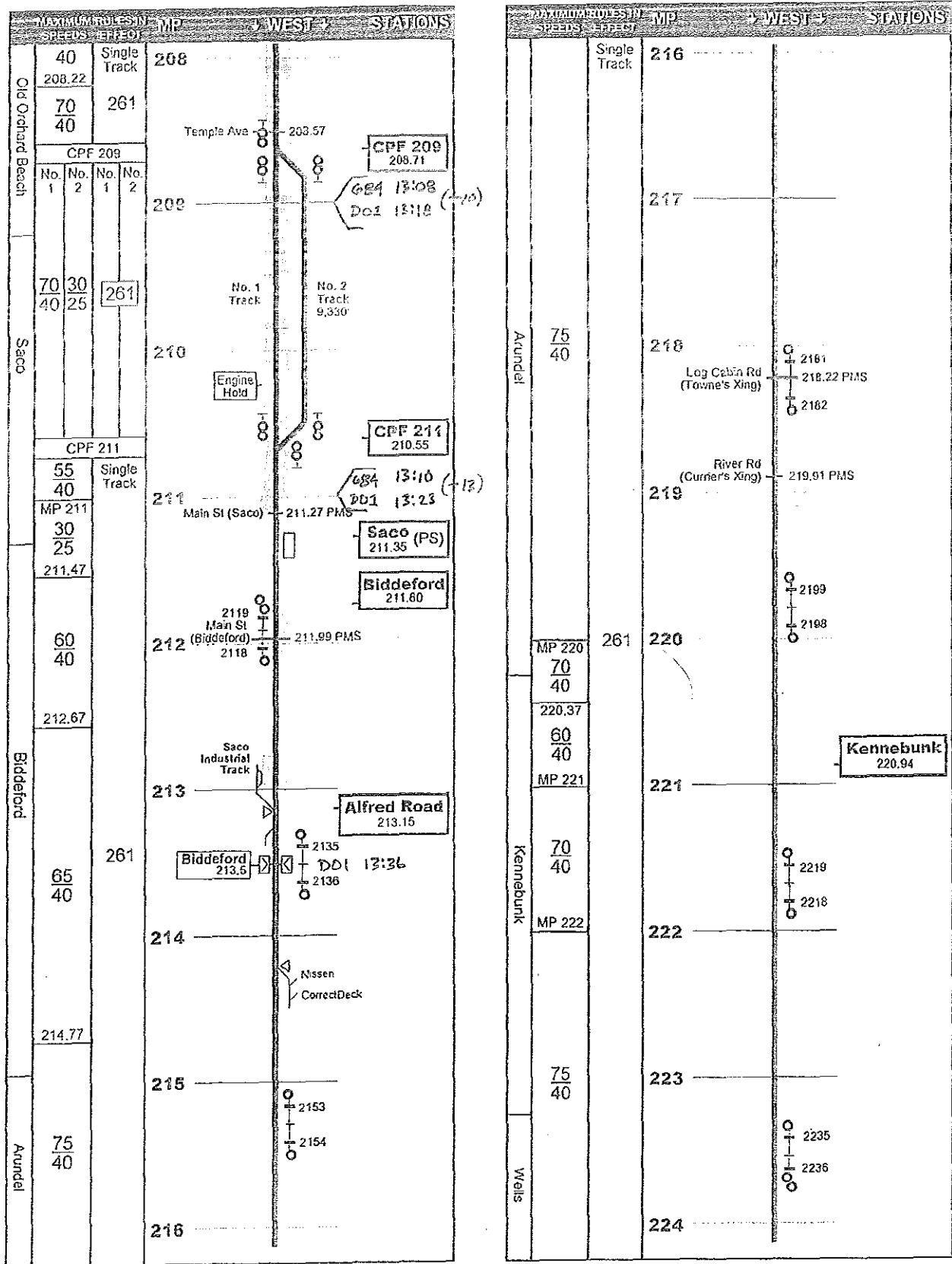
FIRE START AREAS

PAN AM

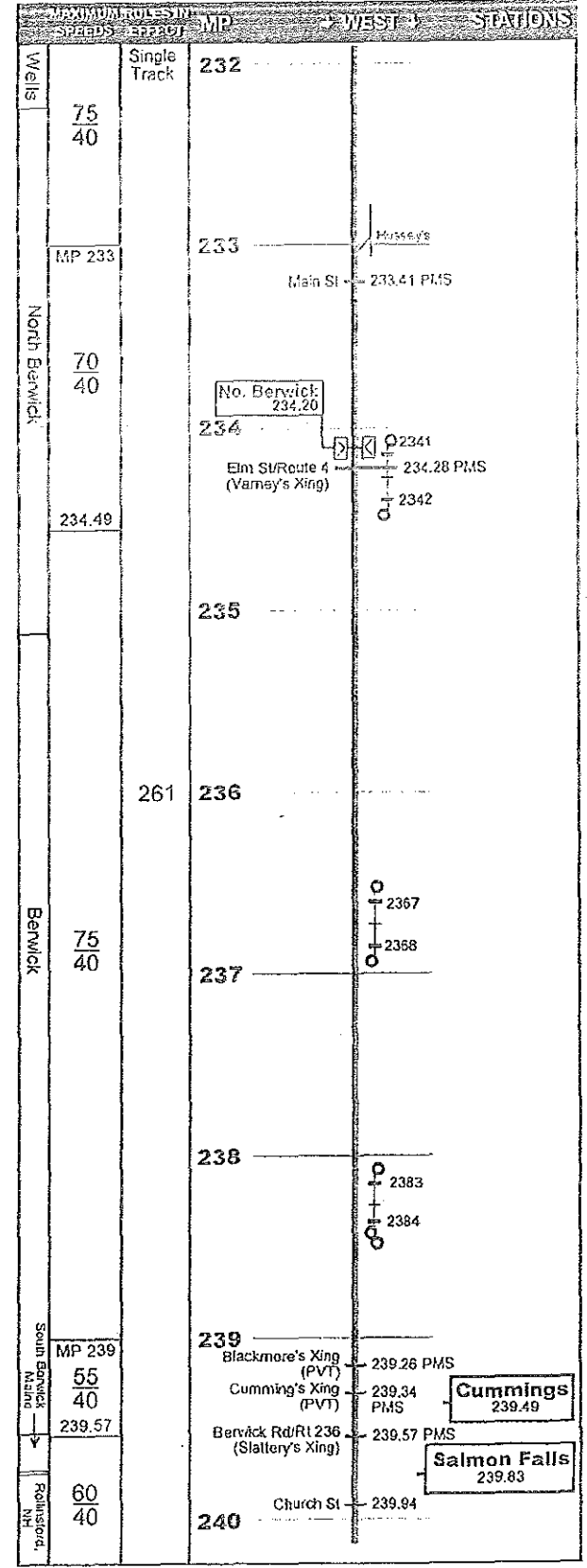
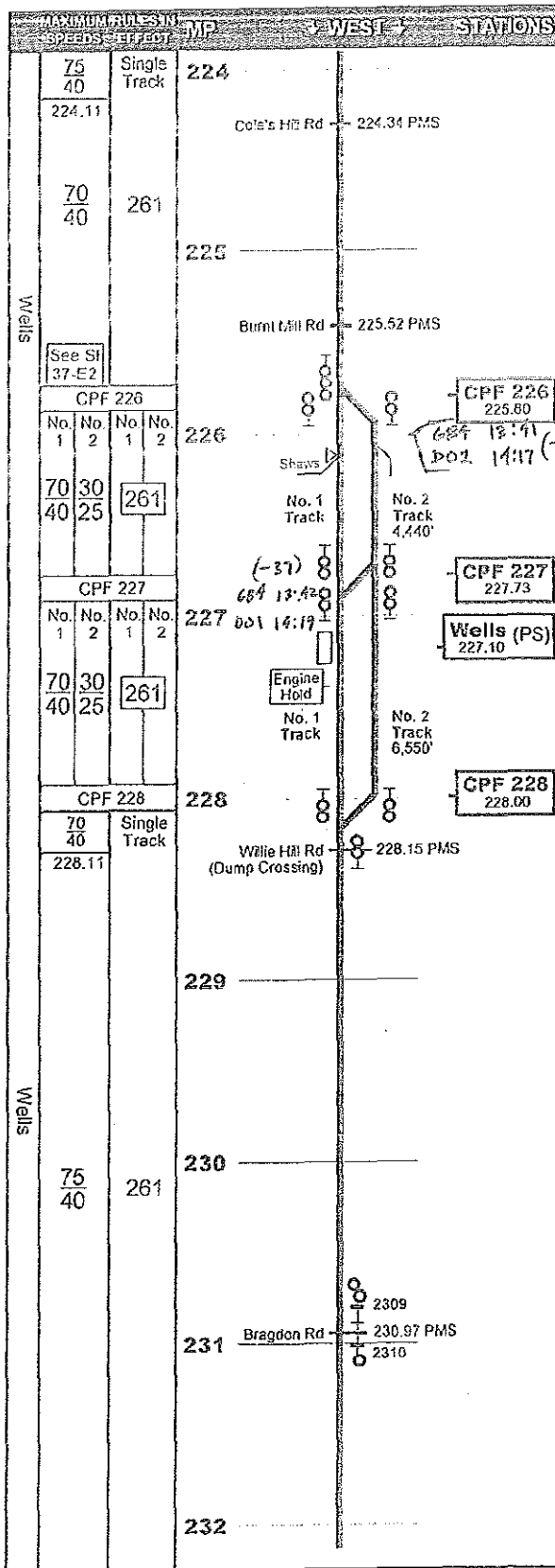
FREIGHT MAIN LINE - CPF 199 to CPF 312



FREIGHT MAIN LINE - CPF 199 to CPF 312







**E**

4-70-12a

#3 PLS

WESTWARD

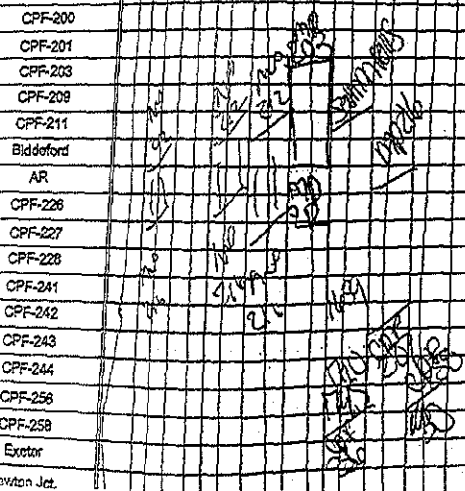
FREIGHT

ENGIN

ON DUTY T

CONDUCTOR

TRAIN ENGINES	[Grid with handwritten numbers and symbols]																														ON DUTY TIME	
CARS TONS	[Grid with handwritten numbers and symbols]																														CARS TONS	
CPF-200	[Grid with handwritten numbers and symbols]																														200.10	CPF-200
CPF-201	[Grid with handwritten numbers and symbols]																														201.40	CPF-201
CPF-203	[Grid with handwritten numbers and symbols]																														202.73	CPF-203
CPF-209	[Grid with handwritten numbers and symbols]																														208.71	CPF-209
CPF-211	[Grid with handwritten numbers and symbols]																														210.55	CPF-211
Biddford	[Grid with handwritten numbers and symbols]																														211.80	Biddford
AR	[Grid with handwritten numbers and symbols]																														213.15	AR
CPF-226	[Grid with handwritten numbers and symbols]																														225.80	CPF-226
CPF-227	[Grid with handwritten numbers and symbols]																														226.73	CPF-227
CPF-228	[Grid with handwritten numbers and symbols]																														228.00	CPF-228
CPF-241	[Grid with handwritten numbers and symbols]																														241.41	CPF-241
CPF-242	[Grid with handwritten numbers and symbols]																														242.69	CPF-242
CPF-243	[Grid with handwritten numbers and symbols]																														243.83	CPF-243
CPF-244	[Grid with handwritten numbers and symbols]																														243.90	CPF-244
CPF-254	[Grid with handwritten numbers and symbols]																														255.82	CPF-254
CPF-258	[Grid with handwritten numbers and symbols]																														257.88	CPF-258
Exeter	[Grid with handwritten numbers and symbols]																														260.60	Exeter
Newton Jet	[Grid with handwritten numbers and symbols]																														270.25	Newton Jet
	[Grid with handwritten numbers and symbols]																														272.89	CPF-273
	[Grid with handwritten numbers and symbols]																														BW 33.50	CPF-HA
	[Grid with handwritten numbers and symbols]																														BW 32.93	H-worth











**F**



7/02/14 ST  
9:33:13

AEI Consist

Page 1  
RSF3PFR

Station: COOKS Site: CP200 Dir: W Route: 0 Date: 5/08/14 Time: 13:11  
Total Cars : 19 Platforms: 0 Axles: 0  
Total Gross: 0 Net Weight: 0  
Total Tons : .00 Net .00

=====

Seq	Car	Typ	Tare	Gross	Tons	Net
1	MEC	307 D Loco	0	0	.00	.00
2	ARMN	992019 R Rail	98800	0	.00	.00
3	ARMN	922015 R Rail	95400	0	.00	.00
4	TTZX	865981 R Rail	62400	0	.00	.00
5	IBT	19835 R Rail	75900	0	.00	.00
6	UTLX	204218 R Rail	65700	0	.00	.00
7	NS	403191 R Rail	66400	0	.00	.00
8	PROX	36879 R Rail	99700	0	.00	.00
9	PROX	36878 R Rail	100000	0	.00	.00
10	SHPX	221999 R Rail	98500	0	.00	.00
11	GATX	204453 R Rail	99000	0	.00	.00
12	PROX	35837 R Rail	108200	0	.00	.00
13	PROX	35095 R Rail	101000	0	.00	.00
14	PROX	39482 R Rail	99000	0	.00	.00
15	UTLX	953016 R Rail	99400	0	.00	.00
16	PROX	34546 R Rail	99900	0	.00	.00
17	PROX	31324 R Rail	100200	0	.00	.00
18	LW	62086 R Rail	80600	0	.00	.00
19	ATW	53018 R Rail	63500	0	.00	.00

\*\* END OF REPORT \*\*

G

Locomotive 307  
 Recorder 220  
 Start Time May 07, 2014 05:14:53  
 End Time May 09, 2014 13:00:42

TIME SCALE  
 Wheel Size 37.00  
 Recorder Type TTX-REC-F7G

WRE Recorder Data Analysis So  
 WPN 17561 Version 3.1  
 Filename 000022014 05:14:53  
 014 13:00:42

TIME SCALE  
 Wheel Size 37.00  
 Recorder Type TTX-REC-F7G

Printed on M  
 WRE Recorder Data An  
 WPN 17561 Ve  
 Filename



May 08, 2014 12:36:32

10 Minutes

May 08, 2014 13:36:32

May 08, 2014 13:36:32

10 Minutes

May 08, 2014

Н

hot wheel

Escape to terminate  
Ctrl+P to Pause

BIDDEFORD 213.5  
Profile Key: \* = Warm, ^ = Alarm, \$ = Corrected

Index #	Dir	Axle Cnt	Car Cnt	Speed		Airm Cnt	Int Cnt	Avg		Arrival		Flags
				In	Out			Ch1	Ch2	Time	Date	
162	W	24	6	66	67	0	W	0	0	15:09	05-13-2014	
161	W	338	83	12	18	0	W	0	0	14:32	05-13-2014	
160	E	24	6	61	61	0	W	1	0	14:04	05-13-2014	
159	W	28	7	65	65	0	W	0	0	13:20	05-13-2014	
158	E	28	7	62	64	0	W	6	6	11:32	05-13-2014	
157	W	24	6	60	60	0	W	0	0	08:29	05-13-2014	
156	E	4	1	27	27	0	W	0	0	06:35	05-13-2014	
155	W	28	7	63	64	0	W	0	0	05:50	05-13-2014	
154	W	40	10	23	27	0	W	0	0	02:39	05-13-2014	
153	E	28	7	67	67	0	W	2	2	01:34	05-13-2014	
152	E	408	99	29	24	0	W	0	0	23:03	05-12-2014	
151	E	24	6	66	66	0	W	5	6	20:20	05-12-2014	
150	W	28	7	64	65	0	W	0	0	19:41	05-12-2014	
149	E	28	7	64	64	0	W	2	0	19:25	05-12-2014	
148	W	24	6	66	66	0	W	0	2	15:07	05-12-2014	
147	W	258	63	29	34	0	W	0	0	14:20	05-12-2014	
146	E	24	6	64	64	0	W	3	5	14:00	05-12-2014	
145	W	28	7	63	63	0	W	0	0	13:14	05-12-2014	
144	E	28	7	65	65	0	W	4	5	11:34	05-12-2014	
143	W	24	6	59	59	0	W	0	0	08:29	05-12-2014	
142	W	28	7	59	60	0	W	0	0	05:50	05-12-2014	
141	E	24	6	66	67	0	W	2	3	01:43	05-12-2014	
140	W	140	34	32	33	0	W	0	0	00:58	05-12-2014	
139	E	28	7	65	64	0	W	7	6	22:11	05-11-2014	
138	E	156	38	31	31	0	W	0	0	20:15	05-11-2014	
Escape to terminate, Any other key to continue...												
137	W	24	6	66	67	0	W	0	0	19:31	05-11-2014	
136	E	28	7	56	56	0	W	5	3	19:14	05-11-2014	
135	W	28	7	62	62	0	W	1	4	15:25	05-11-2014	
134	E	28	7	65	65	0	W	6	5	13:52	05-11-2014	
133	W	28	7	60	60	0	W	0	0	13:14	05-11-2014	
132	E	24	6	65	65	0	W	4	5	11:27	05-11-2014	
131	W	28	7	66	67	0	W	0	0	08:31	05-11-2014	
130	W	24	6	65	65	0	W	0	0	06:04	05-11-2014	
129	W	364	90	26	34	0	W	0	0	03:17	05-11-2014	
128	E	24	6	64	64	0	W	1	1	02:22	05-11-2014	
127	E	134	32	39	39	0	W	2	0	00:53	05-11-2014	
126	E	28	7	57	56	0	W	6	3	22:11	05-10-2014	
125	E	176	43	35	38	0	W	0	0	20:16	05-10-2014	
124	W	24	6	63	63	0	W	0	0	19:29	05-10-2014	
123	E	28	7	61	61	0	W	3	1	19:14	05-10-2014	
122	W	28	7	58	58	0	W	0	1	15:21	05-10-2014	
121	W	238	59	25	32	0	W	0	0	14:29	05-10-2014	
120	E	28	7	63	63	0	W	5	4	14:05	05-10-2014	
119	W	28	7	61	62	0	W	0	0	13:18	05-10-2014	
118	E	24	6	64	64	0	W	4	5	11:37	05-10-2014	
117	W	28	7	62	63	0	W	0	0	08:32	05-10-2014	
116	E	32	8	14	15	0	W	0	0	06:33	05-10-2014	
115	W	24	6	63	64	0	W	0	0	06:04	05-10-2014	
114	E	326	81	29	31	0	W	0	0	03:28	05-10-2014	
113	W	272	67	29	34	0	W	0	0	02:30	05-10-2014	

hot wheel

Escape to terminate, Any other key to continue...

112	E	28	7	62	62	0	w	2	1	01:45	05-10-2014
111	W	4	1	28	28	0	W	0	0	23:03	05-09-2014
110	E	24	6	57	57	0	W	3	4	20:19	05-09-2014
109	W	28	7	63	64	0	W	0	0	19:45	05-09-2014
108	E	28	7	64	63	0	W	0	0	19:28	05-09-2014
107	E	176	43	24	25	0	W	0	0	18:17	05-09-2014
106	W	46	11	27	29	0	W	0	0	15:08	05-09-2014
105	W	28	7	65	65	0	W	0	0	13:17	05-09-2014
104	E	28	7	65	65	0	W	7	5	11:28	05-09-2014
103	W	24	6	60	61	0	W	1	1	08:27	05-09-2014
102	W	28	7	58	60	0	W	0	0	05:51	05-09-2014
101	W	256	63	29	35	0	W	0	0	05:12	05-09-2014
100	E	28	7	29	29	0	W	3	0	01:46	05-09-2014
99	E	284	70	21	23	0	W	3	1	00:40	05-09-2014
98	W	176	42	23	25	0	W	1	1	21:13	05-08-2014
97	E	24	6	25	25	0	W	1	0	20:52	05-08-2014
96	W	28	7	9	10	0	W	0	0	20:15	05-08-2014
95	E	28	7	10	9	0	W	0	0	19:52	05-08-2014
94	W	76	19	8	10	0	W	0	0	13:46	05-08-2014
93	W	28	7	11	11	0	W	0	0	13:25	05-08-2014
92	E	28	7	10	11	0	W	7	3	11:37	05-08-2014
91	W	24	6	13	13	0	W	0	2	08:36	05-08-2014
90	W	28	7	59	60	0	W	0	0	05:50	05-08-2014
89	E	156	38	38	38	0	W	0	0	05:29	05-08-2014
88	W	342	80	25	33	0	W	0	0	02:29	05-08-2014
Escape to terminate, Any other key to continue...?											
87	E	28	7	57	57	0	W	2	1	01:43	05-08-2014
86	E	16	4	60	60	0	W	0	0	22:54	05-07-2014
85	E	316	78	36	31	0	W	0	0	22:07	05-07-2014
84	E	24	6	60	60	0	W	1	1	20:11	05-07-2014
83	W	28	7	55	56	0	W	0	0	19:42	05-07-2014
82	E	28	7	59	59	0	W	0	0	19:28	05-07-2014
81	W	250	59	22	28	0	W	0	0	13:36	05-07-2014
80	W	40	10	60	61	0	W	0	0	13:17	05-07-2014
79	E	28	7	61	61	0	W	7	6	11:35	05-07-2014
78	W	24	6	61	61	0	W	0	0	08:31	05-07-2014
77	W	28	7	58	59	0	W	0	0	05:55	05-07-2014
76	E	248	60	25	29	0	W	0	0	03:55	05-07-2014
75	E	28	7	63	63	0	W	4	2	01:29	05-07-2014
74*	W	204	50	34	36	0	W	2	3	23:43	05-06-2014
73	E	24	6	60	61	0	W	3	3	20:07	05-06-2014
72	W	28	7	60	61	0	W	0	0	19:36	05-06-2014
71	E	28	7	58	58	0	W	1	0	19:22	05-06-2014
70	E	372	92	23	24	0	W	0	0	18:20	05-06-2014
69	E	222	55	27	30	0	W	0	0	17:07	05-06-2014
68	E	12	3	12	12	0	W	0	0	16:07	05-06-2014
67	W	48	12	12	12	0	W	0	0	15:58	05-06-2014
66	E	4	1	17	17	0	W	0	0	15:23	05-06-2014
65	W	28	7	57	59	0	W	0	0	13:17	05-06-2014
64	E	28	7	60	60	0	W	4	3	11:34	05-06-2014
63	W	24	6	60	60	0	W	0	0	08:33	05-06-2014

Escape to terminate, Any other key to continue...

BIDDEFORD, MP:213.5  
Display > ?  
BIDDEFORD  
MicroHWD Ver 1.13F  
MP:213.5

MicroHWD Ver 1.13F  
May 13 2014  
15:35:59

Display Mode

L - List Trains in standard Directory  
LD - List Trains in Defect Directory

hot wheel

- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #
- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- I - Display Site Information
- M - Change to Another Mode
- SETUP - Configure the System

BIDDEFORD, MP:213.5  
Display > d93

Site Name	: BIDDEFORD	Seq Number	: 16411
Milepost	: 213.5	DB Index #	: 92
Direction	: West	Arrival	: 13:25 05-08-2014
Speed In/Out	: 11/11	Departure	: 13:25
Amb Temp	: Not Installed	Battery Voltage	: 13.41
Axles	: 28	Length	: 546 Feet
Alarms	: 0	Cars	: 7
Integ Fails	: 0	Gate A Cnt	: 28
Warnings	: 1	Gate B Cnt	: 28
HWD Scanners	: On	Integ Ch2	: 0
Integ Ch1	: 0		
ABS (wheel)	: 514 F		

	Highest	Lowest	Average
Ch1	0	0	0
Ch2	0	0	0

1 warnings

1 - No Approach Track Circuit.

Escape to terminate, Any other key to continue...p9

Car Num	Axle Num	Spacing (feet)	Ch1 (F)	Ch2 (F)	Alarms
----- Heat Units = F					
1	1	22.8	0 F	0 F	
	2	9.0	0 F	0 F	
	3	34.5	0 F	0 F	
	4	9.0	0 F	0 F	
2	5	16.8	0 F	0 F	
	6	8.5	0 F	0 F	
	7	51.3	0 F	0 F	
	8	8.5	0 F	0 F	
3	9	17.4	0 F	0 F	
	10	8.5	0 F	0 F	
	11	51.1	0 F	0 F	
	12	8.4	0 F	0 F	
4	13	17.4	0 F	0 F	
	14	8.4	0 F	0 F	
	15	50.9	0 F	0 F	

```

                                hot wheel
      16      8.4      0 F      0 F
5     17     17.3     0 F      0 F
      18      8.4     0 F      0 F
      19     50.8     0 F      0 F
      20      8.4     0 F      0 F
                                Escape to terminate, Any other key to continue...
6     21     17.3     0 F      0 F
      22      8.4     0 F      0 F
      23     50.8     0 F      0 F
      24      8.4     0 F      0 F
7     25     16.5     0 F      0 F
      26      8.9     0 F      0 F
      27     34.1     0 F      0 F
      28      9.0     0 F      0 F

```

BIDDEFORD, MP:213.5  
 Display > p93

```

BIDDEFORD
16411 28 11 1 28 28 24 213.5 14:5:8 13:25:9 0 0 0 0 0 0 514 1
0001,0000
0001,0000
                                Escape to terminate, Any other key to continue...
0002,0000
0002,0000
0003,0000
0003,0000
0004,0000
0004,0000
0005,0000
0005,0000
0006,0000
0006,0000
0007,0000
0007,0000
0008,0000
0008,0000
0009,0000
0009,0000
000A,0000
000A,0000
000B,0000
000B,0000
                                Escape to terminate, Any other key to continue...

```

BIDDEFORD, MP:213.5  
 Display > ?  
 BIDDEFORD  
 MicroHWD Ver 1.13F  
 MP:213.5

MicroHWD Ver 1.13F  
 May 13 2014  
 15:37:44

Display Mode

- L - List Trains in Standard Directory
- LD - List Trains in Defect Directory
- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #



hot wheel

- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- I - Display Site Information
- M - Change to Another Mode
- SETUP - Configure the System

BIDDEFORD, MP:213.5  
 Display > r93

Site Name	: BIDDEFORD	Seq Number	: 16411
Milepost	: 213.5	DB Index #	: 92
Direction	: West	Arrival	: 13:25 05-08-2014
Speed In/Out	: 11/11	Departure	: 13:25
Amb Temp	: Not Installed	Battery Voltage	: 13.41
Axles	: 28	Length	: 546 Feet
Alarms	: 0	Cars	: 7
Integ Fails	: 0	Gate A Cnt	: 28
Warnings	: 1	Gate B Cnt	: 28
HWD Scanners	: On	Integ Ch2	: 0
Integ Ch1	: 0		
ABS (wheel)	: 514 F		

	Highest	Lowest	Average
ch1	0	0	0
ch2	0	0	0

1 Warnings

1 - No Approach Track Circuit.

BIDDEFORD, MP:213.5  
 Display > ?  
 BIDDEFORD  
 MicroHWD Ver 1.13F  
 MP:213.5

MicroHWD ver 1.13F  
 May 13 2014  
 15:39:14

Display mode

- L - List Trains in Standard Directory
- LD - List Trains in Defect Directory
- D # - Detail Report for Train #
- R # - Summary Report for Train #
- A # - Display Axles with Alarms for Train #
- B # - Display Selected Axles for Train #
- P # - Display Heat Profile of All Axles for Train #
- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- I - Display Site Information
- M - Change to Another Mode
- SETUP - Configure the System

BIDDEFORD, MP:213.5  
 Display > r92

Site Name	: BIDDEFORD	Seq Number	: 16410
Milepost	: 213.5	DB Index #	: 91

hot wheel

Direction : East  
Speed In/Out: 10/11  
Amb Temp : Not Installed

Arrival : 11:37 05-08-2014  
Departure : 11:38  
Battery Voltage: 13.41

Axles : 28  
Alarms : 0  
Integ Fails : 0  
Warnings : 1  
HWD Scanners: On  
Integ Ch1 : 0  
ABS (wheel) : 514 F

Length : 526 Feet  
Cars : 7  
Gate A Cnt : 28  
Gate B Cnt : 28  
Integ Ch2 : 0

	Highest	Lowest	Average
Ch1	62	0	7
Ch2	30	0	3

1 Warnings

1 - No Approach Track Circuit.

BIDDEFORD, MP:213.5  
Display > r94

Site Name : BIDDEFORD  
Milepost : 213.5

Seq Number : 16412  
DB Index # : 93

Direction : West  
Speed In/Out: 8/10  
Amb Temp : Not Installed

Arrival : 13:46 05-08-2014  
Departure : 13:48  
Battery Voltage: 13.41

Axles : 76  
Alarms : 0  
Integ Fails : 0  
Warnings : 1  
HWD Scanners: On  
Integ Ch1 : 0  
ABS (wheel) : 514 F

Length : 1193 Feet  
Cars : 19  
Gate A Cnt : 76  
Gate B Cnt : 76  
Integ Ch2 : 0

	Highest	Lowest	Average
ch1	0	0	0
ch2	0	0	0

1 Warnings

1 - No Approach Track Circuit.

BIDDEFORD, MP:213.5  
Display >

\*\*\*  
\*\*\* DISCONNECT  
\*\*\* time 15:38:10  
\*\*\*

[SERIAL/DIRECT] DISCONNECT

biddeford hot journal

1

BIDDEFORD Single Track 213.5  
 Profile Key: A = Atypical, \* = Warm, ^ = Alarm, \$ = Corrected  
 Flag Key: B = Bad Data, D = De! Axles, E = ETP In Use, P = Pwr Fail,  
 V = Low Volt, X = Trn Sent, N = Trn Not Sent, W = Trn Waiting To Send

Indx #	Dir	Axle #	Spd In/Out	Alrm Cnt	Int Cnt	Tmp	Avg Ch1	Avg Ch2	Avg Ch3	Avg Ch4	Arrival Time	Date	Flags
171	W	24	66/ 67	0	W	NA	13	12	X	X	15:07	05-13-2014	NN
170	W	338	12/ 18	0	W	NA	6	5	X	X	14:30	05-13-2014	NN
169	E	24	61/ 61	0	W	NA	10	11	X	X	14:02	05-13-2014	NN
168	W	28	65/ 65	0	W	NA	4	4	X	X	13:17	05-13-2014	NN
167	E	28	62/ 64	0	W	NA	14	13	X	X	11:30	05-13-2014	NN
166	W	24	60/ 60	0	W	NA	9	9	X	X	08:27	05-13-2014	NN
165	E	4	27/ 27	0	W	NA	8	9	X	X	06:33	05-13-2014	NN
164	W	28	63/ 64	0	W	NA	7	7	X	X	05:48	05-13-2014	NN
163	W	40	23/ 27	0	W	NA	12	11	X	X	02:37	05-13-2014	NN
162	E	28	67/ 67	0	W	NA	15	14	X	X	01:32	05-13-2014	NN
161	E	408	29/ 24	0	W	NA	18	17	X	X	23:01	05-12-2014	NN
160	E	24	66/ 66	0	W	70	18	19	X	X	20:17	05-12-2014	NN
159	W	28	64/ 65	0	W	72	10	12	X	X	19:39	05-12-2014	NN
158	E	28	64/ 64	0	W	73	21	23	X	X	19:22	05-12-2014	NN
157	W	24	66/ 66	0	W	NA	14	16	X	X	15:05	05-12-2014	NN
156	W	258	29/ 34	0	W	NA	5	6	X	X	14:18	05-12-2014	NN
155	E	24	64/ 64	0	W	NA	13	15	X	X	13:58	05-12-2014	NN
154	W	28	63/ 63	0	W	NA	2	3	X	X	13:12	05-12-2014	NN
153	E	28	65/ 65	0	W	NA	13	14	X	X	11:32	05-12-2014	NN
152	W	24	59/ 59	0	W	NA	7	8	X	X	08:27	05-12-2014	NN
151	W	28	58/ 60	0	W	NA	6	8	X	X	05:48	05-12-2014	NN
150	E	24	66/ 67	0	W	NA	15	16	X	X	01:40	05-12-2014	NN
149	W	140	32/ 33	0	W	NA	16	16	X	X	00:56	05-12-2014	NN
148	E	28	64/ 64	0	W	NA	16	17	X	X	22:09	05-11-2014	NN
147	E	156	31/ 31	0	W	NA	20	21	X	X	20:12	05-11-2014	NN
146	W	24	66/ 67	0	W	NA	10	11	X	X	19:28	05-11-2014	NN
145	E	28	56/ 56	0	W	NA	19	22	X	X	19:12	05-11-2014	NN
144	W	28	62/ 62	0	W	NA	12	15	X	X	15:23	05-11-2014	NN
143	E	28	65/ 65	0	W	NA	13	15	X	X	13:50	05-11-2014	NN
142	W	28	60/ 60	0	W	NA	2	3	X	X	13:12	05-11-2014	NN
141	E	24	65/ 65	0	W	NA	12	13	X	X	11:25	05-11-2014	NN
140	W	28	66/ 67	0	W	NA	6	6	X	X	08:28	05-11-2014	NN
139	W	24	65/ 65	0	W	NA	11	11	X	X	06:01	05-11-2014	NN
138	W	364	26/ 34	0	W	NA	14	13	X	X	03:15	05-11-2014	NN
137	E	24	64/ 64	0	W	NA	12	14	X	X	02:20	05-11-2014	NN
136	E	134	39/ 39	0	W	NA	25	26	X	X	00:51	05-11-2014	NN
135	E	28	57/ 56	0	W	NA	12	13	X	X	22:09	05-10-2014	NN
134	E	176	35/ 38	0	W	NA	19	20	X	X	20:14	05-10-2014	NN
133	W	24	64/ 63	0	W	NA	9	9	X	X	19:27	05-10-2014	NN
132	E	28	61/ 61	0	W	NA	22	25	X	X	19:12	05-10-2014	NN
131	W	28	58/ 58	0	W	NA	12	13	X	X	15:19	05-10-2014	NN
130	W	238	25/ 32	0	W	NA	4	4	X	X	14:27	05-10-2014	NN
129	E	28	63/ 63	0	W	NA	13	13	X	X	14:03	05-10-2014	NN
128	W	28	61/ 62	0	W	NA	3	2	X	X	13:15	05-10-2014	NN
127	E	24	64/ 64	0	W	NA	13	14	X	X	11:35	05-10-2014	NN
126	W	28	62/ 63	0	W	NA	6	7	X	X	08:30	05-10-2014	NN
125	E	32	14/ 15	0	W	NA	1	2	X	X	06:30	05-10-2014	NN
124	W	24	63/ 64	0	W	NA	5	6	X	X	06:02	05-10-2014	NN
123	E	326	29/ 31	0	W	NA	20	21	X	X	03:26	05-10-2014	NN
122	W	272	29/ 34	0	W	NA	13	12	X	X	02:28	05-10-2014	NN
121	E	28	62/ 61	0	W	NA	12	12	X	X	01:43	05-10-2014	NN

biddeford hot journal

120	W	4	28/	28	0	W	NA	4	3	X	X	23:01	05-09-2014	NN
119	E	24	57/	57	0	W	NA	14	13	X	X	20:17	05-09-2014	NN
118	W	28	63/	64	0	W	NA	7	7	X	X	19:42	05-09-2014	NN
117	E	28	64/	63	0	W	NA	14	15	X	X	19:26	05-09-2014	NN
116	E	176	24/	25	0	W	NA	15	15	X	X	18:15	05-09-2014	NN
115	W	46	27/	29	0	W	NA	12	12	X	X	15:06	05-09-2014	NN
114	W	28	65/	65	0	W	NA	5	5	X	X	13:15	05-09-2014	NN
113	E	28	65/	65	0	W	NA	12	12	X	X	11:26	05-09-2014	NN
112	W	24	60/	61	0	W	NA	10	9	X	X	08:25	05-09-2014	NN
111	W	28	58/	60	0	W	NA	6	7	X	X	05:48	05-09-2014	NN
110	W	256	29/	35	0	W	NA	15	14	X	X	05:09	05-09-2014	NN
109	E	28	29/	29	0	W	NA	9	10	X	X	01:44	05-09-2014	NN
108\$	E	284	21/	23	0	W	NA	17	16	X	X	00:37	05-09-2014	NN
107	W	176	23/	25	0	W	NA	11	10	X	X	21:11	05-08-2014	NN
106	E	24	25/	25	0	W	NA	13	14	X	X	20:50	05-08-2014	NN
105	W	28	9/	10	0	W	NA	8	7	X	X	20:13	05-08-2014	NN
104	E	28	10/	9	0	W	NA	15	16	X	X	19:50	05-08-2014	NN
103	W	76	8/	10	0	W	NA	13	11	X	X	13:44	05-08-2014	NN
102	W	28	11/	11	0	W	NA	3	3	X	X	13:22	05-08-2014	NN
101	E	28	10/	11	0	W	NA	9	10	X	X	11:35	05-08-2014	NN
100	W	24	13/	13	0	W	NA	8	8	X	X	08:34	05-08-2014	NN
99	W	28	59/	60	0	W	NA	7	7	X	X	05:48	05-08-2014	NN
98	E	156	38/	38	0	W	NA	24	24	X	X	05:27	05-08-2014	NN
97	W	341	25/	33	0	W	NA	14	13	X	X	02:26	05-08-2014	NN
96	E	28	57/	57	0	W	NA	11	12	X	X	01:41	05-08-2014	NN
95	E	16	60/	60	0	W	NA	15	12	X	X	22:52	05-07-2014	NN
94	E	316	36/	31	0	W	NA	19	19	X	X	22:05	05-07-2014	NN
93	E	24	60/	60	0	W	NA	16	14	X	X	20:09	05-07-2014	NN
92	W	28	55/	56	0	W	NA	10	10	X	X	19:40	05-07-2014	NN
91	E	28	59/	59	0	W	NA	19	19	X	X	19:25	05-07-2014	NN
90	W	250	22/	28	0	W	NA	8	8	X	X	13:34	05-07-2014	NN
89	W	40	60/	61	0	W	NA	3	4	X	X	13:15	05-07-2014	NN
88	E	28	61/	61	0	W	NA	12	12	X	X	11:33	05-07-2014	NN
87	W	24	61/	61	0	W	NA	9	8	X	X	08:29	05-07-2014	NN
86	W	28	58/	59	0	W	NA	7	9	X	X	05:53	05-07-2014	NN
85	E	248	25/	29	0	W	NA	19	19	X	X	03:53	05-07-2014	NN
84	E	28	63/	63	0	W	NA	13	14	X	X	01:27	05-07-2014	NN
83\$	W	204	34/	35	0	W	NA	16	16	X	X	23:40	05-06-2014	NN
82	E	24	61/	61	0	W	NA	13	13	X	X	20:05	05-06-2014	NN
81	W	28	61/	61	0	W	NA	8	8	X	X	19:33	05-06-2014	NN
80	E	28	58/	58	0	W	NA	16	18	X	X	19:20	05-06-2014	NN
79	E	372	23/	24	0	W	NA	17	18	X	X	18:18	05-06-2014	NN
78	E	222	27/	30	0	W	NA	19	19	X	X	17:05	05-06-2014	NN
77	E	12	12/	12	0	W	NA	2	4	X	X	16:05	05-06-2014	NN
76	W	48	12/	12	0	W	NA	1	1	X	X	15:56	05-06-2014	NN
75	E	4	17/	17	0	W	NA	8	9	X	X	15:21	05-06-2014	NN
74	W	28	57/	59	0	W	NA	3	3	X	X	13:14	05-06-2014	NN
73	E	28	60/	60	0	W	NA	11	13	X	X	11:32	05-06-2014	NN
72	W	24	60/	60	0	W	NA	8	7	X	X	08:31	05-06-2014	NN
71	W	28	59/	60	0	W	NA	8	8	X	X	05:51	05-06-2014	NN
70	E	36	60/	60	0	W	NA	15	18	X	X	01:38	05-06-2014	NN
69	W	270	23/	29	0	W	NA	13	14	X	X	23:52	05-05-2014	NN
68	W	348	24/	32	0	W	NA	13	13	X	X	23:17	05-05-2014	NN
67	E	24	61/	61	0	W	NA	11	12	X	X	20:09	05-05-2014	NN
66	W	28	59/	60	0	W	NA	8	8	X	X	19:41	05-05-2014	NN
65	E	28	61/	61	0	W	NA	15	18	X	X	19:26	05-05-2014	NN
64	E	302	31/	31	0	W	NA	19	23	X	X	18:25	05-05-2014	NN
63	W	36	60/	60	0	W	NA	3	3	X	X	13:16	05-05-2014	NN
62	E	28	58/	59	0	W	NA	11	12	X	X	11:34	05-05-2014	NN
61	W	24	55/	56	0	W	NA	6	7	X	X	08:33	05-05-2014	NN
60	E	216	32/	34	0	W	NA	16	17	X	X	07:25	05-05-2014	NN
59	W	28	60/	61	0	W	NA	5	5	X	X	05:52	05-05-2014	NN
58	W	44	21/	27	0	W	NA	10	9	X	X	04:28	05-05-2014	NN

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57	E	24	60/ 60	0	W	NA	11	12	X	X	01:37	05-05-2014	NN
56	W	328	26/ 29	0	W	NA	13	12	X	X	00:24	05-05-2014	NN
55	E	28	58/ 58	0	W	NA	11	11	X	X	21:57	05-04-2014	NN
54	W	24	58/ 59	0	W	NA	9	9	X	X	19:39	05-04-2014	NN
53	E	28	60/ 60	0	W	NA	17	16	X	X	19:23	05-04-2014	NN
52	W	28	59/ 61	0	W	NA	11	13	X	X	16:03	05-04-2014	NN
51	E	28	58/ 59	0	W	NA	9	10	X	X	14:48	05-04-2014	NN
50	W	28	56/ 56	0	W	NA	3	4	X	X	13:15	05-04-2014	NN
49	E	24	59/ 59	0	W	NA	11	13	X	X	11:51	05-04-2014	NN
48	E	176	32/ 33	0	W	NA	17	18	X	X	10:13	05-04-2014	NN
47	W	28	55/ 56	0	W	NA	5	6	X	X	08:32	05-04-2014	NN
46	W	24	61/ 61	0	W	NA	9	9	X	X	06:04	05-04-2014	NN
45	E	24	62/ 62	0	W	NA	14	15	X	X	01:35	05-04-2014	NN
44	E	28	58/ 57	0	W	NA	12	13	X	X	22:05	05-03-2014	NN
43	W	24	60/ 60	0	W	NA	11	11	X	X	19:40	05-03-2014	NN
42	E	28	61/ 61	0	W	NA	19	17	X	X	19:26	05-03-2014	NN
41	W	28	59/ 59	0	W	NA	13	13	X	X	16:06	05-03-2014	NN
40	W	190	31/ 36	0	W	NA	8	7	X	X	15:14	05-03-2014	NN
39	E	28	59/ 60	0	W	NA	14	13	X	X	14:51	05-03-2014	NN
38	W	28	60/ 61	0	W	NA	3	3	X	X	13:24	05-03-2014	NN
37	E	24	60/ 61	0	W	NA	10	12	X	X	13:06	05-03-2014	NN
36	W	292	27/ 35	0	W	NA	11	10	X	X	08:57	05-03-2014	NN
35	W	28	57/ 57	0	W	NA	4	5	X	X	08:33	05-03-2014	NN
34	W	24	61/ 61	0	W	NA	5	6	X	X	06:05	05-03-2014	NN
33	E	84	11/ 12	0	W	NA	10	10	X	X	03:40	05-03-2014	NN
32	E	250	39/ 39	0	W	NA	25	25	X	X	02:24	05-03-2014	NN
31	E	28	61/ 62	0	W	NA	19	18	X	X	01:29	05-03-2014	NN
30	E	368	36/ 36	0	W	NA	12	13	X	X	20:54	05-02-2014	NN
29	E	24	56/ 56	0	W	NA	12	15	X	X	20:33	05-02-2014	NN
28	W	28	61/ 62	0	W	NA	11	12	X	X	20:06	05-02-2014	NN
27	E	28	58/ 58	0	W	NA	14	14	X	X	19:51	05-02-2014	NN
26	W	270	28/ 32	0	W	NA	9	10	X	X	13:55	05-02-2014	NN
25	W	28	58/ 58	0	W	NA	2	2	X	X	13:37	05-02-2014	NN
24	E												

BIDDEFORD, Single Track MP:213.5  
Display > ?

Invalid Command

BIDDEFORD, Single Track MP:213.5  
Display > ?

MicroHBD Ver 7.4J

May 13 2014  
15:15:33

Display Mode

- L - List All Trains in Standard Directory
- LA - List Defect Trains In Standard Directory
- LI - List Integrity Trains In Standard Directory
- LW - List Warning Trains In Standard Directory
- LD - List Trains in Defect Directory
- D# - Detail Report for Train #
- R# - Summary Report for Train #
- A# - Display Axles with Alarms for Train #
- B# - Display Selected Axles for Train #
- P# - Display Heat Profile of All Axles for Train #
- VH# - View Heat Profiles of All Axles for Train #
- V# - Replay/Display Train Voice Messages for Train #
- U - List Rebroadcast Logs

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- G - List System Logs
- S - Show Statistical Information
- T - Simulate Test Train - Walk Around Test
- C - Test Scanner
- Z - Pass Through
- DISP - Display Settings
- I - Display Site Information
- SHOW - Display Settings for this Mode
- M - Change to Another Mode

BIDDEFORD, Single Track MP:213.5  
 Display > la

No Train in Selected Directory!

BIDDEFORD, Single Track MP:213.5  
 Display > [w]

BIDDEFORD, Single Track MP:213.5  
 Display > lw

BIDDEFORD Single Track 213.5  
 Profile Key: A = Atypical, \* = Warm, ^ = Alarm, \$ = Corrected  
 Flag Key: B = Bad Data, D = Del Axles, E = ETP In Use, P = Pwr Fail,  
 V = Low Volt, X = Trn Sent, N = Trn Not Sent, W = Trn Waiting To Send

Indx #	Dir	Axle #	Spd In/Out	Alrm Cnt	Int Cnt	Tmp	Avg Ch1	Avg Ch2	Avg Ch3	Avg Ch4	Arrival Time	Arrival Date	Flags
171	W	24	66/ 67	0	W	NA	13	12	X	X	15:07	05-13-2014	NN
170	W	338	12/ 18	0	W	NA	6	5	X	X	14:30	05-13-2014	NN
169	E	24	61/ 61	0	W	NA	10	11	X	X	14:02	05-13-2014	NN
168	W	28	65/ 65	0	W	NA	4	4	X	X	13:17	05-13-2014	NN
167	E	28	62/ 64	0	W	NA	14	13	X	X	11:30	05-13-2014	NN
166	W	24	60/ 60	0	W	NA	9	9	X	X	08:27	05-13-2014	NN
165	E	4	27/ 27	0	W	NA	8	9	X	X	06:33	05-13-2014	NN
164	W	28	63/ 64	0	W	NA	7	7	X	X	05:48	05-13-2014	NN
163	W	40	23/ 27	0	W	NA	12	11	X	X	02:37	05-13-2014	NN
162	E	28	67/ 67	0	W	NA	15	14	X	X	01:32	05-13-2014	NN
161	E	408	29/ 24	0	W	NA	18	17	X	X	23:01	05-12-2014	NN
160	E	24	66/ 66	0	W	70	18	19	X	X	20:17	05-12-2014	NN
159	W	28	64/ 65	0	W	72	10	12	X	X	19:39	05-12-2014	NN
158	E	28	64/ 64	0	W	73	21	23	X	X	19:22	05-12-2014	NN
157	W	24	66/ 66	0	W	NA	14	16	X	X	15:05	05-12-2014	NN
156	W	258	29/ 34	0	W	NA	5	6	X	X	14:18	05-12-2014	NN
155	E	24	64/ 64	0	W	NA	13	15	X	X	13:58	05-12-2014	NN
154	W	28	63/ 63	0	W	NA	2	3	X	X	13:12	05-12-2014	NN
153	E	28	65/ 65	0	W	NA	13	14	X	X	11:32	05-12-2014	NN
152	W	24	59/ 59	0	W	NA	7	8	X	X	08:27	05-12-2014	NN
151	W	28	58/ 60	0	W	NA	6	8	X	X	05:48	05-12-2014	NN
150	E	24	66/ 67	0	W	NA	15	16	X	X	01:40	05-12-2014	NN
149	W	140	32/ 33	0	W	NA	16	16	X	X	00:56	05-12-2014	NN
148	E	28	64/ 64	0	W	NA	16	17	X	X	22:09	05-11-2014	NN
147	E	156	31/ 31	0	W	NA	20	21	X	X	20:12	05-11-2014	NN
146	W	24	66/ 67	0	W	NA	10	11	X	X	19:28	05-11-2014	NN
145	E	28	56/ 56	0	W	NA	19	22	X	X	19:12	05-11-2014	NN
144	W	28	62/ 62	0	W	NA	12	15	X	X	15:23	05-11-2014	NN
143	E	28	65/ 65	0	W	NA	13	15	X	X	13:50	05-11-2014	NN
142	W	28	60/ 60	0	W	NA	2	3	X	X	13:12	05-11-2014	NN
141	E	24	65/ 65	0	W	NA	12	13	X	X	11:25	05-11-2014	NN

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140	W	28	66/	67	0	W	NA	6	6	X	X	08:28	05-11-2014	NN
139	W	24	65/	65	0	W	NA	11	11	X	X	06:01	05-11-2014	NN
138	W	364	26/	34	0	W	NA	14	13	X	X	03:15	05-11-2014	NN
137	E	24	64/	64	0	W	NA	12	14	X	X	02:20	05-11-2014	NN
136	E	134	39/	39	0	W	NA	25	26	X	X	00:51	05-11-2014	NN
135	E	28	57/	56	0	W	NA	12	13	X	X	22:09	05-10-2014	NN
134	E	176	35/	38	0	W	NA	19	20	X	X	20:14	05-10-2014	NN
133	W	24	64/	63	0	W	NA	9	9	X	X	19:27	05-10-2014	NN
132	E	28	61/	61	0	W	NA	22	25	X	X	19:12	05-10-2014	NN
131	W	28	58/	58	0	W	NA	12	13	X	X	15:19	05-10-2014	NN
130	W	238	25/	32	0	W	NA	4	4	X	X	14:27	05-10-2014	NN
129	E	28	63/	63	0	W	NA	13	13	X	X	14:03	05-10-2014	NN
128	W	28	61/	62	0	W	NA	3	2	X	X	13:15	05-10-2014	NN
127	E	24	64/	64	0	W	NA	13	14	X	X	11:35	05-10-2014	NN
126	W	28	62/	63	0	W	NA	6	7	X	X	08:30	05-10-2014	NN
125	E	32	14/	15	0	W	NA	1	2	X	X	06:30	05-10-2014	NN
124	W	24	63/	64	0	W	NA	5	6	X	X	06:02	05-10-2014	NN
123	E	326	29/	31	0	W	NA	20	21	X	X	03:26	05-10-2014	NN
122	W	272	29/	34	0	W	NA	13	12	X	X	02:28	05-10-2014	NN
121	E	28	62/	61	0	W	NA	12	12	X	X	01:43	05-10-2014	NN
120	W	4	28/	28	0	W	NA	4	3	X	X	23:01	05-09-2014	NN
119	E	24	57/	57	0	W	NA	14	13	X	X	20:17	05-09-2014	NN
118	W	28	63/	64	0	W	NA	7	7	X	X	19:42	05-09-2014	NN
117	E	28	64/	63	0	W	NA	14	15	X	X	19:26	05-09-2014	NN
116	E	176	24/	25	0	W	NA	15	15	X	X	18:15	05-09-2014	NN
115	W	46	27/	29	0	W	NA	12	12	X	X	15:06	05-09-2014	NN
114	W	28	65/	65	0	W	NA	5	5	X	X	13:15	05-09-2014	NN
113	E	28	65/	65	0	W	NA	12	12	X	X	11:26	05-09-2014	NN
112	W	24	60/	61	0	W	NA	10	9	X	X	08:25	05-09-2014	NN
111	W	28	58/	60	0	W	NA	6	7	X	X	05:48	05-09-2014	NN
110	W	256	29/	35	0	W	NA	15	14	X	X	05:09	05-09-2014	NN
109	E	28	29/	29	0	W	NA	9	10	X	X	01:44	05-09-2014	NN
108\$	E	284	21/	23	0	W	NA	17	16	X	X	00:37	05-09-2014	NN
107	W	176	23/	25	0	W	NA	11	10	X	X	21:11	05-08-2014	NN
106	E	24	25/	25	0	W	NA	13	14	X	X	20:50	05-08-2014	NN
105	W	28	9/	10	0	W	NA	8	7	X	X	20:13	05-08-2014	NN
104	E	28	10/	9	0	W	NA	15	16	X	X	19:50	05-08-2014	NN
103	W	76	8/	10	0	W	NA	13	11	X	X	13:44	05-08-2014	NN
102	W	28	11/	11	0	W	NA	3	3	X	X	13:22	05-08-2014	NN
101	E	28	10/	11	0	W	NA	9	10	X	X	11:35	05-08-2014	NN
100	W	24	13/	13	0	W	NA	8	8	X	X	08:34	05-08-2014	NN
99	W	28	59/	60	0	W	NA	7	7	X	X	05:48	05-08-2014	NN
98	E	156	38/	38	0	W	NA	24	24	X	X	05:27	05-08-2014	NN
97	W	341	25/	33	0	W	NA	14	13	X	X	02:26	05-08-2014	NN
96	E	28	57/	57	0	W	NA	11	12	X	X	01:41	05-08-2014	NN
95	E	16	60/	60	0	W	NA	15	12	X	X	22:52	05-07-2014	NN
94	E	316	36/	31	0	W	NA	19	19	X	X	22:05	05-07-2014	NN
93	E	24	60/	60	0	W	NA	16	14	X	X	20:09	05-07-2014	NN
92	W	28	55/	56	0	W	NA	10	10	X	X	19:40	05-07-2014	NN
91	E	28	59/	59	0	W	NA	19	19	X	X	19:25	05-07-2014	NN
90	W	250	22/	28	0	W	NA	8	8	X	X	13:34	05-07-2014	NN
89	W	40	60/	61	0	W	NA	3	4	X	X	13:15	05-07-2014	NN
88	E	28	61/	61	0	W	NA	12	12	X	X	11:33	05-07-2014	NN
87	W	24	61/	61	0	W	NA	9	8	X	X	08:29	05-07-2014	NN
86	W	28	58/	59	0	W	NA	7	9	X	X	05:53	05-07-2014	NN
85	E	248	25/	29	0	W	NA	19	19	X	X	03:53	05-07-2014	NN
84	E	28	63/	63	0	W	NA	13	14	X	X	01:27	05-07-2014	NN
83\$	W	204	34/	35	0	W	NA	16	16	X	X	23:40	05-06-2014	NN
82	E	24	61/	61	0	W	NA	13	13	X	X	20:05	05-06-2014	NN
81	W	28	61/	61	0	W	NA	8	8	X	X	19:33	05-06-2014	NN
80	E	28	58/	58	0	W	NA	16	18	X	X	19:20	05-06-2014	NN
79	E	372	23/	24	0	W	NA	17	18	X	X	18:18	05-06-2014	NN
78	E	222	27/	30	0	W	NA	19	19	X	X	17:05	05-06-2014	NN

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77	E	12	12/	12	0	W	NA	2	4	X	X	16:05	05-06-2014	NN
76	W	48	12/	12	0	W	NA	1	1	X	X	15:56	05-06-2014	NN
75	E	4	17/	17	0	W	NA	8	9	X	X	15:21	05-06-2014	NN
74	W	28	57/	59	0	W	NA	3	3	X	X	13:14	05-06-2014	NN
73	E	28	60/	60	0	W	NA	11	13	X	X	11:32	05-06-2014	NN
72	W	24	60/	60	0	W	NA	8	7	X	X	08:31	05-06-2014	NN
71	W	28	59/	60	0	W	NA	8	8	X	X	05:51	05-06-2014	NN
70	E	36	60/	60	0	W	NA	15	18	X	X	01:38	05-06-2014	NN
69	W	270	23/	29	0	W	NA	13	14	X	X	23:52	05-05-2014	NN
68	W	348	24/	32	0	W	NA	13	13	X	X	23:17	05-05-2014	NN
67	E	24	61/	61	0	W	NA	11	12	X	X	20:09	05-05-2014	NN
66	W	28	59/	60	0	W	NA	8	8	X	X	19:41	05-05-2014	NN
65	E	28	61/	61	0	W	NA	15	18	X	X	19:26	05-05-2014	NN
64	E	302	31/	31	0	W	NA	19	23	X	X	18:25	05-05-2014	NN
63	W	36	60/	60	0	W	NA	3	3	X	X	13:16	05-05-2014	NN
62	E	28	58/	59	0	W	NA	11	12	X	X	11:34	05-05-2014	NN
61	W	24	55/	56	0	W	NA	6	7	X	X	08:33	05-05-2014	NN
60	E	216	32/	34	0	W	NA	16	17	X	X	07:25	05-05-2014	NN
59	W	28	60/	61	0	W	NA	5	5	X	X	05:52	05-05-2014	NN
58	W	44	21/	27	0	W	NA	10	9	X	X	04:28	05-05-2014	NN
57	E	24	60/	60	0	W	NA	11	12	X	X	01:37	05-05-2014	NN
56	W	328	26/	29	0	W	NA	13	12	X	X	00:24	05-05-2014	NN
55	E	28	58/	58	0	W	NA	11	11	X	X	21:57	05-04-2014	NN
54	W	24	58/	59	0	W	NA	9	9	X	X	19:39	05-04-2014	NN
53	E	28	60/	60	0	W	NA	17	16	X	X	19:23	05-04-2014	NN
52	W	28	59/	61	0	W	NA	11	13	X	X	16:03	05-04-2014	NN
51	E	28	58/	59	0	W	NA	9	10	X	X	14:48	05-04-2014	NN
50	W	28	56/	56	0	W	NA	3	4	X	X	13:15	05-04-2014	NN
49	E	24	59/	59	0	W	NA	11	13	X	X	11:51	05-04-2014	NN
48	E	176	32/	33	0	W	NA	17	18	X	X	10:13	05-04-2014	NN
47	W	28	55/	56	0	W	NA	5	6	X	X	08:32	05-04-2014	NN
46	W	24	61/	61	0	W	NA	9	9	X	X	06:04	05-04-2014	NN
45	E	24	62/	62	0	W	NA	14	15	X	X	01:35	05-04-2014	NN
44	E	28	58/	57	0	W	NA	12	13	X	X	22:05	05-03-2014	NN
43	W	24	60/	60	0	W	NA	11	11	X	X	19:40	05-03-2014	NN
42	E	28	61/	61	0	W	NA	19	17	X	X	19:26	05-03-2014	NN
41	W	28	59/	59	0	W	NA	13	13	X	X	16:06	05-03-2014	NN
40	W	190	31/	36	0	W	NA	8	7	X	X	15:14	05-03-2014	NN
39	E	28	59/	60	0	W	NA	14	13	X	X	14:51	05-03-2014	NN
38	W	28	60/	61	0	W	NA	3	3	X	X	13:24	05-03-2014	NN
37	E	24	60/	61	0	W	NA	10	12	X	X	13:06	05-03-2014	NN
36	W	292	27/	35	0	W	NA	11	10	X	X	08:57	05-03-2014	NN
35	W	28	57/	57	0	W	NA	4	5	X	X	08:33	05-03-2014	NN
34	W	24	61/	61	0	W	NA	5	6	X	X	06:05	05-03-2014	NN
33	E	84	11/	12	0	W	NA	10	10	X	X	03:40	05-03-2014	NN
32	E	250	39/	39	0	W	NA	25	25	X	X	02:24	05-03-2014	NN
31	E	28	61/	62	0	W	NA	19	18	X	X	01:29	05-03-2014	NN
30	E	368	36/	36	0	W	NA	12	13	X	X	20:54	05-02-2014	NN
29	E	24	56/	56	0	W	NA	12	15	X	X	20:33	05-02-2014	NN
28	W	28	61/	62	0	W	NA	11	12	X	X	20:06	05-02-2014	NN
27	E	28	58/	58	0	W	NA	14	14	X	X	19:51	05-02-2014	NN
26	W	270	28/	32	0	W	NA	9	10	X	X	13:55	05-02-2014	NN
25	W	28	58/	58	0	W	NA	2	2	X	X	13:37	05-02-2014	NN
24	E	10	36/	36	0	W	NA	6	6	X	X	12:15	05-02-2014	NN
23	E	28	60/	60	0	W	NA	12	11	X	X	11:47	05-02-2014	NN
22	W	24	53/	54	0	W	NA	8	8	X	X	08:34	05-02-2014	NN
21	W	28	60/	61	0	W	NA	7	8	X	X	05:53	05-02-2014	NN
20	W	408	17/	29	0	W	NA	11	10	X	X	04:21	05-02-2014	NN
19	E	106	28/	26	0	W	NA	26	26	X	X	02:16	05-02-2014	NN
18	E	28	53/	53	0	W	NA	12	13	X	X	01:54	05-02-2014	NN
17	E	272	38/	34	0	W	NA	15	15	X	X	23:44	05-01-2014	NN
16	E	24	55/	52	0	W	NA	13	15	X	X	21:23	05-01-2014	NN
15	W	28	54/	55	0	W	NA	11	12	X	X	19:59	05-01-2014	NN



biddeford hot journal

14	E	28	58/	58	0	W	NA	15	14	X	X	19:34	05-01-2014	NN
13	W	24	56/	59	0	W	NA	9	11	X	X	15:43	05-01-2014	NN
12	W	324	16/	24	0	W	NA	5	5	X	X	14:43	05-01-2014	NN
11	E	24	22/	21	0	W	NA	9	11	X	X	14:06	05-01-2014	NN
10	W	28	57/	57	0	W	NA	3	3	X	X	13:31	05-01-2014	NN
9	E	28	59/	59	0	W	NA	14	14	X	X	11:36	05-01-2014	NN
8	W	24	56/	56	0	W	NA	7	7	X	X	08:35	05-01-2014	NN
7	W	28	69/	69	0	W	NA	8	7	X	X	05:54	05-01-2014	NN
6	E	28	56/	56	0	W	NA	11	11	X	X	01:35	05-01-2014	NN
5	W	252	28/	36	0	W	NA	13	11	X	X	23:40	04-30-2014	NN
4	W	24	23/	24	0	W	NA	14	12	X	X	22:54	04-30-2014	NN
3	E	24	61/	61	0	W	NA	12	11	X	X	20:17	04-30-2014	NN
2	W	28	53/	53	0	W	NA	11	11	X	X	19:51	04-30-2014	NN
1	E	28	64/	63	0	W	NA	12	10	X	X	19:26	04-30-2014	NN
251	W	4	30/	30	0	W	NA	2	2	X	X	17:51	04-30-2014	NN
250	E	356	28/	14	0	W	NA	13	11	X	X	16:34	04-30-2014	NN
249	W	222	24/	30	0	W	NA	8	7	X	X	15:31	04-30-2014	NN
248	W	44	65/	65	0	W	NA	9	8	X	X	15:18	04-30-2014	NN
247	E	24	61/	60	0	W	NA	12	12	X	X	14:02	04-30-2014	NN
246	W	28	62/	63	0	W	NA	2	2	X	X	13:36	04-30-2014	NN
245	E	28	67/	67	0	W	NA	15	14	X	X	11:16	04-30-2014	NN
244	W	24	62/	63	0	W	NA	9	8	X	X	08:31	04-30-2014	NN
243	W	28	68/	69	0	W	NA	7	5	X	X	05:48	04-30-2014	NN
242	W	388	23/	30	0	W	NA	13	11	X	X	02:37	04-30-2014	NN
241	E	266	38/	38	0	W	NA	20	20	X	X	02:12	04-30-2014	NN
240	E	28	64/	64	0	W	NA	12	10	X	X	01:29	04-30-2014	NN
239	E	484	38/	36	0	W	NA	18	17	X	X	21:09	04-29-2014	NN
238	E	24	65/	65	0	W	NA	13	12	X	X	19:59	04-29-2014	NN
237	W	28	66/	66	0	W	NA	8	8	X	X	19:33	04-29-2014	NN
236	E	28	64/	65	0	W	NA	15	13	X	X	19:17	04-29-2014	NN
235	W	24	61/	62	0	W	NA	12	11	X	X	15:02	04-29-2014	NN
234	E	4	4/	4	0	W	NA	5	4	X	X	14:29	04-29-2014	NN
233	W	8	6/	7	0	W	NA	9	7	X	X	14:02	04-29-2014	NN
232	E	24	66/	66	0	W	NA	9	9	X	X	13:45	04-29-2014	NN
231	W	28	65/	65	0	W	NA	3	3	X	X	13:18	04-29-2014	NN
230	E	28	66/	66	0	W	NA	10	9	X	X	11:14	04-29-2014	NN
229	W	24	62/	62	0	W	NA	9	9	X	X	08:29	04-29-2014	NN
228	W	28	65/	66	0	W	NA	7	6	X	X	05:49	04-29-2014	NN
227	E	44	39/	38	0	W	NA	17	15	X	X	04:56	04-29-2014	NN
226	E	28	68/	67	0	W	NA	12	10	X	X	01:32	04-29-2014	NN
225	W	12	31/	33	0	W	NA	6	3	X	X	00:22	04-29-2014	NN
224	E	16	66/	66	0	W	NA	15	18	X	X	22:39	04-28-2014	NN
223	E	24	67/	67	0	W	NA	13	13	X	X	19:56	04-28-2014	NN
222	W	28	70/	72	0	W	NA	7	6	X	X	19:24	04-28-2014	NN
221	E	28	65/	65	0	W	NA	16	15	X	X	19:08	04-28-2014	NN
220	E	182	23/	29	0	W	NA	20	21	X	X	18:56	04-28-2014	NN
219	W	146	36/	38	0	W	NA	7	7	X	X	16:08	04-28-2014	NN
218	E	8	14/	14	0	W	NA	2	2	X	X	15:43	04-28-2014	NN
217	W	24	61/	62	0	W	NA	14	14	X	X	15:15	04-28-2014	NN
216	E	24	64/	64	0	W	NA	11	12	X	X	13:49	04-28-2014	NN
215	W	28	66/	66	0	W	NA	3	2	X	X	13:22	04-28-2014	NN
214	W	12	17/	18	0	W	NA	1	2	X	X	12:24	04-28-2014	NN
213	E	4	19/	19	0	W	NA	5	6	X	X	12:06	04-28-2014	NN
212	E	28	66/	66	0	W	NA	11	11	X	X	11:22	04-28-2014	NN
211	W	24	62/	63	0	W	NA	7	8	X	X	08:29	04-28-2014	NN
210	W	28	64/	64	0	W	NA	7	6	X	X	05:49	04-28-2014	NN
209	E	294	25/	26	0	W	NA	19	21	X	X	03:14	04-28-2014	NN
208	W	56	17/	22	0	W	NA	8	8	X	X	02:12	04-28-2014	NN
207	E	28	66/	66	0	W	NA	12	11	X	X	01:29	04-28-2014	NN
206\$	W	222	24/	26	0	W	NA	14	13	X	X	00:27	04-28-2014	NN
205	E	28	65/	65	0	W	NA	10	11	X	X	22:04	04-27-2014	NN
204	W	28	63/	63	0	W	NA	6	7	X	X	19:28	04-27-2014	NN
203	E	32	62/	64	0	W	NA	14	14	X	X	19:11	04-27-2014	NN





biddeford hot journal

Radio	: On	DED Alarms	: On
HBD Scanners	: On	AUX Alarms	: Off
Whl Scanners	: Off	HWD Warn	: 0
HWD Alarms	: On		
Integ Ch1	: 253 F	Avg Ch1	: 3 F
Integ Ch2	: 253 F	Avg Ch2	: 3 F
ABS High	: 180 F	Lowest ch1	: 0 F
Diff Limit	: 150 F	Lowest Ch2	: 0 F
Diff Low Lim	: 130 F	Highest Ch1	: 14 F
CSA Slope	: 1.60	Highest Ch2	: 18 F
CSA Limit	: 130 F	Warm High	: 170 F
ABS Hot Whl	: 514 F	Warm whl Lim	: 300 F
Avg Ch3	: XXX	Avg Ch4	: XXX
Lowest Ch3	: XXX	Lowest Ch4	: XXX
Highest Ch3	: XXX	Highest Ch4	: XXX

Filtering : 13 Point Median Filter  
 1 System Warnings

1 - No Approach Track Circuit.

Car Num	Axle Num	Spacing (Feet)	Ch1 (F)	Ch2 (F)	Ch3 (F)	Ch4 (F)	Alarms	Heat Units = F
1	1	0.0	6	4	X	X		
	2	9.0	6	8	X	X		
	3	34.5	6	2	X	X		
	4	9.0	12	2	X	X		
2	5	16.8	0	2	X	X		
	6	8.5	0	2	X	X		
	7	51.3	0	0	X	X		
	8	8.5	0	0	X	X		
3	9	17.4	2	2	X	X		
	10	8.5	2	4	X	X		
	11	51.1	0	2	X	X		
	12	8.4	0	2	X	X		
4	13	17.3	0	2	X	X		
	14	8.4	0	2	X	X		
	15	50.9	0	2	X	X		
	16	8.4	2	2	X	X		
5	17	17.3	0	0	X	X		
	18	8.4	2	0	X	X		
	19	50.8	0	0	X	X		
	20	8.4	2	0	X	X		
6	21	17.3	0	2	X	X		
	22	8.4	2	2	X	X		
	23	50.8	0	2	X	X		
	24	8.4	2	2	X	X		
7	25	16.5	14	8	X	X		
	26	8.9	14	16	X	X		
	27	34.1	8	0	X	X		
	28	9.0	12	18	X	X		

biddeford hot journal

BIDDEFORD, Single Track MP:213.5  
 Display > d103

Site Name : BIDDEFORD  
 Milepost : 213.5

Seq Number : 16418  
 DB Index # : 103

Direction : West  
 Speed In/Out: 8/10 MPH  
 Slow Speed : 8 MPH

Arrival : 13:44 05-08-2014  
 Departure : 13:46

Amb Temp : Not Installed

Battery Voltage: 13.35

Axles : 76  
 Alarms : 0  
 Integ Fails : 0  
 System Warn : 1  
 Radio : On  
 HBD Scanners: On  
 Whl Scanners: Off  
 HWD Alarms : On

Length : 1193.6 Feet  
 Cars : 19  
 Gate A Cnt : 76  
 Gate B Cnt : 76  
 DED Alarms : On  
 AUX Alarms : Off  
 HWD Warn : 0

Integ Ch1 : 253 F  
 Integ Ch2 : 253 F

Avg Ch1 : 13 F  
 Avg Ch2 : 11 F

ABS High : 180 F  
 Diff Limit : 150 F  
 Diff Low Lim: 130 F  
 CSA Slope : 1.60  
 CSA Limit : 130 F  
 ABS Hot Whl : 514 F  
 Avg Ch3 : XXX  
 Lowest Ch3 : XXX  
 Highest Ch3 : XXX

Lowest Ch1 : 0 F  
 Lowest Ch2 : 0 F  
 Highest Ch1 : 27 F  
 Highest Ch2 : 27 F  
 Warm High : 170 F  
 Warm Whl Lim: 300 F  
 Avg Ch4 : XXX  
 Lowest Ch4 : XXX  
 Highest Ch4 : XXX

Filtering : 13 Point Median Filter  
 1 System Warnings

1 - No Approach Track Circuit.

Car Num	Axle Num	Spacing (Feet)	Ch1 (F)	Ch2 (F)	Ch3 (F)	Ch4 (F)	Alarms	Heat Units = F
1	1	0.0	8	8	X	X		
	2	8.3	2	8	X	X		
	3	23.2	0	2	X	X		
	4	8.4	14	10	X	X		
2	5	13.7	27	27	X	X		
	6	5.4	14	2	X	X		
	7	37.9	6	0	X	X		
	8	5.5	18	10	X	X		
3	9	12.1	14	4	X	X		
	10	5.5	14	8	X	X		
	11	38.1	6	8	X	X		
	12	5.4	18	8	X	X		
4	13	12.9	6	4	X	X		
	14	5.4	12	16	X	X		
	15	50.4	2	4	X	X		
	16	5.3	8	10	X	X		

biddeford hot journal

5	17	14.0	8	2	X	X
	18	5.3	18	10	X	X
	19	41.3	12	8	X	X
	20	5.9	8	4	X	X
6	21	11.9	18	23	X	X
	22	5.8	8	8	X	X
	23	39.9	20	20	X	X
	24	5.7	18	18	X	X
7	25	8.3	24	16	X	X
	26	5.6	12	8	X	X
	27	34.8	12	10	X	X
	28	5.5	14	12	X	X
8	29	8.2	18	12	X	X
	30	5.6	12	10	X	X
	31	46.7	8	12	X	X
	32	5.6	14	16	X	X
9	33	7.5	18	18	X	X
	34	5.6	20	16	X	X
	35	46.3	12	8	X	X
	36	5.6	12	12	X	X
10	37	7.4	20	24	X	X
	38	5.6	18	23	X	X
	39	45.0	20	4	X	X
	40	5.6	20	12	X	X
11	41	7.4	8	10	X	X
	42	5.6	8	10	X	X
	43	44.9	2	0	X	X
	44	5.6	6	4	X	X
12	45	7.4	23	23	X	X
	46	5.5	14	16	X	X
	47	45.7	8	12	X	X
	48	5.5	20	16	X	X
13	49	7.4	14	8	X	X
	50	5.5	23	20	X	X
	51	45.3	20	12	X	X
	52	5.5	18	18	X	X
14	53	7.2	20	18	X	X
	54	5.5	20	16	X	X
	55	44.9	8	8	X	X
	56	5.4	14	16	X	X
15	57	7.2	18	18	X	X
	58	5.4	12	12	X	X
	59	44.7	2	0	X	X
	60	5.4	23	12	X	X
16	61	7.2	20	18	X	X
	62	5.4	14	16	X	X
	63	44.6	8	8	X	X
	64	5.4	12	16	X	X
17	65	7.5	14	16	X	X
	66	5.4	12	12	X	X
	67	43.8	2	8	X	X

biddeford hot journal						
	68	5.3	14	12	X	X
18	69	12.7	14	4	X	X
	70	5.5	6	2	X	X
	71	38.8	12	16	X	X
	72	5.5	14	4	X	X
19	73	18.6	0	0	X	X
	74	5.9	8	10	X	X
	75	42.9	12	10	X	X
	76	5.9	12	8	X	X

BIDDEFORD, Single Track MP:213.5

Display >

\*\*\*

\*\*\* DISCONNECT

\*\*\* time 15:25:05

\*\*\*

[SERIAL/DIRECT] DISCONNECT

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. This is essential for ensuring the integrity of the financial statements and for providing a clear audit trail.

2. The second part of the document outlines the various methods used to collect and analyze data. These methods include interviews, surveys, and focus groups, each with its own strengths and limitations.

3. The third part of the document describes the process of data analysis, including the use of statistical software and the interpretation of results.

4. The fourth part of the document discusses the importance of communication in the research process. This includes the need to clearly communicate findings to stakeholders and to engage them in the research process.

5. The fifth part of the document concludes with a summary of the key findings and a discussion of the implications for future research.





MAINTENANCE RAILWAYS

RIGBY


Mechanical Department

Locomotive maintainer road report

(Note: One sheet per locomotive, do not list multiple units)

DATE: 5-8-15 LOCOMOTIVE #: 307

TIME DISPATCHED: 1530 LOCATION: DOVER

PERSON REQUESTING ROAD JOB:  @ PLC TRAIN SYMBOL: MEL

DEFECT REPORTED: FIRE INSPECTION

REPAIRS MADE: FIRE INSPECTION W/ J. PELOTTE + MAINZ  
FOREST RANGER M. BENNETT

MATERIALS USED: None

DUTIES PERFORMED OTHER THAN REPAIRS TO LOCOMOTIVE (i.e. swapping radios, telemetries, etc.)

LOCOMOTIVE FUEL READING: \_\_\_\_\_

TIME REPAIRED: 1900

TAGGED TRAIL ONLY (Y/N) (N)

DISPOSITION OF LOCOMOTIVE: OK

TAGGED NON COMPLY (Y/N) (N)

REPAIRS REPORTED TO/PERSONS NOTIFIED: CHIEF TIME: 2050

TIME DEPARTED: 2000 TIME RETURNED: 2100

EMPLOYEE SIGNATURE: 

07

Wheel Size 37.00

WRE Recorder Data Analysis Software

220

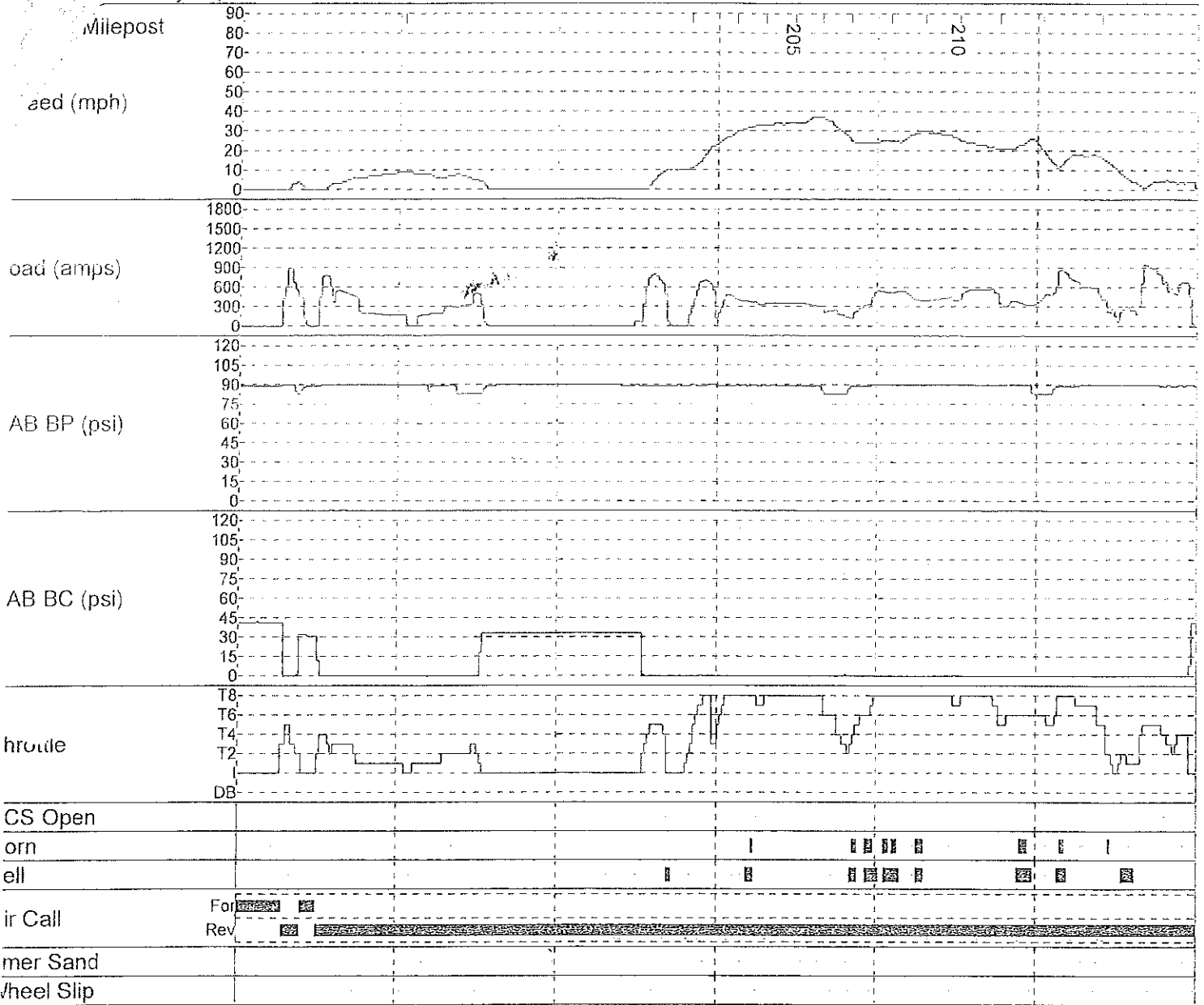
Recorder Type TTX-REC-F7G

WPN 17561 Version 3.13.15.0

May 07, 2014 05:14:53

Filename 0000220.DAT

May 09, 2014 13:00:42



May 08, 2014 12:36:32

10 Minutes

May 08, 2014 13:36:32

Pellecchia, John

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From: [REDACTED]  
Sent: Tuesday, May 13, 2014 1:09 PM  
To: [REDACTED]  
Subject: 307 condition report

[REDACTED] Looking back through the condition worksheets the 307 has not had any major component change outs in the last 90 days. Thanks [REDACTED]

Revised 5/13/14  
(30)

Date 5-7-14

Job: \_\_\_\_\_

Locomotive # 307

Defects Reported

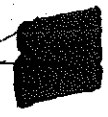
\_\_\_\_\_  
\_\_\_\_\_  
oil on fuel tanks.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments and Repairs

Daily  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Oil Present On: Fuel Tank Comp. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped 30g oil ✓ M/R Drained Exh Stack Cleaned ✓ 

Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes ✓ Piston Travel Adj. All

Bell ✓ Horn ✓ Head Light ✓ Ditch Light ✓

Ground Light ✓ Number Board ✓ Interior Stand ✓

1100



1500

Locomotive Condition Report

Date: 5-6-14 Job: LOCAL Locomotive # 307

Defects Reported

LOP WARE

Comments and Repairs

FUELED WARE

FUEL 1400

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Toned Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1515

Maint. Signature: 

PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 5-5-14 Job: LOCAL Locomotive # 307

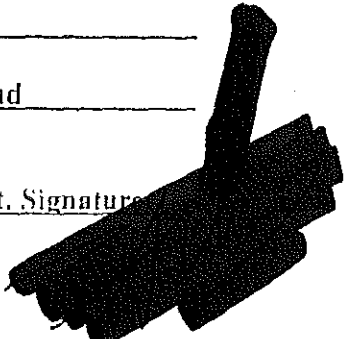
Defects Reported

CHECK OVER FOR CREW

Comments and Repairs

WIPR OIL

Oil Present On:	Fuel Tank <u>X</u>	Cont. Tank	Comp. Rm. Floor
	Glass	Trucks	Hand Rails
Cont. Tank Dumped	M/R Drained	Exh Stack Cleaned	
Filled Or Topped Off:	Lube Oil	Gov Oil	Comp Oil Water
Checked:	Brake Shoes	Piston Travel	
	Bell Horn	Head Light	Ditch Light
	Ground Light	Number Board	Interior Stand

Time Reported: 0930 Time Released: 1000 Maint. Signature: 

Date 5.5.14 Job Local Locomotive 307

Defects Reported

Oil on fuel tank

Comments and Repairs

Wipe / Drain Cont wipe fuel  
start Engine Daily

Oil Present On: Fuel Tank Wipe Cont. Tank Wipe Comp. Rm. Floor

Glass Wipe Trucks Hand Rails Wipe

Cont. Tank Dumped YES W/R Drained YES Exh Sinc Clenned NO

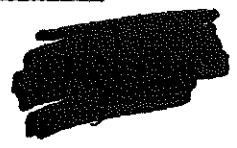
Filled Or Toped Off: Lube Oil Gov Oil YES Comp Oil Water

Checked: OK Brake Shoes Piston Travel

Bell / Horn Head Light Ditch Light

Ground Light Number Board Interior Stand

0345 0400



Locomotive Condition Report

Date: 5-4-14 Job: LOCAL Locomotive # 307

Defects Reported

OIL ON FUEL TANK

Comments and Repairs

WIPED OIL

1500  
FUEL 2000

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1645

Maint. Signature: 



Locomotive Condition Report

Date: 5-3-14 Job: LOCAL Locomotive # 307

Defects Reported

LOW WATER  
OIL ON FUEL TANK

Comments and Repairs

Filled Water  
WIPED OIL  
ONLY

FUEL 2100

Oil Present On: Fuel Tank  Cont. Tank \_\_\_\_\_ Comp. Rm. Floor \_\_\_\_\_

Glass \_\_\_\_\_ Trucks \_\_\_\_\_ Hand Rails \_\_\_\_\_

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned \_\_\_\_\_

Filled Or Topped Off: Lube Oil \_\_\_\_\_ Gov Oil \_\_\_\_\_ Comp Oil \_\_\_\_\_ Water


Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1545

Maint. Signature: 

Date: 4-30-14 Job: Local Locomotive: 307

Defects Reported

Worn Shoes / Broken  
Piston Travel excessive

Comments and Repairs

Replace Worn Shoes & Adj. Piston Travel  
Remove trash  
Detailed Fastener

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Classwork Trucks Hand Rails None

Cont. Tank Dumped Yes M/R Drained Yes Exh Stack Cleaned No

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: OK Brake Shoes X3 Piston Travel Adj. X2

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

2305 2345 Fuel 2200gal

Date 4-30-44 Job: Local Locomotive No. 307

No. 1 on stick PLC

Defects Reported	
<u>Oil 90 W</u>	<u>Left ditch light out.</u>
<u>Right ditch light out.</u>	<u>Oil on top tanks</u>
<u>2 front lights out.</u>	<u>Low gear oil</u>
<u>Engine room light out.</u>	<u>Low gear oil</u>
<u>Cont. tank leak pipe to ground.</u>	<u>YESS piston travel</u>
<u>Low water (not spotted.)</u>	

Daily Lowest

Rep. Ditch Light - 2 lights - both on life - engine room

1 Rep 2 - Shoes - Adj. 1001

Move Engine to fill water Remove 1001

Oil Present On: Fuel Tank Wipe Cont. Tank Wipe Comp. Rm. Floor

Wipe Trucks Hand Rails Wipe

Cont. Tank Dumped Wipe M/R Drained Exh Stack Cleaned


Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes (2) Piston Travel Adj.

Belt Horn Head Light Ditch Light (1)

Ground Light Number Board (2) Interior Stand

1335

  
2300



Locomotive Condition Report

Date: 4-28-14 Job: LOCAL Locomotive # 307

Defects Reported

R3 & L1 PISTON TRAVEL DETTING LENS

Comments and Repairs

CHANGED R6 SHOE & ADJUSTED L1 PISTON TRAVEL  
FUELED UNIT - 2000 GALLONS ADDED

FUEL 3000

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Toned Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 2215 Maint. Signature: 

PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-28-14 Job: LOCAL Locomotive # 307

Defects Reported

DAILY INSPECTION

Comments and Repairs

WIPE OIL  
ADD GOV. OIL  
FUEL 500

Oil Present On: Fuel Tank Cont. Tank  Comp. Rm. Floor

Glass Trucks Hand Rails

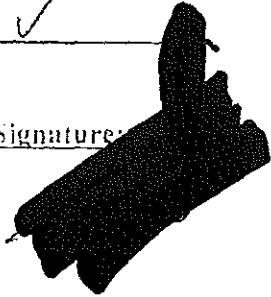
Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil  Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 0730 Time Released: 0830 Maint. Signature: 

Date: 4-28-14 Job: Local Locomotive # 307

Defects Reported

Front # Board light out  
 Rear # Board light out  
 Oil on fuel tank  
 Piston travel excessive  
 Ground light out  
 Cond. overhead light out.

Comments and Repairs

- Found no power @ front # Board Socket  
 - Rep. Rear # Board light from bulbs in stock  
 - Wipe fuel tank / Drain out tank  
 - Adj. Piston travel X3 - Rep Ground light  
 - Rep Cond. overhead light bulb.  
 Done Earlier

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Waste Trucks Hand Rails Wipe

Cont. Tank Dumped YES W/R Drained YES Exh Stack Cleaned NO

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: OK Brake Shoes Piston Travel Adj. X3

Bell / Horn / Head Light / Ditch Light /

Ground Light X | Number Board X | Interior Stand /

0300

0400



Locomotive Condition Report

Date: 4-27-44 Job: LOCAL Locomotive # 307

Defects Reported

WATER LOW  
INDEPENDENT BRAKE AIR PRESSURE TOO HIGH  
TRASH IN CAB

Comments and Repairs

NOT STOPPED TO FILL - FILLED WATER @ 215  
SET INDEPENDENT TO PROPER PSI  
PICKED UP TRASH  
DAILY

\* FUEL 600 \*

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water


Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1845

Maint. Signature: 



Porter Railway  
Rigby Yard

Locomotive Condition Report

Date: 4-26-14 Job: LOCAL Locomotive # 307

Defects Reported

WATER IS A LITTLE LOW - NOT SPUN TO FILL

Comments and Repairs

DAILY

900  
FUEL 1200

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Toned Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1545 Maint. Signature: 

Great Northern  
Ry. Yard

Locomotive Condition Report

Date: 4-25-14 Job: LOCAL Locomotive # 307

Defects Reported

Low Water - NOT SPRING TO FULL  
L5,687 - R588 SHOES THIN

Comments and Repairs

CHANGED SHOES  
DAILY

FUEL 1600  
FUEL 1000

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1530

Maint. Signature: 

Locomotive Condition Report

Date: 4-25-14 Job: Local Locomotive # 307

Defects Reported

All Pistons Excessive  
Worn shoes

Comments and Repairs

Remove trash  
Replace (6) shoes  
Adj. All Pistons

<u>Oil Present On:</u>	<u>Fuel Tank</u>	<u>Cont. Tank</u>	<u>Comp. Rm. Floor</u>
	<u>Glass</u>	<u>Trucks</u>	<u>Hand Rails</u>
<u>Cont. Tank Dumped</u>	<u>M/R Drained</u>	<u>Exh Stack Cleanned</u>	
<u>Filled Or Topped Off:</u>	<u>Lube Oil</u>	<u>Gov Oil</u>	<u>Comp Oil</u> <u>Water</u>
<u>Checked:</u>	<u>Brake Shoes</u>	<u>Piston Travel</u>	
<u>Bell</u> <u>Horn</u>	<u>Head Light</u>	<u>Ditch Light</u>	
<u>Ground Light</u>	<u>Number Board</u>	<u>Interior Stand</u>	

Approved: 0120 Time Released: 0700 Handwritten signature [Redacted]  
Fuel - 1100 gal

11/15/14  
2/15/14

Locomotive Condition Report

Date: 11-22-14 Job: LOCAL Locomotive # 307

Defects Reported

LOW WATER  
OIL ON FUEL TANK  
INDEPENDENT BRAKE VALVE HARD TO OPERATE

Comments and Repairs

FILLED WATER  
WASHED OIL TUNGE  
ADJUST BRAKE VALVE - OK  
DAILY 1600  
FUEL 1900

Oil Present On: Fuel Tank  Cont. Tank \_\_\_\_\_ Comp. Rm. Floor \_\_\_\_\_

Glass \_\_\_\_\_ Trucks \_\_\_\_\_ Hand Rails \_\_\_\_\_


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned \_\_\_\_\_

Filled Or Topped Off: Lube Oil \_\_\_\_\_ Gov Oil \_\_\_\_\_ Comp Oil \_\_\_\_\_ Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1815 Maint. Signature: 

Highland

Locomotive Condition Report

Date: 4-21-14 Job: LOCAL Locomotive # 307

Defects Reported

L2 & R1 & 2 PISTON TRAVELS EXCESSIVE

Comments and Repairs

REPLACED L3, R1 & R4 SHOES - ADJUSTED PISTON TRAVELS DAILY

FUEL ROD

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1815

Maint. Signature:

Pan Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-21-14 Job: Local Locomotive # 307

Defects Reported

front Cont. Side Class light out  
front # Board lights out.  
TP light out  
Water low

Comments and Repairs

Replaced front class light bulb  
found 3 bulbs for # Board 1 still out  
No bulbs in stock @ Rigby.  
Replace TP light / fill water FUEL

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Wipe Trucks Hand Railways / PC


Cont. Tank Dumped YES M/R Drained YES Exh Stack Cleaned NO

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water YES

Checked: O/L Brake Shoes Piston Travel

Bell / Horn / Head Light / Ditch Light /

Ground Light / Number Board Rep. 3 Interior Stand x 2  
1 still out  
Class light x 1

Time Reported: 0000 Time Released: 0130 Maint. Signature: 

Locomotive Condition Report

Date: 4-20-14 Job: LOCAL Locomotive # 307

	<u>Defects Reported</u>
<u>LOW WATER</u>	

	<u>Comments and Repairs</u>
<u>FILLED WATER DAILY</u>	
	<u>FUEL 2000</u>

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1515 Maint. Signature: 

PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-19-14 Job: LOCAL Locomotive # 307

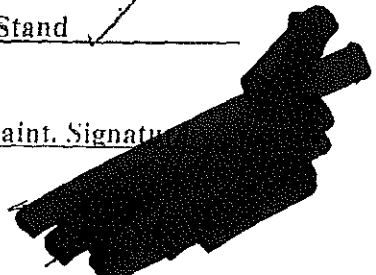
Defects Reported

DAILY INSPECTION

Comments and Repairs

FUEL 2300

<u>Oil Present On:</u>	<u>Fuel Tank</u>	<u>Cont. Tank</u>	<u>Comp. Rm. Floor</u>	
	<u>Glass</u>	<u>Trucks</u>	<u>Hand Rails</u>	
<u>Cont. Tank Dumped</u>	<input checked="" type="checkbox"/>	<u>M/R Drained</u>	<input checked="" type="checkbox"/>	
			<u>Exh Stack Cleaned</u>	
<u>Filled Or Topped Off:</u>	<u>Lube Oil</u>	<u>Gov Oil</u>	<u>Comp Oil</u>	<u>Water</u>
<u>Checked:</u>	<u>Brake Shoes</u>	<input checked="" type="checkbox"/>	<u>Piston Travel</u>	<input checked="" type="checkbox"/>
	<u>Bell</u>	<input checked="" type="checkbox"/>	<u>Horn</u>	<input checked="" type="checkbox"/>
	<u>Head Light</u>	<input checked="" type="checkbox"/>	<u>Ditch Light</u>	<input checked="" type="checkbox"/>
	<u>Ground Light</u>	<input checked="" type="checkbox"/>	<u>Number Board</u>	<input checked="" type="checkbox"/>
			<u>Interior Stand</u>	<input checked="" type="checkbox"/>

Time Reported: 2300 Time Released: 0400 Maint. Signature: 



SAINT LOUIS  
RUBEN YARD

Locomotive Condition Report

Date: 4-18-14 Job: Locar Locomotive # 307

None Defects Reported

DAILY Comments and Repairs

FUEL 2600

Oil Present On:	Fuel Tank	Cont. Tank	Comp. Rm. Floor			
	Glass	Trucks	Hand Rails			
Cont. Tank Dumped	<input checked="" type="checkbox"/>	M/R Drained	<input checked="" type="checkbox"/>	Exh Stack Cleaned		
Filled Or Topped Off:	Lube Oil	Gov Oil	Comp Oil	Water		
Checked:	Brake Shoes	<input checked="" type="checkbox"/>	Piston Travel	<input checked="" type="checkbox"/>		
	Bell <input checked="" type="checkbox"/> Horn	<input checked="" type="checkbox"/>	Head Light	<input checked="" type="checkbox"/>	Ditch Light	<input checked="" type="checkbox"/>
	Ground Light	<input checked="" type="checkbox"/>	Number Board	<input checked="" type="checkbox"/>	Interior Stand	<input checked="" type="checkbox"/>

Time Reported: 1500 Time Released: 1515  Signature:

Union Pacific  
High Yard

Locomotive Condition Report

Date: 4-17-14 Job: Local (Po-2) Locomotive # 307


Defects Reported

low water  
# Board / Platform light out

Comments and Repairs

Daily power, remove trash  
Move engine to fill water.  
Replaced # Board & Platform light.  
FUEL 1400 gal

Oil Present On: Fuel Tank Wide Cont. Tank Comp. Rm. Floor  
Glass Wipe Trucks Hand Rails Wide  
Cont. Tank Dumped Yes M/R Drained yes Exh Stack Cleaned No  
Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water Yes  
Checked: OK Brake Shoes Piston Travel  
Bell / Horn / Head Light / Ditch Light /  
Ground Light X1 Number Board X1 Interior Stand /

Time Reported: 0035 Time Released: 0120 Maint. Signature: 

Descriptive Condition Report

Date 4-16-14 Job: Local Locomotive # 307

Defects Reported

TP light out  
Cond Ground light out  
Low Gov oil  
Water low

Comments and Repairs

Replace TP light, Replace Ground light  
Fill Gov. Eng. took Engine water ok

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Wipe Trucks Hand Rails Wipe

Cont. Tank Dumped NO M/R Drained YES Exh Stack Cleaned NO

Filled Or Topped Off: Lube Oil Gov Oil YES Comp Oil Water

Checked: OK Brake Shoes Piston Travel

Bell / Horn / Head Light / Ditch Light /

Ground Light / Number Board / Interior Stand /

Time Reported: 0345 Time Released: 0420 M. M. Signature [Redacted]  
Fuel: 1600 gal

Yonkers Railway  
Rigby Yard

Locomotive Condition Report

Date: 4-15-14 Job: LOCAL Locomotive # 307

Defects Reported

Water Draw out MISC NOT SPOTTED TO FILL

Comments and Repairs

DAILY

FUEL 1700

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1820

Value Signature: 

Pan Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-15-14 Job: LOCAL Locomotive # 307

Defects Reported

OIL ON FUEL TANK

Comments and Repairs

WIPED OIL  
FUEL 1900

Oil Present On: Fuel Tank  Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

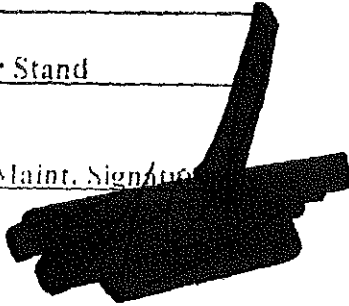
Cont. Tank Dumped M/R Drained Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes Piston Travel

Bell Horn Head Light Ditch Light

Ground Light Number Board Interior Stand

Time Reported: 0800 Time Released: 0845 Maint. Signature: 

Chas Am R. W. Co.  
Rigby Yard

Locomotive Condition Report

Date: 4-14-14 Job: LOCAL Locomotive # 307

None Defects Reported

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DAILY Comments and Repairs

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1900  
FUEL 1600

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor  
Glass Trucks Hand Rails

Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1800 [Redacted Signature]



Union Pacific Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-12-14 Job: RUPD Locomotive # 307

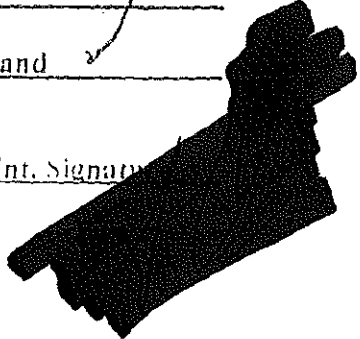
Defects Reported

ONLY INSPECTION

Comments and Repairs

WIPE OIL  
FUEL 2200

Oil Present On:	Fuel Tank <input checked="" type="checkbox"/>	Cont. Tank	Comp. Rm. Floor	
	Glass	Trucks	Hand Rails	
Cont. Tank Dumped	<input checked="" type="checkbox"/>	M/R Drained <input checked="" type="checkbox"/>	Exh Stack Cleaned	
Filled Or Topped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes <input checked="" type="checkbox"/>	Piston Travel <input checked="" type="checkbox"/>		
Bell <input checked="" type="checkbox"/>	Horn <input checked="" type="checkbox"/>	Head Light <input checked="" type="checkbox"/>	Ditch Light <input checked="" type="checkbox"/>	
Ground Light <input checked="" type="checkbox"/>	Number Board <input checked="" type="checkbox"/>	Interior Stand <input checked="" type="checkbox"/>		

Time Reported: 0030 Time Released: 0200 Maint. Signature: 



Locomotive Condition Report

Date: 4-10-14

Job: POZO

Locomotive # 307

Defects Reported

Oil on fuel tank  
low water / Gov.  
Rear HL out

Comments and Repairs

Daily Power, Remove trash  
Replace HL.

Oil Present On: Fuel Tank Wipe Cont. Tank Wipe Comp. Rm. Floor

Glass Wipe Trucks Hand Rails Wipe

Cont. Tank Dumped YES M/R Drained YES Exh Stack Cleaned NO

Filled Or Topped Off: Lube Oil Gov Oil YES Comp Oil Water YES

Checked: OK Brake Shoes Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Unit # 2340

Time Released: 0020

Man. # [REDACTED]

Fuel - 3000 gal

Pan Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-15-74 Job: LOCAL Locomotive # 307

Defects Reported

OIL ON FUEL TANK

Comments and Repairs

WIFE OIL  
FUEL 1960

Oil Present On: Fuel Tank  Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped M/R Drained Exh Stack Cleaned

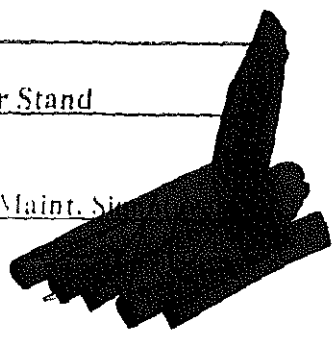
Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes Piston Travel

Bell Horn Head Light Ditch Light

Ground Light Number Board Interior Stand

Time Reported: 0800 Time Released: 0845 Maint. Sign



City and County of Denver  
Highway Yard

Locomotive Condition Report

Date: 4-14-14 Job: LOCAL Locomotive # 307

None Defects Reported

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DAILY Comments and Repairs

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1900  
FUEL 1600

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor  
Glass Trucks Hand Rails


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1800 Maint. Signature: 


Locomotive Condition Report

Date 4-13-14 Job: LOCAL Locomotive # 307

None	Defects Reported

DAILY  
USED OIL OFF FUEL TANK  
FUEL

Oil Present On: Fuel Tank  Cont. Tank \_\_\_\_\_ Comp. Rm. Floor \_\_\_\_\_  
 Glass \_\_\_\_\_ Trucks \_\_\_\_\_ Hand Rails \_\_\_\_\_  
 Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned \_\_\_\_\_  
 Filled Or Topped Off: Lube Oil \_\_\_\_\_ Gov Oil \_\_\_\_\_ Comp Oil \_\_\_\_\_ Water \_\_\_\_\_  
 Checked: Brake Shoes  Piston Travel   
 Bell  Horn  Head Light  Ditch Light   
 Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1600  Signature: \_\_\_\_\_

Parsons Railways  
Ridgely Yard

Locomotive Condition Report

Date: 4-12-14 Job: RUPD Locomotive # 307

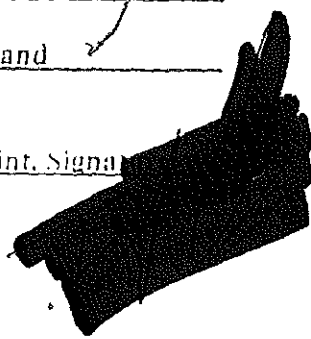
Defects Reported

DAILY INSPECTION

Comments and Repairs

WIPE OIL  
FUEL 2200

Oil Present On:	Fuel Tank <input checked="" type="checkbox"/>	Cont. Tank	Comp. Rm. Floor	
	Glass	Trucks	Hand Rails	
Cont. Tank Dumped	<input checked="" type="checkbox"/>	M/R Drained <input checked="" type="checkbox"/>	Exh Stack Cleaned	
Filled Or Topped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes <input checked="" type="checkbox"/>	Piston Travel <input checked="" type="checkbox"/>		
	Bell <input checked="" type="checkbox"/> Horn <input checked="" type="checkbox"/>	Head Light <input checked="" type="checkbox"/>	Ditch Light <input checked="" type="checkbox"/>	
	Ground Light <input checked="" type="checkbox"/>	Number Board <input checked="" type="checkbox"/>	Interior Stand <input checked="" type="checkbox"/>	

Time Reported: 0030 Time Released: 0280 Maint. Signa 

Locomotive Condition Report

Date: 4-10-14 Job: PO20 Locomotive # 307

Defects Reported

Oil on fuel tank  
low water / Gov.  
Rear HL out

Comments and Repairs

Daily Power Remove trash  
Replace HL

Oil Present On: Fuel Tank Wipe Cont. Tank Wipe Comp. Rm. Floor

Wing Wipe Trucks Hand Rails Wipe

Cont. Tank Dumped YES M/R Drained YES Exh Stack Cleaned NO

Filled Or Toned Off: Lube Oil Gov Oil YES Comp Oil Water YES

Checked: OK Brake Shoes Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Released: 2340 0020

Joel - 3009

Union Pacific Railways  
Rigby Yard

Locomotive Condition Report

Date: 4-8-14 Job: POBW Locomotive # 307

Defects Reported

DAILY INSPECTION

Comments and Repairs

WIPER OIL

FUEL 3500

Oil Present On: Fuel Tank  Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

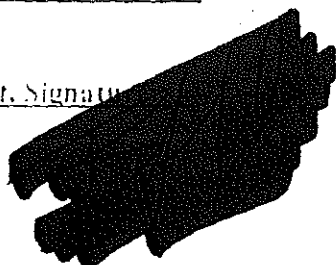
Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: 1 Lube Oil Gov Oil Comp Oil Water FILL

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 0800 Time Released: 1045 Maint. Signature: 

Locomotive Condition Report

Date: 4-6-44 Job: Power Locomotive # 307

Defects Reported

WATER LOW  
OIL ON COUPLERS AND TRAIL

Comments and Repairs

FILLED WATER  
WIPE OIL  
DAILY  
FUEL GOOD

Oil Present On: Fuel Tank Cont. Tank  Comp. Rm. Floor

Glass Trucks Hand Rails


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Goy Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1530 Maint. Signature: 



Union Pacific  
Rigby Yard

Locomotive Condition Report

Date: 3-30-14 Job: PORU Locomotive # 307

Defects Reported

OIL ON CONTAINMENT TIME

Comments and Repairs

Wiped all  
DAILY

FUEL 2400

Oil Present On: Fuel Tank Cont. Tank  Comp. Rm. Floor

Glass Trucks Hand Rails


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1545 Maint. Signature: 

Gen Am Railways  
Ridge Yard

Locomotive Condition Report

Date: 3-24-14 Job: POVSA Locomotive # 307

Defects Reported

OIL ON FUEL TANK  
OIL ON REAR TRUCK  
OIL ON COMPARTMENT TRAIL

Comments and Repairs

MJS IN CONSIST & SET AS LEAD  
WIPOD OIL @ 1520 & 2010  
FUEL (72%)

Oil Present On: Fuel Tank  Cont. Tank  Comp. Rm. Floor

Glass Trucks  Hand Rails


Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Goy Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1520  Name: [Redacted]

PanAm Railways  
Rigny Yard

Locomotive Condition Report

Date: 3-24-14 Job: POLA Locomotive # 307

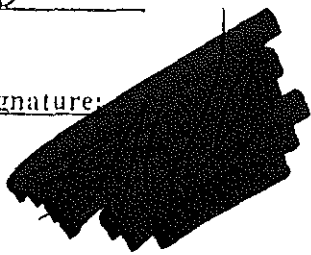
Defects Reported

OIL LEAKING FROM GPR LINE ON VCR BOARD  
DAILY INSPECTIONS  
ENGINE COMPARTMENT FLOOR FLOODED W/ OIL

Comments and Repairs

DRAIN CONT X2  
WIPZ OIL  
FUEL 1750

Oil Present On:	Fuel Tank <input checked="" type="checkbox"/>	Cont. Tank <input checked="" type="checkbox"/>	Comp. Rm. Floor	
	Glass	Trucks	Hand Rails	
Cont. Tank Dumped <input checked="" type="checkbox"/>	M/R Drained <input checked="" type="checkbox"/>	Exh Stack Cleaned		
Filled Or Topped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes <input checked="" type="checkbox"/>	Piston Travel <input checked="" type="checkbox"/>		
Bell <input checked="" type="checkbox"/> Horn <input checked="" type="checkbox"/>	Head Light <input checked="" type="checkbox"/>	Ditch Light <input checked="" type="checkbox"/>		
Ground Light <input checked="" type="checkbox"/>	Number Board <input checked="" type="checkbox"/>	Interior Stand <input checked="" type="checkbox"/>		

Time Reported: 1000 Time Released: 1300 Maint. Signature: 

Pan Am Railways  
Rigny Yard

Locomotive Condition Report

Date: 3-24-14 Job: \_\_\_\_\_ Locomotive # 307

Defects Reported

OIL LEAKS STEADY STREAM OF OIL LEAKING AT  
REAR OF ENGINE BLOCK, LEAKING FASTER THAN DRAIN  
TO CONTAINMENT TANK, FLOODING FLOOR OF ENGINE  
COMPARTMENT, @ UNIT @ 101.2, 35-50 GALLONS OF  
OIL ON FLOOR.

IF USED AS POWER WILL CAUSE OIL SPILL, UNLESS  
REPAIRED, WILL RUN OUT OF OIL & BURN ENGINE.

Comments and Repairs

SHUT DOWN UNIT TO PREVENT OIL SPILL.  
SNARE PIPE TO CONTAINMENT TANK (NO GOOD)  
OIL DRAINED INTO CONT. TANK & INTO BUCKETS

UNIT IS NOT DRAINED OF WATER ASA OF OILS

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Walls Trucks Hand Rails

Cont. Tank Dumped M/R Drained Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes Piston Travel

Bell Horn Head Light Ditch Light

Ground Light Number Board Interior Stand

Time Reported: 0815 Time Released: 0900 Maint. Signature: \_\_\_\_\_



PanAm Railways  
Rtoby Yard

Locomotive Condition Report

Date: 3-24-14 Job: \_\_\_\_\_ Locomotive # 307


Defects Reported

Cont tank overflowing  
oil on ground  
oil on walkway dripping out from  
Eng. Comp.

Comments and Repairs

Draw 35gal. of oil from Cont tank  
Wipe oil from Cont tank/walkways  
Ben out of buckets still needs clean up.  
DK Notified YM notified.

<u>Oil Present On:</u>	<u>Fuel Tank</u>	<u>Cont. Tank</u>	<u>Comp. Rm. Floor</u>
	<u>Class</u>	<u>Trucks</u>	<u>Hand Rails</u>
<u>Cont. Tank Dumped</u>	<u>M/R Drained</u>	<u>Exh Stack Cleaned</u>	
<u>Filled Or Topped Off:</u>	<u>Lube Oil</u>	<u>Gov Oil</u>	<u>Comp Oil</u> <u>Water</u>
<u>Checked:</u>	<u>Brake Shoes</u>	<u>Piston Travel</u>	
	<u>Bell Horn</u>	<u>Head Light</u>	<u>Ditch Light</u>
	<u>Ground Light</u>	<u>Number Board</u>	<u>Interior Stand</u>

Time Reported: 0200 Time Released: 0630 Maint. Signature: 

Pen Air Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-23-14 Job: LOCAL Locomotive # 307

Defects Reported

OIL ON FUEL TANK & COMPARTMENT TANK  
(LUB) LUBE OIL  
R2, 3 & 4 SHOES THIN  
L7 SHOE THIN  
EXCESSIVE PISTON TRAVEL

Comments and Repairs

WIPED OIL @ 1645 & 2130  
REPLACED 4 SHOES, ADJUSTED PISTON TRAVEL  
DAILY

FUEL 1900

Oil Present On: Fuel Tank  Cont. Tank  Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500 Time Released: 1645  (Print. Signature)

Pan Am Railways  
Rigny Yard

Locomotive Condition Report

Date: 3-23-19 Job: \_\_\_\_\_ Locomotive # 303

Defects Reported

\_\_\_\_\_  
\_\_\_\_\_  
OCT  
\_\_\_\_\_  
W-T  
\_\_\_\_\_  
OCT  
\_\_\_\_\_

Comments and Repairs

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Oil Present On: WTR Fuel Tank WTR Cont. Tank Comp. Rm. Floor  
Glass Trucks Hand Rails  
Cont. Tank Dumped 100% M/R Drained ✓ Exh Stack Cleaned  
Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water  
Checked: Brake Shoes Piston Travel  
Bell Horn Head Light Ditch Light  
Ground Light Number Board Interior Stand

Time Reported: \_\_\_\_\_ Time Released: 0810 2000

Great Northern Railway  
Rigny Yard

Locomotive Condition Report

Date: 3-22-14 Job: Local Locomotive # 307


Defects Reported

OIL ON FUEL TANK - WIPED @ 1515 & 1745 & 2045  
LOW WATER  
NO OIL ON DIPSTICK  
OIL ON WALKWAY & REAR TANK  
OIL ON CONTAINMENT TANK 1515, 1745 & 2045 -

Comments and Repairs

FILLED WATER @ 1745  
SHORT DIP STICK, WITH ENGINE HOSE SAID OIL TO USE  
WIPED OIL @ 1515, 1745 & AGAIN @ 2045 -  
FUEL TANK, CONTAINMENT TANK & WALKWAY  
FUEL 2300

Oil Present On: Fuel Tank  Cont. Tank  Comp. Rm. Floor  
Glass Trucks Hand Rails  
Cont. Tank Dumped  M/R Drained Exh Stack Cleaned  
Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water   
Checked: Brake Shoes Piston Travel  
Bell Horn Head Light Ditch Light  
Ground Light Number Board Interior Stand

Time Reported: 1500 Time Released: 1515 & 1745 & 2045  
Signature: 



PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-22-14 Job: LOCAL Locomotive # 307

Defects Reported

DAILY INSPECTION

Comments and Repairs

FUEL 2300

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

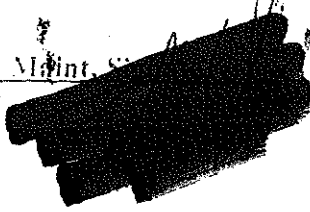
Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Goy Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 0000 Time Released: 0200 Maint. 

Pan Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-21-44 Job: COIN Locomotive # 307

Defects Reported

DEPARTED RT WIPED OIL VORLUND  
OIL ON TOP OF CONTAINMENT TANK

Comments and Repairs

CHECKED OVER RECORDING & WIPED - OK  
WIPED OIL

FUEL 2900

<u>Oil Present On:</u>	<u>Fuel Tank</u>	<u>Cont. Tank X</u>	<u>Comp. Rm. Floor</u>
	<u>Glass</u>	<u>Trucks</u>	<u>Hand Rails</u>
<u>Cont. Tank Dumped</u>	<u>M/R Drained</u>	<u>Exh Stack Cleaned</u>	
<u>Filled Or Topped Off:</u>	<u>Lube Oil</u>	<u>Gov Oil</u>	<u>Comp Oil</u> <u>Water</u>
<u>Checked:</u>	<u>Brake Shoes</u>	<u>Piston Travel</u>	
	<u>Bell</u> <u>Horn</u>	<u>Head Light</u>	<u>Ditch Light</u>
	<u>Ground Light</u>	<u>Number Board</u>	<u>Interior Stand</u>

Time Reported: ROOD 4:00 Time Released: 2200 2:00 Maint. Signature: 

Union Pacific Railways  
Rigby Yard

Locomotive Condition Report

Date: 7-27-44 Job: \_\_\_\_\_ Locomotive # 309

Defects Reported

Adjust L-1, 2  
DOT

Comments and Repairs

Adjust L-1, 2  
Wipe fuel tanks

Oil Present On: Fuel Tank  Cont. Tank \_\_\_\_\_ Comp. Rm. Floor \_\_\_\_\_

Glass \_\_\_\_\_ Trucks \_\_\_\_\_ Hand Rails \_\_\_\_\_


Cont. Tank Dumped \_\_\_\_\_ M/R Drained  Exh Stack Cleaned \_\_\_\_\_

Filled Or Topped Off: Lube Oil \_\_\_\_\_ Gov Oil \_\_\_\_\_ Comp Oil \_\_\_\_\_ Water \_\_\_\_\_

Checked: Brake Shoes \_\_\_\_\_ Piston Travel Adj.

Bell Horn \_\_\_\_\_ Head Light \_\_\_\_\_ Ditch Light \_\_\_\_\_

Ground Light \_\_\_\_\_ Number Board \_\_\_\_\_ Interior Stand \_\_\_\_\_

Time Reported: \_\_\_\_\_ Time Released: 0830 Man. Signature: 

1600

Pan Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-21-14 Job: Local Locomotive # 307

Defects Reported

Cont tank overflow  
oil on glass & rails

Comments and Repairs

Daily power, remove trash  
Drain 30gal. oil from tank  
wipe windows & rails

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass wipe Trucks Hand Rails wipe


Cont. Tank Dumped Yes SW/R Drained Yes Exh Stack Cleaned No

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: OK Brake Shoes Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 0420 Time Released: 0510 Maint. Signature: 

Fuel: 1300 gal

PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-27-14 Job: \_\_\_\_\_ Locomotive # 301


Defects Reported

C-tank CUR, AOW

Comments and Repairs

Wiped & Waxed 400 Oil

Oil Present On:	Fuel Tank	<u>Wiper</u> Cont. Tank	Comp. Rm. Floor
	Glass	Trucks	Hand Rails
Cont. Tank Dumped	M/R Drained		Exh Stack Cleaned
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil Water
Checked:	Brake Shoes		Piston Travel
	Bell Horn	Head Light	Ditch Light
	Ground Light	Number Board	Interior Stand

Time Reported: \_\_\_\_\_ Time Released: 0930 Maint. Signature:   
1600

PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-25-14 Job: Local Locomotive # 307

Defects Reported

2 # Board lights out  
Oil on Cont tank / windows  
Water low not slot to fill

Comments and Repairs

Daily Power, Remove trash  
Replace 2 # Board lights  
Wipe Glass & Rails

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Wipe Trucks Hand Rails Wipe


Cont. Tank Dumped YES M/R Drained YES Exh Stack Cleaned NO

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: OK Brake Shoes Piston Travel

Bell ✓ Horn ✓ Head Light ✓ Ditch Light ✓

Ground Light ✓ Number Board ✓ Interior Stand ✓

Time Reported: 0330 Time Released: 0415 Maint. Signature:   
Fuel-1102941

Pan Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-17-14 Job: \_\_\_\_\_ Locomotive # 307


Defects Reported

Cont tank overflowing  
leaking onto ground.

Comments and Repairs

Draw Cont Tank / WDP  
fill Gov oil, windows & Rails

Oil Present On:	Fuel Tank	Cont. Tank	Comm. Rm. Floor
	Glass	Trucks	Hand Rails
Cont. Tank Dumped	M/R Drained	Exh Stack Cleaned	
Filled Or Topped Off:	Lube Oil	Gov Oil	Comp Oil Water
Checked:	Brake Shoes	Piston Travel	
Bell Horn	Head Light	Ditch Light	
Ground Light	Number Board	Interior Stand	

Time Reported: 0900 Time Released: 1000 Maint. Signature: 

PanAm Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-18-14 Job: LOCAL Locomotive # 307

Defects Reported

TOILET IS FULL

Comments and Repairs

PUT SOME WATER (COLD) IN TOILET  
DAILY

FUEL 2200

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass Trucks Hand Rails

Cont. Tank Dumped M/R Drained  Exh Stack Cleaned

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: Brake Shoes  Piston Travel

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand

Time Reported: 1500

Time Released: 1545

  
Unit Signature: \_\_\_\_\_



PanAm Railways  
Rigny Yard

Locomotive Condition Report

Date: 3-17-14 Job: \_\_\_\_\_ Locomotive # 307

Defects Reported

Numerous worn shoes  
Eng. front wiper broken  
Numerous GS lights out

Comments and Repairs

Daily Power, Remove trash  
Replace worn shoes & Adj. Piston travel  
Replace Borat c/s light bulbs

Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor

Glass wiper Trucks Hand Rails w/Dr

Cont. Tank Dumped NO M/R Drained yes Exh Stack Cleaned NO

Filled Or Topped Off: Lube Oil Gov Oil Comp Oil Water

Checked: OK Brake Shoes X4 Piston Travel Adj. X5

Bell  Horn  Head Light  Ditch Light

Ground Light  Number Board  Interior Stand X4

Time Reported: 0220

Time Released: 0810

Maint. Signature

Joel-2300gal

Pro Am Railways  
Rigby Yard

Locomotive Condition Report

Date: 3-15-14

Job: POB 12

Locomotive # 301


Defects Reported

OOI

Comments and Repairs

Set up trail.

Oil Present On: Fuel Tank  Cont. Tank  Comp. Rm. Floor  
Glass Trucks Hand Rails  
Cont. Tank Dumped  M/R Drained  Exh Stack Cleaned  
Filled Or Taped Off: Lube Oil Gov Oil Comp Oil Water  
Checked: Brake Shoes Piston Travel  
Bell Horn Head Light Ditch Light  
Ground Light Number Board Interior Stand

Time Reported: \_\_\_\_\_ Time Released: 1435 \_\_\_\_\_  
Signature:   
3000



Guilford Rail System

# Locomotive Wheel Inspection Report

MP-558

Location: Waterville

Date: 3-27-14

Unit Number: 307

Position	Flange Condition			Rim Thickness	Side Brng Clearance	Spring Condition		Brake Rigging	
	Height	Vertical Wear	Thickness			Leaf	Coil		
Right Side	Truck No. 1	1		$1\frac{17}{64}$	$1\frac{1}{8}$	$\frac{1}{16}$	OK	OK	OK
		2		$1\frac{7}{32}$	2				
		3		$1\frac{17}{64}$	$2\frac{1}{4}$				
	Truck No. 2	4		$1\frac{17}{64}$	$1\frac{7}{8}$	$\frac{1}{16}$			
		5							
		6							
Left Side	Truck No. 1	1		$1\frac{6}{32}$	$1\frac{1}{8}$	$\frac{1}{8}$ "			
		2		$1\frac{5}{32}$	2				
		3		$1\frac{17}{64}$	$2\frac{1}{4}$				
	Truck No. 2	4		$1\frac{5}{32}$	$1\frac{7}{8}$	$\frac{1}{8}$ "	OK	OK	OK
		5							
		6							

Wear Limits	FRA-1 1/2"	FRA-1"	GFI-15/16" FRA-7/8"	Road 1" FRA Yard 3/4"	FRA 1/2" Maximum	Check=OK ?=Marginal X=Conferm	Counting No. Broken Coil Springs - Any Leaf - Top or Long Leaf or any other 3 leaves
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	Front	Rear	Clearance Limits
Drawbar Hght. above rail	30 1/2"	32 1/2"	All Frt. Locomotives: FRA-34 1/2" Max, FRA-31 1/2" Min.
Pilot Hght. above rail	3"	5"	Plow/Pilot: FRA-6" Max, 3" Min. / Rail Clearance: FRA-2 1/2" Min
Coupler Slack	1 1/8"	1 1/8"	1/2" Maximum
Indicator	Type:	Condition:	
Inspector:	[Redacted]		Supervisor: [Redacted]

Pan Am Railways

## Locomotive Periodic Inspection

Revised 10/1/10

This is a general check list of components to check on a periodic inspection and is not necessarily complete. A good working knowledge of CFR Part 229, 231, 232 along with common sense will go a long way in making you a good locomotive inspector.

The Running Inspection will be done outside. Begin the inspection on the left walkway at the cab end. Inspect the engine and components for any leaks, water, lube oil, fuel oil, exhaust or air. Continue the inspection to the cab door on the right side.

Inspect the external oil, water, and exhaust leaks with the engine in the 6th notch or above.

Initial the items on this check list as you inspect them. Note all defects and exceptions on the ICC Inspection Form and sign as the inspector.

Remember the goal of this is to assure the locomotive will not develop any FRA defects before the next periodic inspection. As the inspector, it is your duty to report any conditions that, in your opinion, will not make it to the next periodic inspection.

Unit No. 307

Location: Madisonville

Date: 3-27-14

	Page 1 of 3 <span style="float: right;">Mechanical Running Inspection</span>	Initials
1	Good seal between generator and engine compartment	[REDACTED]
2	Generator base bolts tight	[REDACTED]
3	Unusual noise from blower or turbo	[REDACTED]
4	Intake boot secure and in place	[REDACTED]
5	Check for water, fuel, oil, exhaust leaks 6th notch or above (229.45 and 229.43)	[REDACTED]
6	Engine base bolts for tightness	[REDACTED]
7	Soak back pump (if equiped) for leaks or unusual noise	[REDACTED]
8	Fuel pump for leaks or unusual noise	[REDACTED]
9	Fuel heater for fuel or water leaks	[REDACTED]
10	Oil cooler for oil or water leaks	[REDACTED]
11	Air Compressor for air, water or oil leaks, unusual noise, base bolts, coupling	[REDACTED]
12	Radiators for leaks	[REDACTED]
13	Top Deck-fuel and water leaks, rocker arms, crabs, valve bridges and springs	[REDACTED]
14	Engine protector for oil or water leaks, Check water shut down	[REDACTED]
15	Inertial air filters check according to L.S.M. Sec. 4	[REDACTED]
16	Governor for oil leaks - oil level	[REDACTED]
17	Walkways (229.119)	[REDACTED]
18	Take lube oil sample Must be hot and mixed	[REDACTED]
19	Engine room - Compressor room - free of oil (229.119)	[REDACTED]
20	Toilet - for proper operation	[REDACTED]

Page 2 of 3		Mechanical Inspection	Initials
<b>Cab:</b>			
1	Air Brake test (229.47, 229.49, 229.59)		[REDACTED]
2	Air Gauges - test and calibrate as needed (229.53, 229.25)		[REDACTED]
3	Salem Gauge Tester Calibration Dates Date: (3-4-14) Due: (4-4-14)		[REDACTED]
4	Windows for FRA Glazing, cracks, weather stripping (229.119)		[REDACTED]
5	Seats Floor (229.119)		[REDACTED]
6	Bell, horn, wipers (229.129)		[REDACTED]
7	Speed Indicator (229.117)		[REDACTED]
8	Fuses in proper receptacle (229.119)		[REDACTED]
9	Sanders Working, holes in traps, pipes and hoses (229.131)		[REDACTED]
10	Test main resevoir safety valve (229.49)		[REDACTED]
11	Check compressor governor setting 130-140 lbs. (229.49)		[REDACTED]
12	Cab heaters for proper operation (229.119)		[REDACTED]
<b>Drawgear:</b>			
	Cracks, excess wear, height, carrier, yoke, release levers, 1/2" slack (229.61)		[REDACTED]
<b>Pilots:</b>			
	Height, mounting bolts, general condition 3 to 6 inches (229.123)		[REDACTED]
<b>Brake Pipe Cut Out Cock:</b>			
	Proper style, handle clearance, leakage		[REDACTED]
<b>Hand Rails, Grab Irons:</b>			
	Clearance 2 1/2 inches, secure, burrs (231.30)		[REDACTED]
<b>MU Hoses:</b>			
	Cracks, cuts, glad hand		[REDACTED]
<b>MU Cocks:</b>			
	Work easy all handles		[REDACTED]
<b>Steps:</b>			
	Secure cracks or breaks, non skid surface, kick plates (231.30)		[REDACTED]
<b>Handbrake:</b>			
	C.O.f. & S. (232.10)		[REDACTED]
<b>Tracks:</b>			
1	Appliances 2 1/2 inches above the rail (229.71)		[REDACTED]
2	Side bearing clearance-no contact- Max 1/2" per truck (229.69)		[REDACTED]
3	Truck frame and bolster, free of cracks or breaks (229.67)		[REDACTED]
4	Pins, hangers, brake rods, etc..., worn (229.57)		[REDACTED]
5	Brake shoes aligned with wheel (229.57)		[REDACTED]
6	Piston travel 1 1/2" inches less than total possible (229.55)		[REDACTED]
7	Swing Hangers (229.45, 229.57)		[REDACTED]
8	Elliptical and coil springs, shock absorber, Safety Hanger (229.65)		[REDACTED]
9	Journal boxes, pedestal liners, tie bars, end caps (229.63, 229.67)		[REDACTED]
10	Brake cylinder pipe and hose		[REDACTED]

Page 3 of 3		Mechanical Inspection	Initials
11	Gear Cases (229.67)		[REDACTED]
12	Support Bearings (229.45)		[REDACTED]
13	Inside brake hangers and slack adjusters (229.45)		[REDACTED]
14	Nose support springs (229.45)		[REDACTED]
15	Side bearings and safety clips (229.67 and 229.69)		[REDACTED]
16	Fuel tank (229.45)		[REDACTED]
17	Main resevoir (229.49)		[REDACTED]
18	Wheels (229.75 and 229.73)		[REDACTED]
19	Axle water and dust guards (229.45)		[REDACTED]
20	Resevoir drains working (229.46)		[REDACTED]
Supervisors Signature:			[REDACTED]

Guilford Rail System		Electrical Running Inspection		Revised 1/12/12	
Page 1 of 2		Unit No: 307		Date: 3-27-14	
Device	Event	Yes	No	Comments	Initials
Wheel Slip	Sand	✓			
	Cab Light	✓			
	M.U. Pin #10	✓			
Ground Relay	Trip	✓			
	Bell	✓			
	Cab Light	✓			
	M.U. Pin #2	✓			
Low Oil Pressure	Bell	✓			
	Cab Light	✓			
	M.U. Pin #2	✓			
	Engine Stop	✓			
Hot Engine	Bell	✓		SEE BOOK	
	Cab Light	✓			
Sanders	M.U. Pin #23	✓			
Low Voltage D.C.	Grounds		✓	Volts: 72.3	
	Charging Rate	✓			
A.C. Voltage	Grounds		✓		
Inertial Blower Motor	Running		✓	SEE BOOK	
	Noisy		✓		
Traction Motor Blowers	Running	✓			
	Noisy		✓		
Fuel Pump Motor	Running	✓			
	Noisy		✓		
Soak Back Pump Motor	Running	✓		SEE BOOK	
	Noisy		✓		
Emergency Stops	All Stations including Throttle Stop.	✓			
P.C Switch	Emergency Sand	✓			
	Drop Load	✓			
	Cab Light	✓			
Cab Heater Motors	Running	✓			
	Noisy		✓		
	All Speeds	✓			



Page 2 of 2		Electrical Running Inspection			
Device	Event	Yes	No	Comments	Initials
Dynamic Brake 600 Series	ONLY				
Dynamic Brake Interlock	Brakes Release	N/A			
Dynamic Brake	Engine Speed Increases				
Dynamic Brake	M.U. Pin #17				
Main Reservoir	Working - Right	MECHANICAL			
Automatic Blow Down	Working - Left				
Pick-Up Cooling Fans	Running	✓			
	Noisy		✓		
	Fan/shutter magnet valves	✓			
	Temp. Control switches	✓			
	Shutters Open	✓			
Air Compressor Control	Cut in at 130 lbs.	✓			
	Cut out at 140 lbs.	✓			
Head Lights	Front (High and Dim)	✓			
	Rear (High and Dim)	✓			
Ditch Lights	Working Properly	✓			
Emergency Sanding	M.U. Pin #5	✓			
Event Recorder	Responds to all inputs.				
Download of Recorder will be done after all other running inspections are performed.	Installation Verification appears on Down Load Graph.				
Supervisors Signature:					

Pan Am Railways

### Mechanical (C&D) Maintenance

Revised 10/14/10

Date: 3-27-14

Location: Waterville

Unit No. & Initials: 307

Page 1 of 2

Perform The Following

Initials

1	Fill Traction Motor Support Bearing to proper level. Replace missing fill caps, wire wick bolts, check for water or ice. On the first maintenance after March 1, drain oil and refill with new oil.	[Redacted]
2	Inspect traction motor gear cases - tighten all and replace any missing bolts and covers, add lubricant as necessary to maintain proper level.	[Redacted]
3	Fill journal boxes to proper level, replace any missing caps.	[Redacted]
4	Change brake shoes as required and adjust piston travel to 3 to 4 inches.	[Redacted]
5	Change engine air intake filters and check for loose bolts & debris in filter rack. <i>NIS</i>	[Redacted]
6	Inspect and clean spark arrestors. Repair as necessary.	[Redacted]
7	Change primary and secondary fuel oil filters. Turn on fuel oil preheaters after September 1, and turn off after March 1.	[Redacted]
8	Change all lube oil filters, engine, turbo, soak back. Fill turbo lube filter with oil before applying.	[Redacted]
9	Change oil, oil filter and air intake filter on air compressor.	[Redacted]
10	Check governor oil level add as needed.	[Redacted]
11	Lube Hand Brake. Stencil Date	[Redacted]
12	With lube oil hot, take lube oil sample.	[Redacted]
13	Clean generator pit aspirator on units equipped.	[Redacted]
14	Clean turbo lube oil separator and turbo eductor tubes on units equipped	[Redacted]
15	Check operation of fuel gauges. Clean and repair.	[Redacted]
16	Change electrical compartment filters on units equipped. Clean main generator	[Redacted]
17	intake filters on units equipped.	[Redacted]
18	Complete required air brake change out as outlined on form provided.	[Redacted]

Supervisors Signature: [Redacted]

Pan Am Railways		Electrical (C&D) Maintenance	Revised 1/13/12
Date: 3-27-14		Location: Waterville	Unit No. & Initials: 307
Page 1 of 2	Perform The Following	Initials	
1	Main Generator (DC Units):		
a.	Clean all Insulators		
b.	Renew all brushes having more than 90 day wear remaining		
c.	Inspect commutator, stringband, brushholders, and insulators in Main Gen.		N/A
2	Main Alternator (AC Units):		
a.	Reverse Slip Ring Polarity		
b.	Clean Diode Panel (GE), Clean diode inspection windows (EMD)		
c.	Inspect for burnt fuses and blown diodes generators, EMD starter motors and load regulator, with high pressured air.		
3	Wash and flush all battery trays, check electrolyte level specific gravity and leads.		
4	Clear all low side grounds		
5	Inspect all visible insulation for breakdown		
6	Inspect MU receptacles for loose, burnt, or damaged pins and defective covers and repair as necessary.		
7	Free up brushes in Dynamic Brake Blower, renew as needed. (600 series ONLY)		
8	Inspect commutator, brushes and brush holders in auxiliary gen.		
9	Inspect traction motor commutators, stringbands, brush holders lead connections, cleats and all covers renew worn or broken brushes as needed Inspect for missing or loose covers, chaffed leads, usecured gr. wires etc.		
10	Sequence transition circuits for proper operation.		
11	Check fuel pump motor brushes. Renew as needed.		
12	Check all brushes in cab heater motors. Renew as needed		
13	Inspect electrical compartment for loose or burnt wiring, missing covers, foreign material, loose cards/modules. Correct as needed.		
14	Inspect operation of speedometer. Calibrate for proper Wheel Circumference		
15	Replace all missing or burnt out bulbs. Replace missing lens caps.		

Not  
APC. GVL

Unit No. 307		I.C.C. Inspection Form		Inspector:	
Defects and Repairs			Date Repaired		Initials
1	Turbo Screen Gasket leaking at large end		3-29-14		[REDACTED]
2	Base low on oil		3-27-14		[REDACTED]
3	Tighten Engine base bolts OK. TIGHTENED		3/28/14		[REDACTED]
4	Engine has main Res. leakage		3-29-14		[REDACTED]
5	CK HOT ENGINE + Turbo Pump in House Sigs all run		3-28-14		[REDACTED]
6	Inertial shp. mtr inop		3-29-14		[REDACTED]
7	APU not working logged Aux WATER PUMP w/		3-29-14		[REDACTED]
8	Unit needs a dem lol				[REDACTED]
9	Front Draw Bar Low good on table Draw Bar Shim worn		3-29-14		[REDACTED]
10	E/S Draft gear pocket has crack on side E/S swing hanger Bushings worn?				
11	Front Draft Gear Pocket Corners Cracked "BAD" UNDER		3-29-14		[REDACTED]
12					
13					
14					
15					

## APU 92 DAY INSPECTION & REPAIR - MAINTENANCE LOG

(Perform below maintenance with EVERY 92 DAY "B" and "B6" Locomotive Test)

Date 3-27-14 Location Waterville Locomotive Number 307

Maint. Requirement	Results / Remarks	Inspector's signature
Water / Oil Leaks	<p style="font-size: 2em; font-family: cursive;">BAD AUX. WTR PUMP COOL TANKS</p>	
Hoses secured		
Guards in place		
Start Sw. operation		
Coolant Level & Repl.		
Crankcase Oil Level		
MU Oil Tank level		
Belt Tension-7.5 lb.		
Change Oil Filters		
Change Fuel Filters		
Prime Fuel System		
Hour Meter Reading		
Check 2 Hr. Run Sw.		
Battery-12-14 VDC		
Charge Indicator		
Warm-up to Power		
Emergency Stop		
Cab Heat Operation		
Supervisor/Shift		

TIME SCALE

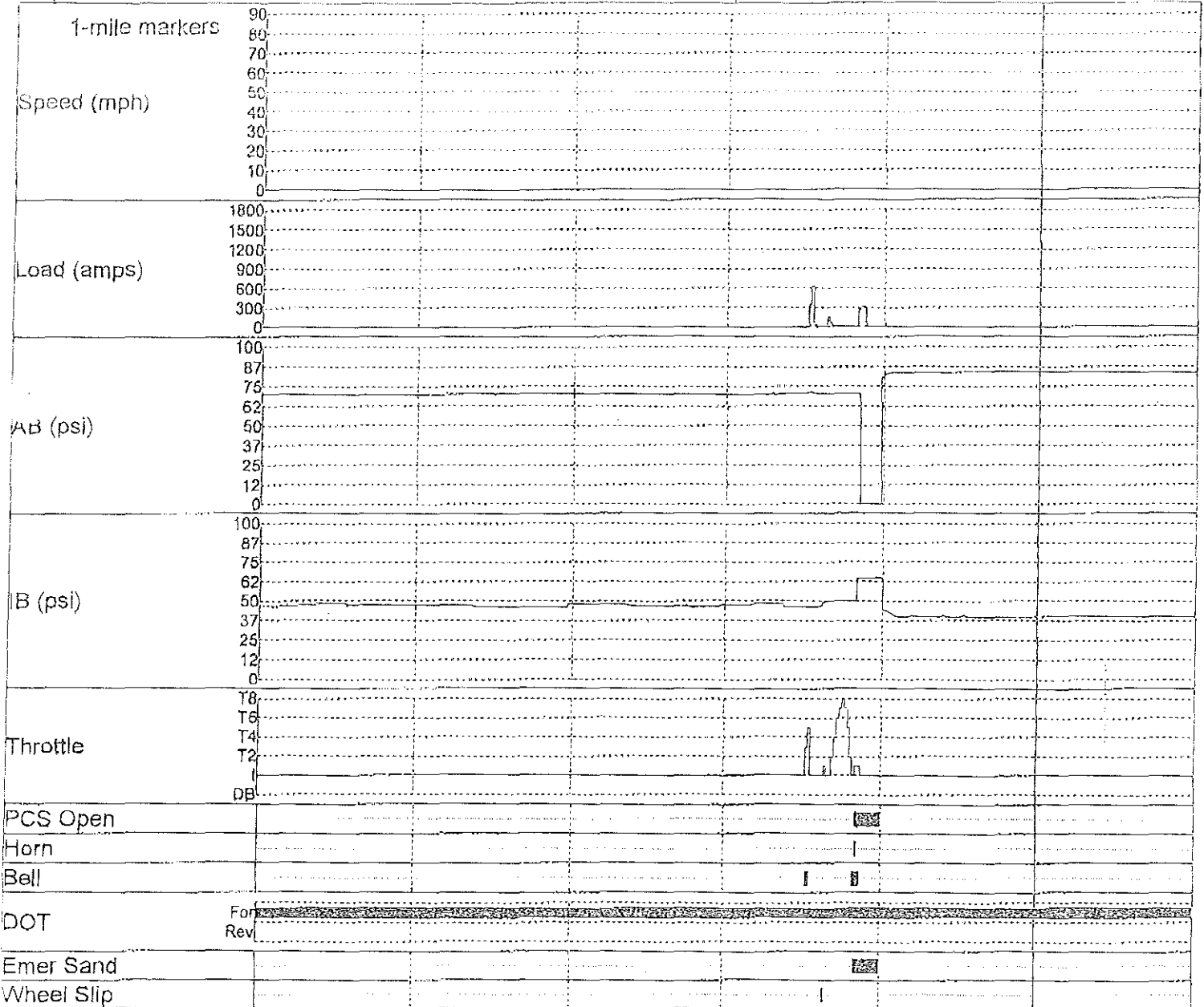
Printed on Mar 29, 2014 13:09:17

Locomotive 307  
 Recorder 220  
 Start Time Mar 22, 2014 15:49:28  
 End Time Mar 29, 2014 12:56:18

Wheel Size 38.50  
 Recorder Type TTX-REC-F7G

WRE Recorder Data Analysis Software  
 WPN 17561 Version 3.1  
 Filename 307 3-29-14.DAT

Locomotive	307	Speed (mph)	0
Recorder	220	Load (amps)	0
Wheel Size	38.50	AB (psi)	84
Date	Mar 27, 2014	IB (psi)	40
Time	15:37:22	Throttle	1
Milepost	---	PCS Open	Closed
Total Distance	0 mi 1763 ft	Horn	Off
For Distance	0 mi 980 ft	Bell	Off
Rev Distance	0 mi 782 ft	DOT	For
Cursor Distance	---	Emer Sand	No
Elapsed Time	---	Wheel Slip	No

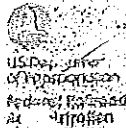


Mar 27, 2014 14:47:22

10 Minutes

Mar 27, 2014 15:47:22

Locomotive Air Brake Change Out Sheet Unit# 307				
Air Brake Type: 26L	Change Out Interval		Signature	Date
	368 Day	1104 Day		
AIR BRAKE TEST AFTER C/O	YES	YES	[Redacted]	29 Mar 14
Dirt Collectors	YES	YES	[Redacted]	28 Mar 14
H-Filter	YES	YES	[Redacted]	3-28-14
Check and Strainer of <u>Check</u>	YES	YES	[Redacted]	28 Mar 14
26C Automatic - Brake Valve		YES	[Redacted]	3-28-14
SA 26 Independent Brake Valve		YES	[Redacted]	3-28-14
26 F Control Valve		YES	[Redacted]	28 Mar 14
A-1 Charging Cut Off		YES	[Redacted]	28 Mar 14
P-2-A Valve		YES	[Redacted]	28 Mar 14
No. 8 Vent Valve		YES	[Redacted]	28 Mar 14
H-5 Relay Valve		YES	[Redacted]	28 Mar 14
J - Type Relay Valve		YES	[Redacted]	28 Mar 14
F-1 Selector		YES	[Redacted]	28 Mar 14
<u>MU-2A Valve</u> or Dual Ported Cut Out Cock		YES	[Redacted]	3-28-14
All Check Valves Single/Double		YES	[Redacted]	3-28-14
Safety Valves 55 lb.		YES	[Redacted]	3/28/14
Safety Valves 150 lb.		YES	[Redacted]	3/28/14
NS-1 Reducing Valve (if equipped)		YES	[Redacted]	
Emergency Brake Valve		YES	[Redacted]	3-28-14
Quick Release Valve		YES	[Redacted]	28 Mar 14
Main Reservoir Check Valve		YES	[Redacted]	3/28/14
Main Reservoir Equalizing Line Check Valve		YES	[Redacted]	3/28/14
M/R Blowdown Magnet Valve		YES	[Redacted]	3/28/14
818 Coalescent Filter Magnet Valve		YES	[Redacted]	3/28/14
824H Coalescent Filter Magnet Valve		YES	[Redacted]	3/28/14
<b>BELOW FOR 500 SERIES ONLY</b>	XXXXXX	XXXXXX		
Cutout & Strainer	YES	YES		
C-1 M/R Cutoff Filter	YES	YES		
C-1 M/R Cutoff Valve		YES		
Dead Engine Cutout U-1-40-8		YES		
Overspeed Magnet Valve "LB-8"		YES		
Lock Over Check Valve		YES		
Safety Valve 170 lbs.		YES		
Supervisor Signature: [Redacted]	Location: WTVL			



LOCOMOTIVE INSPECTION AND REPAIR RECORD

Inspected in accordance with the Locomotive Inspection Act, the State Laws amended and the regulations issued pursuant to that Act. The parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Inspected year **2014** Check if new loco.  If loco. renumbered give previous no. \_\_\_\_\_

1. OPERATED BY **Springfield Terminal Railway Co.** RR CODE **7-14** OWNER **Maine Central Railway Co.** RR CODE **0-5-8**

3. LOCOM. NO. **CP-78** 4. LOCO. NO. **307** 5. YR. BUILT **1968** 6. PROPELLED **D/E** 7. HORSEPOWER **2000** 8. TYPE OF SERVICE: PASSENGER  ROAD  YARD  OTHER

9. STEAM GEN. GEN. #1 **N/A** Working Pressure \_\_\_\_\_ 10. MAXIMUM PISTON TRAVEL **8** inches TYPE OF AIR BRAKE **26L** 11. OUT OF USE CREDIT \_\_\_\_\_

12. LAST PERIODIC INSPECTION DATE **October 29, 2013** PLACE **Deerfield, MA**

PERIODIC INSPECTIONS

13. DATE MO DAY YR.	14. PLACE	15. ITEMS	16. PERSON CONDUCTING	17. ITEMS	18. PERSON CONDUCTING	19. CERTIFIED BY
<b>2-3-14</b>	<b>Waterville, ME</b>	<b>Out of use 1-31-14</b>	<b>[REDACTED]</b>	<b>5-7</b>	<b>[REDACTED]</b>	<b>[REDACTED]</b>
<b>3-19-14</b>	<b>Waterville, ME</b>	<b>Out of use 3-28-14</b>	<b>[REDACTED]</b>	<b>5-7</b>	<b>[REDACTED]</b>	<b>[REDACTED]</b>

ITEM CODE:  BRAKES  RUNNING GEAR  CAB EQUIP.  MECH. EQUIP.  ELECT. EQUIP.  STEAM GEN.  SAFETY APPL.

TESTS		18. H & H TEST PRESSURE	19. WAIVER PART - 229	20. WAIVER - OTHER	
TYPE	INTERVAL NOT MORE THAN	PERSON CONDUCTING	TEST DATE AND PLACE	CERTIFIED BY	PREVIOUS TEST DATE AND PLACE
<b>METER</b>	<b>368 calendar days</b>	<b>[REDACTED]</b>	<b>3-28-14 Waterville, ME</b>	<b>[REDACTED]</b>	<b>04/18/13 Waterville, ME</b>
<b>HAMMER AND HYDRO</b>	<b>798 calendar days</b>	<b>[REDACTED]</b>			<b>DRILLED</b>
<b>AIRBRAKE 229/27</b>	<b>368 calendar days</b>	<b>[REDACTED]</b>	<b>3-28-14 Waterville, ME</b>	<b>[REDACTED]</b>	<b>04/18/13 Waterville, ME</b>
<b>AIRBRAKE 229/29</b>	<b>NUMBER OF CALENDAR DAYS</b>	<b>[REDACTED]</b>	<b>3-28-14 Waterville, ME</b>	<b>[REDACTED]</b>	<b>03/18/11 Waterville, ME</b>

certification of true copy. I certify that this is a true copy of the inspection and repair record of locomotive no. \_\_\_\_\_



**INSTRUCTIONS**

1. **OPERATED BY:** Enter the name and code of the railroad primarily responsible for operating the locomotive at the time the report is placed in the locomotive. Operator changes, including dates, shall be noted in "Remarks".
2. **OWNER:** Enter the name and code of the owner. Changes in ownership shall be noted in "Remarks".
3. **MODEL NO.:** Enter the original builder's model number.
4. **LOCOMOTIVE NO.:** Enter only the locomotive number. Include letter labels that precede the locomotive number. If the locomotive number is changed, include the information at the top of the form.
5. **YEAR BUILT:** Enter the year the locomotive was built or rebuilt.
6. **PROPULSION BY:** Enter Diesel-Electric (D-E), Electric (E), Mu, Mu Control Cab (MUC), Non-Mu Control Cab (NMUC), Turbo (T), Torque Converter (TC), Other (O).
7. **HORSEPOWER:** Enter horsepower rating.
8. **TYPE OF SERVICE:** Enter type of service the locomotive is assigned to when the report is placed in the locomotive.
9. Enter steam generator number(s) and safe working pressure(s).
10. Enter maximum piston travel. Enter only "Nominal" travel and do not include Manufacturer's tolerances. Also include type of A/B, D/R, etc.
11. Enter number of reliable calendar days the locomotive was out of use. Less than 30 consecutive calendar days for any out-of-use period may not be counted. Any entry "out-of-use from \_\_\_\_\_ to \_\_\_\_\_" shall be made on an inspection line and certified when a locomotive is not in use when an inspection would otherwise be due. If the locomotive is out-of-use at the end of the reporting period, complete the "To" entry with the last day of the period. The entry on the replacement report should then record the "From" as the beginning of the new period.
12. **LAST PERIODIC INSPECTION AND TESTS:** This report covers annual periods (January 1 to December 31). The report of the preceding annual period shall be retained in the locomotive until the next periodic inspection is made after January 1 of each year or until the form is replaced as required by Section 229.23(c). When a new form 6180.49A is placed in the locomotive, enter the last periodic inspection information onto the new form in item 12 and the test information in item 24. Tests that are not applicable should be noted "N/A".
- INSPECTIONS AND TESTS:** Persons making the required tests and periodic inspections shall enter for the item tested or inspected. The employee supervisor shall verify that the tests and inspections were completed.
- TESTS:** When the tester has chosen to test, the test shall be noted by the tester in accordance with the test procedure in Part 229.23(c). The test record shall be maintained in the log of the locomotive.
- WALVES:** Enter test pressure from the hydraulic test. If no valves are tested, enter work "Drilled".
- CODES:** Codes shall enter only the code assigned by FRA to their railroad.
18. Any waiver of any type from a requirement of 49CFR Part 229 shall be identified in block No. 12 by its waiver number or by the section number affected. Explanatory information regarding the scope and content of the waiver shall be included under "Remarks".
- Any waiver from any FRA requirement other than a requirement of 49CFR Part 229 shall be identified in block No. 20 by its waiver number or by the part and section number affected. Explanatory information regarding the scope and content of the waiver shall be included under "Remarks".
21. Under Tests (A-D, BRAKE 229.29) fill in the number of calendar days subject to brake equipment is subjected to cleaning, repainting and torquing.
- REPAIRS:** Defects not properly repaired.

**NOISE:** Enter any noise tests or related information in accordance with 49 CFR 210.31.

Event recorder equipped: Pulse 17713

**REMARKS:** The carrier should enter under "Remarks" any other clarifying or explanatory information.

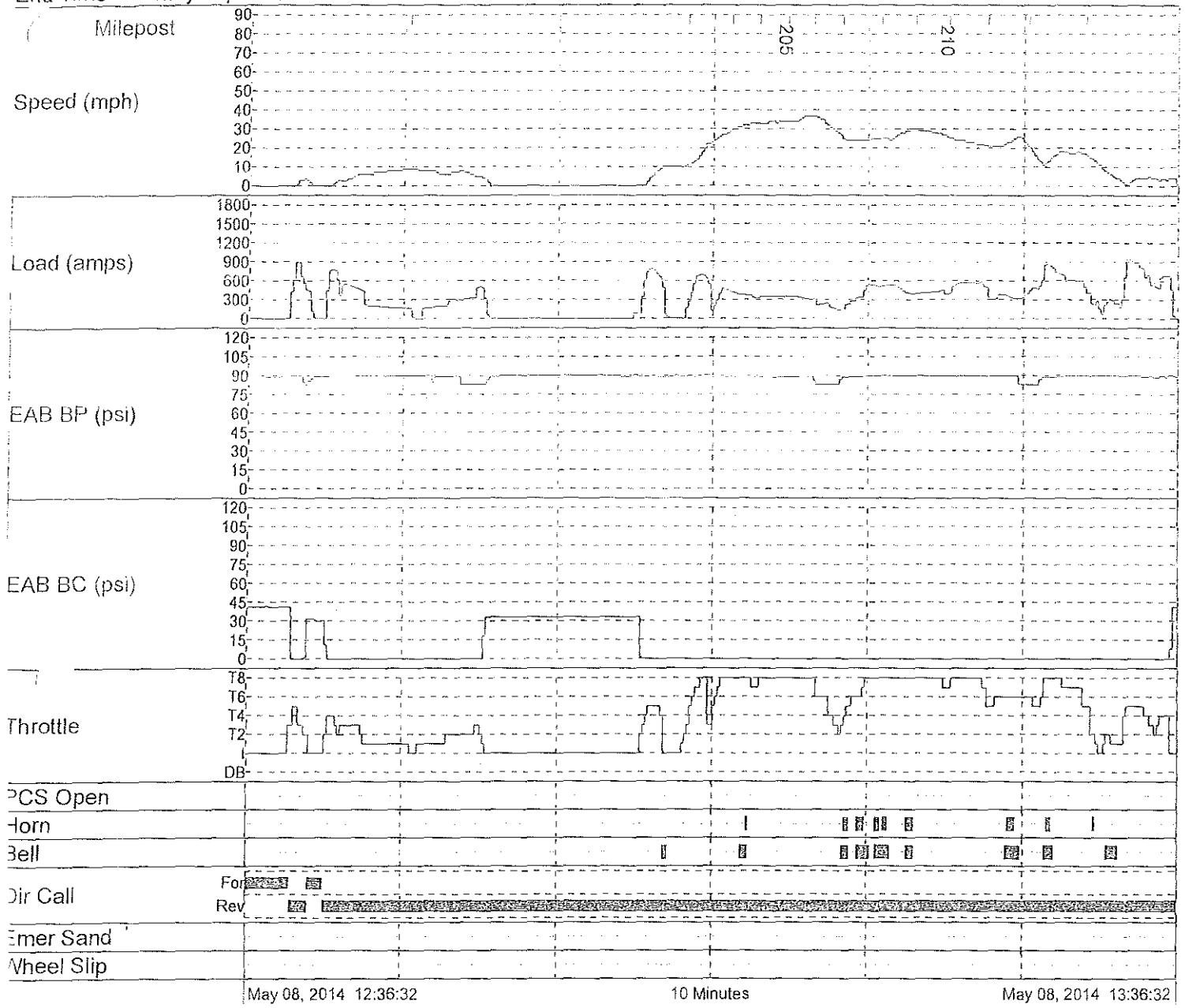
TIME SCALE

Printed on May 09, 2014 15:27:45

Locomotive 307  
Recorder 220  
Start Time May 07, 2014 05:14:53  
End Time May 09, 2014 13:00:42

Wheel Size 37.00  
Recorder Type TTX-REC-F7G

WRE Recorder Data Analysis Software  
WPN 17561 Version 3.13.15.0  
Filename 0000220.DAT



May 08, 2014 12:36:32

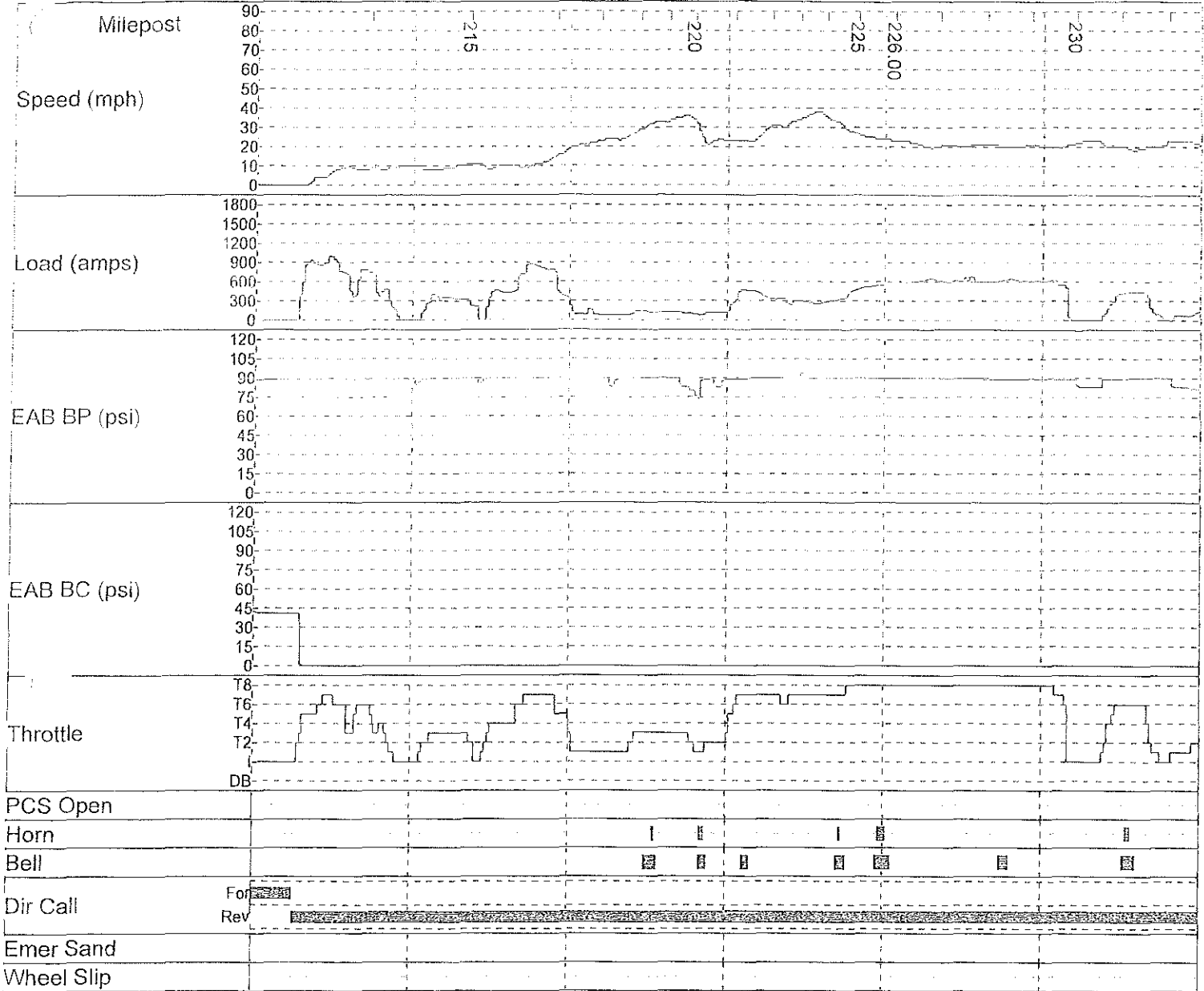
10 Minutes

May 08, 2014 13:36:32

Locomotive 307  
Recorder 220  
Start Time May 07, 2014 05:14:53  
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TIME SCALE  
Wheel Size 37.00  
Recorder Type TTX-REC-F7G

WRE Recorder Data Analysis Software  
WPN 17561 Version 3.13.15.0  
Filename 0000220.DAT



May 08, 2014 13:36:32

10 Minutes

May 08, 2014 14:36:32

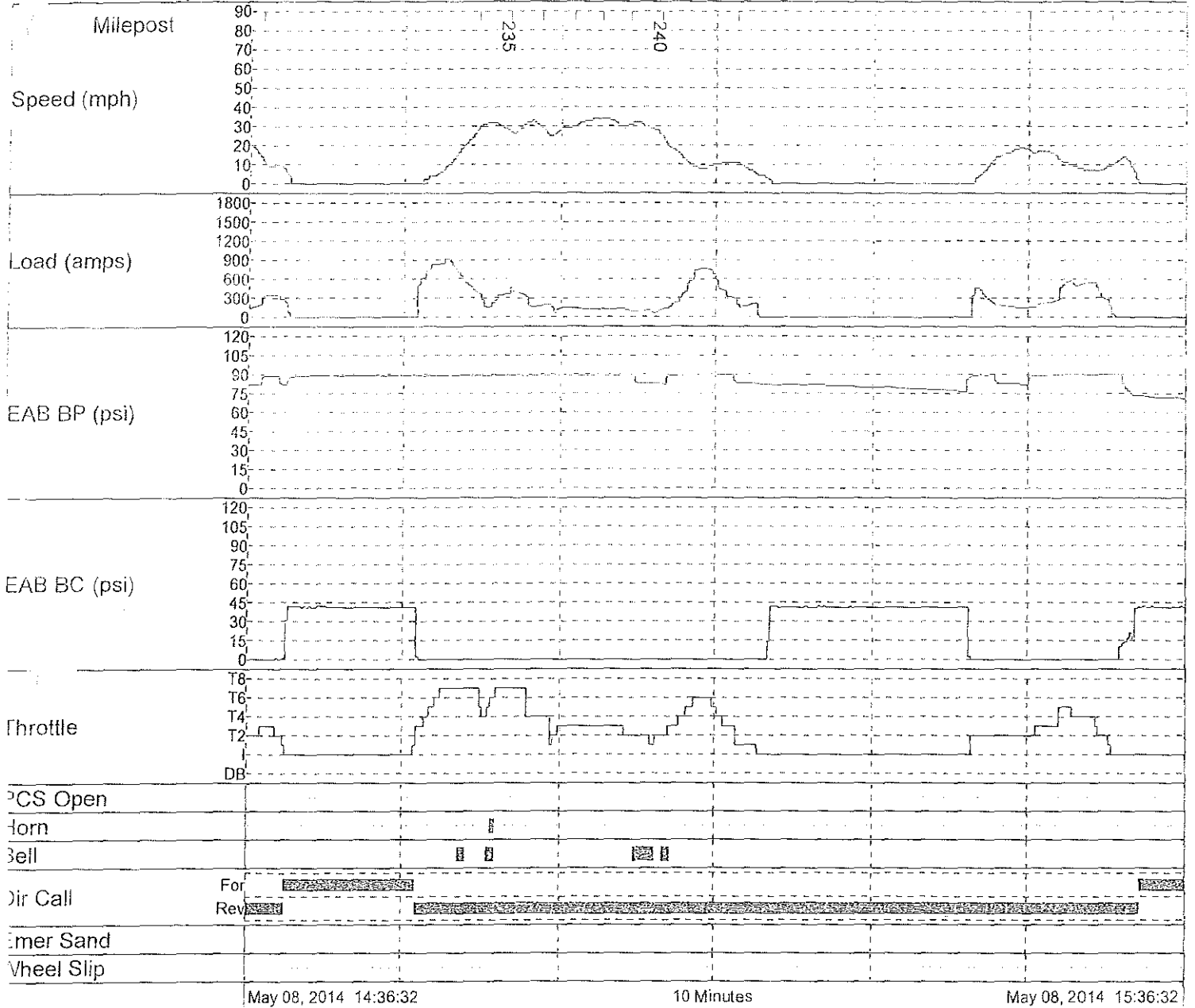
TIME SCALE

Printed on May 09, 2014 15:27:46

Locomotive 307  
Recorder 220  
Start Time May 07, 2014 05:14:53  
End Time May 09, 2014 13:00:42

Wheel Size 37.00  
Recorder Type TTX-REC-F7G

WRE Recorder Data Analysis Software  
WPN 17561 Version 3.13.15.0  
Filename 0000220.DAT



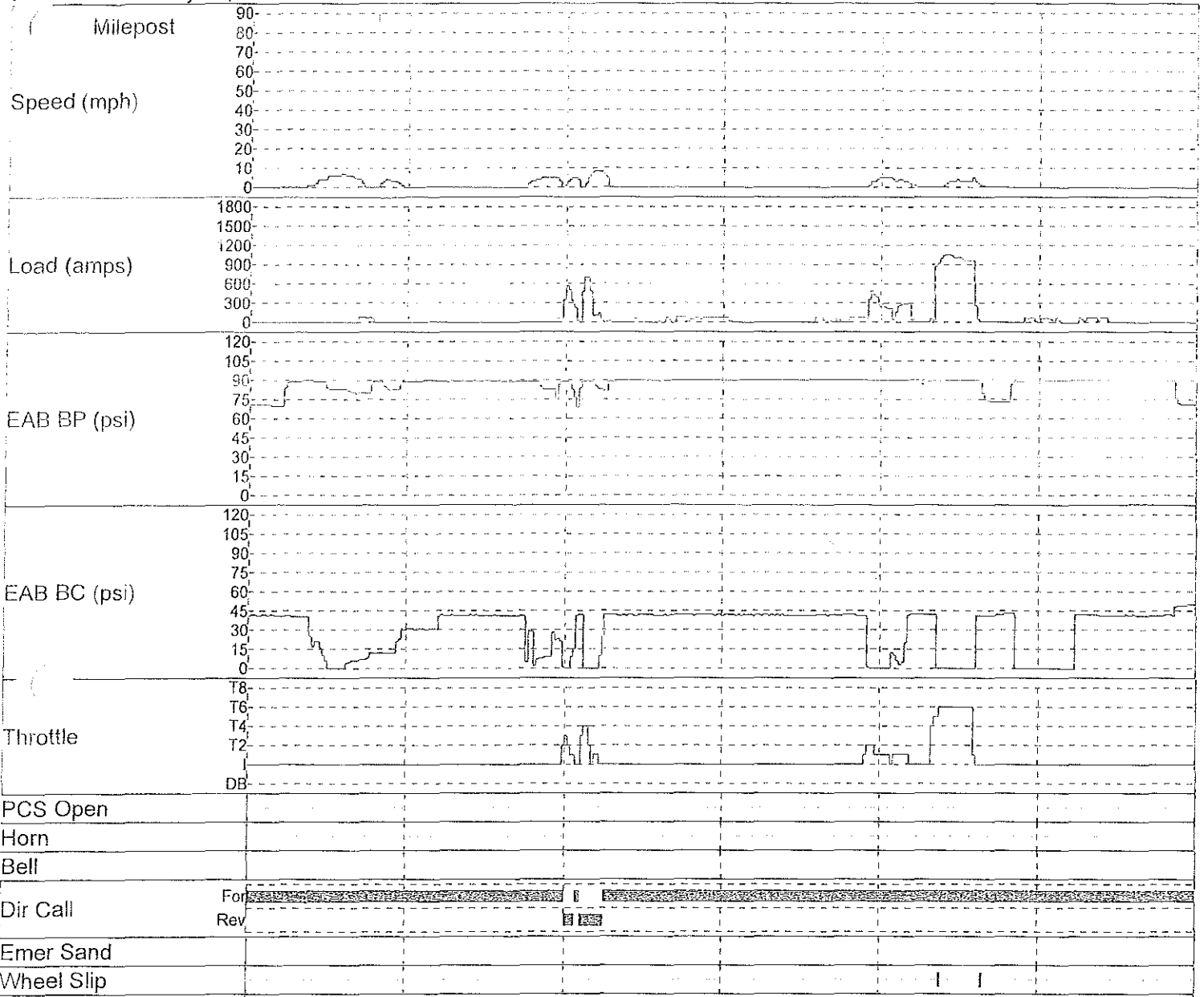
TIME SCALE

Printed on May 09, 2014 15:27:46

Locomotive 307  
Recorder 220  
Start Time May 07, 2014 05:14:53  
End Time May 09, 2014 13:00:42

Wheel Size 37.00  
Recorder Type TTX-REC-F7G

WRE Recorder Data Analysis Software  
WPN 17561 Version 3.13.15.0  
Filename 0000220.DAT



May 08, 2014 15:36:32

10 Minutes

May 08, 2014 16:36:32

J

# Springfield Terminal Railway Locomotive Fire Inspection Report

Form & File Number: 030.15

Revised: March, 2010

Page 1 of 2

Copies to: Claims Department, AVP Mechanical, GM of Locomotives, Power Control


(PRINT with BLACK INK)

(NOTE: ONE SHEET PER LOCOMOTIVE. DO NOT LIST MULTIPLE UNITS)

1) Date: 5-8-14 Time: 1430 Location: DOVER

2) Train Symbol: M 52 Locomotive Number: 307

3) Fire Location: CPF 209 + CPF 211 <sup>307 APPROX</sup> ~~DOVER~~ TO BUNDFORD. SACO

4) Fire reported by whom (Agency, Department, etc.)? FOREMAN 

5) Type of spark retarding equipment (turbo, errestors, internal)? INTERNAL

6) Condition of exhaust stacks? (check one) Normal  Heavy carbon build up

7) Did spark retarding equipment/stacks require cleaning due to heavy carbon build up? (check one)  
Yes  No

8) Did spark retarding equipment/stacks require cleaning due to "Agency" request? (check one)  
Yes  No

9) Condition of exhaust manifold and gaskets? OK

If above response is defective, explain in detail:  
\_\_\_\_\_

10) Type of brake shoes: Cast Iron Composition

11) Condition of brake shoes, brake heads, brake rigging? OK <sup>LESS THAN</sup> L3 OVERHOLDING 3/4"

If above response is defective, explain in detail:  
\_\_\_\_\_

12) Condition of wheels: Normal  Hot  Evidence of overheating NONE

If above response is abnormal, explain in detail:  
\_\_\_\_\_

13) Was the Locomotive tested for visible evidence of sparks and/or flames? Yes \_\_\_\_\_ No X

If yes, type of test and results: \_\_\_\_\_

14) Condition of hand brake(s). Were they fully released and functional? YES

15) At the time and location of the fire, was the train ascending or descending a grade? (check one)

Ascending \_\_\_\_\_ Descending \_\_\_\_\_ Unknown ✓

16) Was this inspection witnessed by any one other than railroad employees? Yes X No \_\_\_\_\_

If the response to the question is YES, explain in detail and include the "Agency" and name of person(s) from the "Agency:"

Agency: DEPARTMENT CONSERVATION AGRICULTURE & FORESTRY

Inspector(s) name: MATTHEW BENNETT

17) Was any documentation provided by the "Agency" at the time of the incident to the Carrier?

Yes \_\_\_\_\_ No X

If the response to the above is no, was any explanation given by the Agency as to documentation?

IF REQUESTED

Inspector's Name: [REDACTED] (Print) Craft/Title: MACHINIST (Print)

Inspector's signature: [REDACTED] Date: 5-8-14

Supervisor's Name: [REDACTED] (Print)

Supervisor's signature: [REDACTED] Date: 5-8-14



DEPARTMENT OF CONSERVATION  
MAINE FOREST SERVICE  
FOREST PROTECTION DIVISION  
650-4442  
MATTHEW BENNETT  
FOREST RANGER INVESTIGATOR

OFFICE:  
190 SOKORIS TRAIL  
CORNHIS, MAINE 04020  
TEL (207) 625-3913  
FAX (207) 625-3913  
DISPATCH (800) 750-9777  
E-MAIL: ranger.matthew.bennett@gmail.com



1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for ensuring the integrity of the financial statements and for providing a clear audit trail. The text also mentions that proper record-keeping is essential for identifying trends and anomalies in the data.

2. The second part of the document focuses on the role of internal controls in preventing fraud and errors. It highlights that a strong internal control system is necessary to ensure that all transactions are properly authorized and recorded. The text also notes that internal controls should be designed to be effective and efficient, and should be regularly reviewed and updated.

3. The third part of the document discusses the importance of transparency and communication in financial reporting. It emphasizes that providing clear and concise information to stakeholders is essential for building trust and confidence in the organization. The text also mentions that transparency is a key component of good corporate governance.

4. The fourth part of the document discusses the role of technology in financial reporting. It highlights that the use of technology can help to improve the accuracy and efficiency of financial reporting. The text also notes that technology can help to reduce the risk of errors and fraud, and can provide valuable insights into the organization's financial performance.

5. The fifth part of the document discusses the importance of ethical considerations in financial reporting. It emphasizes that financial reporting should be conducted in a fair and honest manner, and that all transactions should be recorded accurately. The text also notes that ethical considerations should be a key part of the organization's financial reporting process.

**K**



THE COMMONWEALTH OF MASSACHUSETTS  
OFFICE OF THE ATTORNEY GENERAL

ONE ASHBURTON PLACE  
BOSTON, MASSACHUSETTS 02108

MARTHA COAKLEY  
ATTORNEY GENERAL

(617) 727-2200  
www.mass.gov/ago

March 21, 2013

[REDACTED]

MAR 25 2013  
REGD

Re: [REDACTED]  
Department of Environmental Protection,  
Middlesex Superior Court, Docket No. MICV 2010-00743

Dear [REDACTED]:

Per your email from yesterday, enclosed please find one (1) original of the executed Administrative Consent Order with Penalty and Notice of Noncompliance ("ACOP"), with original signatures by both parties. Please make sure this document is appropriately routed and filed at DEP.

Thank you for your assistance in this matter.

Very truly yours,

[REDACTED]

Assistant Attorney General  
Government Bureau  
(617) 963-2974

[REDACTED]  
Enclosure



COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

In the matter of:

File No.: ACOP-WE-13-4003

[REDACTED]

ADMINISTRATIVE CONSENT ORDER WITH PENALTY  
AND  
NOTICE OF NONCOMPLIANCE

I. THE PARTIES

1. The Department of Environmental Protection ("Department" or "MassDEP") is a duly constituted agency of the Commonwealth of Massachusetts established pursuant to M.G.L. c. 21A, § 7. MassDEP maintains its principal office at One Winter Street, Boston, Massachusetts 02108, and its Western Regional Office at 436 Dwight Street, Springfield, Massachusetts.

2. [REDACTED] ("Respondent") is a [REDACTED]

Respondent's mailing address for purposes of this Consent Order is [REDACTED]

II. STATEMENT OF FACTS AND LAW

3. MassDEP is responsible for the implementation and enforcement of M.G.L. c. 111, §§ 150A and 150A1/2, the Solid Waste Management Regulations at 310 CMR 19.000, and the Site Assignment Regulations for Solid Waste Facilities at 310 CMR 16.00. MassDEP has authority under the foregoing to issue orders and, under M.G.L. c. 21A, § 16 and the Administrative Penalty Regulations at 310 CMR 5.00, to assess civil administrative penalties to persons in noncompliance with the laws and regulations set forth above.

4. The following facts and allegations have led MassDEP to issue this Consent Order:

DEERFIELD RAIL LINES

A. In May 2005, the Deerfield Fire Department (DFD) complained to MassDEP about two brush fires that occurred in April 2005 along railroad tracks owned and managed by Respondent in Deerfield. Specifically, one incident occurred along tracks between Steam Mill Road and Routes 5 and 10 on the north-south line, and

the other incident occurred along tracks off of Jones Cross Road on the east-west line. The brush fires spread to and engulfed railroad ties discarded and abandoned at these locations, increasing the difficulty in extinguishing the fires, and contributing to conditions of air pollution and exposing first responders to increased health and safety risks from chemicals used to treat the ties.

- B. On May 3, 2005, MassDEP met with the DFD and the Massachusetts Department of Conservation and Recreation (DCR) to discuss the brush-fire incidents and to inspect the locations of the fires. Upon inspection, MassDEP confirmed the fires and the locations of the abandoned ties.

#### CHARLEMONT RAIL LINES

- C. On February 28, 2007, pursuant to a complaint, MassDEP inspected rail lines owned and managed by Respondent along South River Road in the Town of Charlemont, Massachusetts and observed several piles of what appeared to be abandoned and discarded railroad ties on the upper banks of the Deerfield River.

#### WACHUSETT RESERVOIR RAIL LINES

- D. In the spring of 1999, DCR complained to MassDEP regarding thousands of creosote-treated railroad ties discarded along approximately 7.5 miles of tracks operated by Respondent within the watershed of and crossing the Wachusett Reservoir, a designated Zone 1 water supply, in the towns of West Boylston and Sterling, Massachusetts. On March 11, 2004, MassDEP issued a notice of enforcement conference letter to Respondent to discuss these issues. On March 29, 2004, representatives of MassDEP and DCR met with Respondent's representatives.

#### SOLID WASTE REGULATIONS

- E. 310 CMR 16.06 states: No place in any city or town shall be maintained or operated as a site for a facility unless such place has been assigned by the board of health or the Department, whichever is applicable, pursuant to G.L. c.111, §150A. Any disposal of solid waste at any location not so assigned shall constitute a violation of said statute and of 310 CMR 16.00.
- F. 310 CMR 19.04 states:
- (1) No person shall establish, construct, operate or maintain a dumping ground or operate or maintain a landfill in Massachusetts in such a manner as to constitute an open dump. For the purpose of 310 CMR 19.014, the phrase 'establish, construct, operate or maintain' shall include, without limitation,

disposing or contracting for the disposal of refuse in a dumping ground or open dump.

(2) No person shall dispose or contract for the disposal of solid waste at any place in Massachusetts which has not been approved by the Department pursuant to M.G.L. c.111, §150A, 310 CMR 16.00 or 310 CMR 19.000.

5. The discarding and abandonment of railroad ties that are not intended for reuse constitutes open dumping and illegal disposal of solid waste, in violation of G.L. c.111, §150A, 310 CMR 16.06 and 310 CMR 19.014.

6. On May 4, 2007, MassDEP issued to Respondent a Unilateral Administrative Order, UAO-WE-07-4001, and a Notice of Intent To Assess A Civil Administrative Penalty, PAN-WE-07-4002 relating to the foregoing violations.

### III. DISPOSITION AND ORDER

For the reasons set forth above, MassDEP hereby issues, and Respondent hereby consents to, this Consent Order, which supersedes UAO-WE-07-4001 and PAN-WE-07-4002 referred to in Paragraph 6 above:

7. The parties have agreed to enter into this Consent Order because they agree that it is in their own interests, and in the public interest, to proceed promptly with the actions called for herein rather than to expend additional time and resources litigating the matters set forth above. Respondent enters into this Consent Order without admitting or denying the facts or allegations set forth herein. However, Respondent agrees not to contest such facts and allegations for purposes of the issuance or enforcement of this Consent Order.

8. MassDEP's authority to issue this Consent Order is conferred by the Statutes and Regulations cited in Part II of this Consent Order.

9. Respondent shall perform the following actions:

A. Immediately upon the effective date of this Consent Order, Respondent shall cease the unauthorized disposal, abandonment or discarding of railroad ties which Respondent has removed from its rail lines in the Commonwealth and shall manage all such materials to ensure compliance with M.G.L. c.111, §150A, 310 CMR 16.00, and 310 CMR 19.000, by implementing and adhering to Section 5.1.9 of Respondent's EMS and Paragraphs 1-3 of Respondent's ENV-SOP-032, the provisions of which are expressly incorporated herein and a true copy of which is attached hereto as Exhibit A.

B. By no later than May 31, 2013, Respondent shall train all employees engaged in track maintenance and repair on the contents and requirements of the Respondent's EMS

that relate to solid waste management with particular emphasis on Section 5.1.9 of said EMS and ENV-SOP-032.

- C. By no later than September 1, 2013, Respondent shall survey all of its track in the Commonwealth for the purpose of appropriately dating used and scrap rail ties staged along its tracks in accordance with ENV-SOP-032. All ties so marked shall be dated with the month and year upon which they were removed from rail service in accordance with ENV-SOP-032.
- D. By no later than October 1, 2013, respondent shall be in full compliance with the Solid Waste Management Regulations, Section 5.1.9 of their EMS, and ENV-SOP-032.
- E. In the event that MassDEP discovers or receives a complaint between the execution date of this Consent Order and October 1, 2013 about used or scrap rail ties staged at specific locations along the rail line; MassDEP may require in writing (and Respondent shall comply with) any of the following;
  - a. That the ties shall be dated in accordance with ENV-SOP-032 and this Consent Order within 72 hours of such requirement if not already dated;
  - b. That the ties be removed for disposal or storage in a Designated Storage Area within 7 days if the subject ties have been staged for a period of greater than twelve months.

10. Except as otherwise provided, all notices, submittals and other communications required by this Consent Order shall be directed to:

Solid Waste Section Chief  
Massachusetts Department of Environmental Protection  
436 Dwight Street  
Springfield, Massachusetts 01103

Such notices, submittals and other communications shall be considered delivered by Respondent upon receipt by MassDEP.

11. Actions required by this Consent Order shall be taken in accordance with all applicable federal, state, and local laws, regulations and approvals. This Consent Order shall not be construed as, nor operate as, relieving Respondent or any other person of the necessity of complying with all applicable federal, state, and local laws, regulations and approvals.

12. For purposes of M.G.L. c. 21A, § 16 and 310 CMR 5.00, this Consent Order shall also serve as a Notice of Noncompliance for Respondent's noncompliance with the requirements cited in Part II above. MassDEP hereby determines, and Respondent hereby agrees, that any

In the Matter of: [REDACTED]  
ACOP # ACOP-WE-13-4003

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deadlines set forth in this Consent Order constitute reasonable periods of time for Respondent to take the actions described.

13. Respondent shall pay to the Commonwealth the sum of [REDACTED] as a civil administrative penalty for the violations identified in Part II above, as follows:

A. Within thirty (30) days of the effective date of this Consent Order, Respondent shall pay to the Commonwealth the sum of [REDACTED] and [REDACTED]

B. MassDEP hereby agrees to suspend payment of the remaining sum of [REDACTED], provided, however, that if Respondent violates any provision of this Consent Order, or further violates any of the regulations cited in Part II of this Consent Order within one year of the effective date of this Consent Order, Respondent shall pay to the Commonwealth the remaining amount of [REDACTED] within thirty (30) days of the date MassDEP issues Respondent a written demand for payment. This paragraph shall not be construed or operate to bar, diminish, adjudicate, or in any way affect, any legal or equitable right of MassDEP to assess Respondent additional civil administrative penalties, or to seek any other relief, with respect to any future violation of any provision of this Consent Order or any law or regulation.

14. Respondent understands, and hereby waives, its right to an adjudicatory hearing before MassDEP on, and judicial review of, the issuance and terms of this Consent Order and to notice of any such rights of review. This waiver does not extend to any other order issued by the MassDEP.

15. This Consent Order may be modified only by written agreement of the parties hereto.

16. The provisions of this Consent Order are severable, and if any provision of this Consent Order or the application thereof is held invalid, such invalidity shall not affect the validity of other provisions of this Consent Order, or the application of such other provisions, which can be given effect without the invalid provision or application, provided however, that MassDEP shall have the discretion to void this Consent Order in the event of any such invalidity.

17. Nothing in this Consent Order shall be construed or operate as barring, diminishing, adjudicating or in any way affecting (i) any legal or equitable right of MassDEP to issue any additional order or to seek any other relief with respect to the subject matter covered by this Consent Order, or (ii) any legal or equitable right of MassDEP to pursue any other claim, action, suit, cause of action, or demand which MassDEP may have with respect to the subject matter covered by this Consent Order, including, without limitation, any action to enforce this Consent Order in an administrative or judicial proceeding.

18. This Consent Order shall not be construed or operate as barring, diminishing, adjudicating, or in any way affecting, any legal or equitable right of MassDEP or Respondent with respect to any subject matter not covered by this Consent Order.

19. This Consent Order shall be binding upon Respondent and upon Respondent's successors and assigns. Respondent shall not violate this Consent Order and shall not allow or suffer Respondent's directors, officers, employees, agents, contractors or consultants to violate this Consent Order. Until Respondent has fully complied with this Consent Order, Respondent shall provide a copy of this Consent Order to each successor or assignee at such time that any succession or assignment occurs.

20. In addition to the penalty set forth in this Consent Order (including any suspended penalty), if Respondent violates any provision of this Consent Order, Respondent shall pay stipulated civil administrative penalties to the Commonwealth in the amount of one thousand dollars (\$1,000) per day for each day, or portion thereof, each such violation continues.

Stipulated civil administrative penalties shall begin to accrue on the day a violation occurs and shall continue to accrue until the day Respondent corrects the violation or completes performance, whichever is applicable. Stipulated civil administrative penalties shall accrue regardless of whether MassDEP has notified Respondent of a violation or act of noncompliance. All stipulated civil administrative penalties accruing under this Consent Order shall be paid within thirty (30) days of the date MassDEP issues Respondent a written demand for payment. If simultaneous violations occur, separate penalties shall accrue for separate violations of this Consent Order. The payment of stipulated civil administrative penalties shall not alter in any way Respondent's obligation to complete performance as required by this Consent Order. MassDEP reserves its right to elect to pursue alternative remedies and alternative civil and criminal penalties which may be available by reason of Respondent's failure to comply with the requirements of this Consent Order. In the event MassDEP collects alternative civil administrative penalties, Respondent shall not be required to pay stipulated civil administrative penalties pursuant to this Consent Order for the same violations.

Respondent reserves whatever rights it may have to contest MassDEP's determination that Respondent failed to comply with the Consent Order and/or to contest the accuracy of MassDEP's calculation of the amount of the stipulated civil administrative penalty. Upon exhaustion of such rights, if any, Respondent agrees to assent to the entry of a court judgment if such court judgment is necessary to execute a claim for stipulated penalties under this Consent Order.

21. Respondent shall pay all civil administrative penalties due under this Consent Order, including suspended and stipulated penalties, by certified check, cashier's check, or money order made payable to the Commonwealth of Massachusetts, or by electronic funds transfer. If payment is made by certified check, cashier's check, or money order, Respondent shall clearly print on the face of its payment Respondent's full name, the file number appearing on the first page of this Consent Order, and the Respondent's Federal Employer Identification Number, and shall mail it to:



In the Matter of: [REDACTED]  
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Commonwealth of Massachusetts  
Department of Environmental Protection  
Commonwealth Master Lockbox  
P.O. Box 3982  
Boston, Massachusetts 02241-3982

If payment is made by electronic funds transfer, Respondent must complete the attached form "Electronic Funds Transfer Request" and, within 10 days of the effective date of this Consent Order, submit it on Respondent's letterhead to Director, BAS Division of Fiscal Management via Facsimile at the MassDEP Revenue Fax Number 617-292-5824 or via mail to:

Department of Environmental Protection  
Attn: Revenue Unit  
1 Winter Street, 4th Floor  
Boston, MA 02108

In the event Respondent fails to pay in full any civil administrative penalty as required by this Consent Order, then pursuant to M.G.L. c. 21A, § 16, Respondent shall be liable to the Commonwealth for up to three (3) times the amount of the civil administrative penalty, together with costs, plus interest on the balance due from the time such penalty became due and attorneys' fees, including all costs and attorneys' fees incurred in the collection thereof. The rate of interest shall be the rate set forth in M.G.L. c. 231, § 6C.

22. Failure on the part of MassDEP to complain of any action or inaction on the part of Respondent shall not constitute a waiver by MassDEP of any of its rights under this Consent Order. Further, no waiver by MassDEP of any provision of this Consent Order shall be construed as a waiver of any other provision of this Consent Order.

23. To the extent authorized by the current owner, Respondent agrees to provide MassDEP, and MassDEP's employees, representatives and contractors, access at all reasonable times to property owned, operated or maintained by Respondent for purposes of conducting any activity related to its oversight of this Consent Order. Notwithstanding any provision of this Consent Order, MassDEP retains all of its access authorities and rights under applicable state and federal law.

24. This Consent Order may be executed in one or more counterpart originals, all of which when executed shall constitute a single Consent Order.

25. The undersigned certify that they are fully authorized to enter into the terms and conditions of this Consent Order and to legally bind the party on whose behalf they are signing this Consent Order.

26. This Consent Order shall become effective on the date that it is executed by MassDEP.

In the Matter of [REDACTED]  
ACOP # ACOP-WE-13-4003

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Consented To:

[REDACTED]

[REDACTED]

B

[Print Name]

[Title] Executive Vice President

[Address]

Federal Employer Identification No.:

Date:

Issued By:  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

By: \_\_\_\_\_  
Michael J. Gorski  
Regional Director  
Western Regional Office

Date:

In the Matter of: [REDACTED]  
ACOP # ACOP-WE-13-4003

Page 8

Consented To:

[REDACTED]  
B [REDACTED]  
[Print Name] [REDACTED]  
[Title] Executive Vice President  
[Address] [REDACTED]  
Federal Employer Identification No. [REDACTED]

Date:

Issued By:  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

By: [Signature]  
Michael J. Gorski  
Regional Director  
Western Regional Office

Date: 3/15/13

In the Matter of: [REDACTED]  
ACOP # ACOP-WE-13-4003

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(Respondent Letterhead required)

Department of Environmental Protection  
Attn: Revenue Unit  
1 Winter Street, 4th Floor  
Boston, MA 02108

RE: Electronic Funds Transfer Request  
[Respondent fills in Enforcement Document Number, e.g. ACOP-WE-13-4013]

Director, BAS Division of Fiscal Management:

In order to complete a wire transfer for payment of the penalty assessed under (list enforcement number here), (put Respondent name here) requests the following information:

DEP's legal address,  
DEP's Federal Tax Identification Number,  
The name and address of DEP's bank,  
DEP's account name and number, and  
The ABA/routing number for DEP's account.

Please mail or fax this information to:

Respondent's contact name:

Address:

Fax number:

Sincerely,

Signed:

Print name:

Title:

Work number:

Date:

# EMS Amendment

## 5.1.9 Railroad Cross-Ties

██████████ is regulated by the U.S. Department of Transportation (DOT) and Federal Railroad Administration (FRA), regarding construction and maintenance of railroad tracks. ██████████ utilizes both wooden and concrete cross-ties of various sizes and dimensions along its railroad tracks in support of railroad operations and the transportation of interstate commerce. In general, a cross-tie is utilized to support the rail structure and the dimensions and sizes of the cross-ties are dependent upon the location and intended usage of the railroad track.

As a part of the construction and maintenance program ██████████ is responsible for removing and replacing railroad cross-ties for safe and effective operations pursuant to applicable federal regulations. Cross-ties are generally categorized as "new", "used" or "scrap". New cross-ties are those that have not yet been installed and utilized along the railroad track, while used cross-ties have been previously utilized but continue to have a useful life elsewhere on the system. Scrap cross-ties are no longer useable for their original intended purpose due to age, weathering, and/or loss of structural strength. New cross-ties may be stored and distributed as needed along the rail system and regulated by the FRA. Used and scrap ties shall, upon removal for service, be allowed to remain along the rail line where they were removed for a period of up to one year (365 days) provided they are managed in a manner that is compliant with ENV-SOP-032.

All used cross-ties which have been removed from service, but still have useful life left as a cross-tie, shall be moved from the side of the rail line and stored in designated storage areas with appropriate access pending reuse as a railroad cross-tie. These used ties shall be held at said designated staging areas for as long as they still have useful life left as a cross-tie, and shall be re-inspected at least once per calendar year to determine whether each tie is still a used tie or whether the condition of the tie has degraded to the point of it becoming a scrap tie. In the event they are not put back into service as a rail cross-tie in a timely manner they shall be further processed, and when determined to be scrap ties, removed from the designated storage area for proper disposal. Please refer to ENV-SOP-032 for detailed management procedures.

## HANDLING OF USED RAIL TIES

Revision No.	Date Revised	Revision Summary
1	6/4/09	Original Version
2	2/25/13	Procedural Revisions

### 1.0 Scope and Application

The Federal Railroad Administration (FRA) has been authorized by the U.S. Congress to regulate railroad operations. As such, FRA has established criteria for the condition and replacement of rail ties, specifically 49 Code of Federal Regulations (CFR) Part 213, to ensure the safe operation of railroads.

Pursuant to routine rail tie inspection established by FRA and conducted by the owner/operator, rail ties that no longer are able to meet the specified rail tie criteria must be removed and replaced. The standard operating procedure (SOP) detailed below will be used to handle used and scrap ties rail ties.

This SOP and its' implementation shall be the direct responsibility of the Superintendent of Track ("SIT"). The SIT shall direct the management of used railroad ties ("used" ties are ties that may be reused on another line for their originally intended purpose) and scrap railroad ties ("scrap" ties are ties that are no longer useable for their originally intended purpose and require disposal) at the construction/maintenance sites where these ties are generated and the Designated Storage Areas (DSAs) where used ties are managed. The SIT shall also ensure that the disposal of scrap ties which are removed from either track construction/maintenance locations or the DSAs are managed and disposed of in a timely manner consistent with applicable regulations.

### 2.0 Procedure

The following general SOP will apply to the above:

- A. All employees shall comply with all applicable FRA regulations regarding the inspection and removal/replacement of rail ties along the railroad.
- B. All employees shall comply with company safety rules.
- C. Any rail tie determined not to meet FRA's criteria for rail ties will be removed. Removed ties shall either be taken directly off-site for disposal or may be temporarily staged along the railroad right-of-way (ROW) or terminal facility for a period not to exceed 365 days. Staged rail ties shall be managed in accordance with the following criteria;

- 1 Scrap and used ties shall not be placed along the track in locations or quantities that would pose a fire hazard or threat to emergency response personnel.
  - 2 At the time of staging, all used ties shall be marked blue; all other ties shall be considered scrap.
  - 3 In areas which the railroad ROW traverses through sensitive environmental areas (wetlands, floodplains, Areas of Critical Environmental Concern, Zone I and II areas for public water supplies, etc.), scrap and used ties shall be located wholly within the specific boundaries of the ROW that are within said sensitive environmental areas.
  - 4 Every 1,000 linear feet of railroad track, one (1) tie shall be visibly painted with month and year removed, with a minimum of one (1) tie so painted for all projects. All ties/piles located in-between the dated piles shall be considered removed on the same date unless otherwise dated.
  - 5 Staged ties shall be removed from along the ROW by no later than 365 days of the date from which the ties were initially staged. Scrap ties shall be removed and directly transported for offsite disposal or recycling at an appropriately permitted facility. Used ties may be removed to a DSA for additional storage pending reuse.
  - 6 Routine Track Inspection Patrols shall inspect scrap and used ties staged along the railroad ROW to ensure conformity with 2.C.1 to 2.C.5. Depending on the Track Class, inspections shall comply with 49 CFR 213.233(c) and any amendments thereto. Said Track Patrol shall immediately report and if practicable remedy any discrepancies. If it is impracticable to immediately remedy a discrepancy, the Track Patrol shall report said discrepancy to the Track Supervisor.
- D. DSAs shall only be established with the approval of the Chief Engineer of Track and shall be operated and managed in accordance with the following criteria;
- 1 DSAs shall consist of gravel areas that have been cleared and leveled, and shall not be located in regulated wetlands, floodplains, Areas of Critical Environmental Concern, or Zone I and II areas for public water supplies. Designated Storage Areas also shall not be located within 500 feet of any residential, commercial, or industrial buildings or private water supplies.
  - 2 Designated Storage Areas shall be configured and managed in a manner that provides emergency responders with appropriate vehicular access (i.e. fire engines, ambulances, etc.).
  - 3 Used ties shall be stored in accordance with the guidance and requirements of the state fire marshal as they relate to volume, row height and width, and aisle spacing (as required by 527 C.M.R. § 10.03(5)(d) and any amendments thereto).

- 4 Upon receipt of ties at the DSA, each tie shall be inspected and a determination made as to whether the tie is still a used tie or if the condition of the tie has degraded to the point of it becoming a scrap tie.
  - a. Ties that are determined to be scrap ties shall be stored separate from used ties and dated consistent with 2.C.4 above. These ties shall be removed from the site within 30 days for appropriate recycling or disposal.
  - b. Ties that are determined to be used ties shall be stored separate from scrap ties and dated consistent with 2.C.4 above. Used ties shall be stockpiled at the DSA in a neat and orderly fashion.
- 5 Engineering staff shall inspect each DSA on a quarterly basis to ensure that the Area does not pose a threat to public health or safety, is managed consistent with state fire marshal guidance/requirements (as required by 527 C.M.R. § 10.03(5)(d) and any amendments thereto), is neat and orderly, and continues to meet the locational requirements of this SOP. The inspector shall provide a written log of the inspection to the SIT that documents the conditions observed and the approximate number of ties present. The SIT shall maintain a written log for each DSA.
- 6 [REDACTED] shall at a minimum frequency of once per calendar year re-inspect each Designated Storage Area and determine whether each tie is still a used tie or if the condition of the tie has degraded to the point of it becoming a scrap tie. Upon completion of this determination each tie shall be managed in accordance with paragraph 2.D.4.a. and b. above. Results of annual inspections shall be maintained in the written log provided for in Para. 2.D.5. above.

### 3.0 Miscellaneous

- A. As a courtesy or when [REDACTED] deems it necessary, the Railroad may provide a notification to the local fire department of their intent to site a DSA.
- B. In the event that a Municipality expresses any public safety concern about the presence or quantity of used or scrap ties being staged along the rail line or stored in a Designated Storage Area, the Vice President of Engineering shall maintain an open dialogue with the Municipality on that the issue of concern. In a circumstance where a Municipality specifically requests that the Company remove and/or relocate used or scrap ties the SIT shall not unreasonably deny or withhold approval of such request.

#### Reference(s):

1. Code of Federal Regulations, specifically 49 CFR Part 213.
2. Commonwealth of Massachusetts, Docket Nos. 2008-080 and 2008-081.



**Maps**

**1-14**

MAP 1



Google Earth

Image Date: 10/18/2016 11:13:22 AM Lat: 43.220210 Lon: -70.410047 elev: 68 ft east 9.65 mi

5/9/2014 3:23:24 pm

2008

DO1 stops for roll-by

AR

Data by USGS, NOAA, GEBCO

Mile Marker 210  
Wagon Wheel Campground

RX Buin

8,600 feet

42104040  
42104039

42104084  
42104054  
42104056  
4210043  
42104044  
42104065

Buckhorn Rd  
North St  
Bradley St

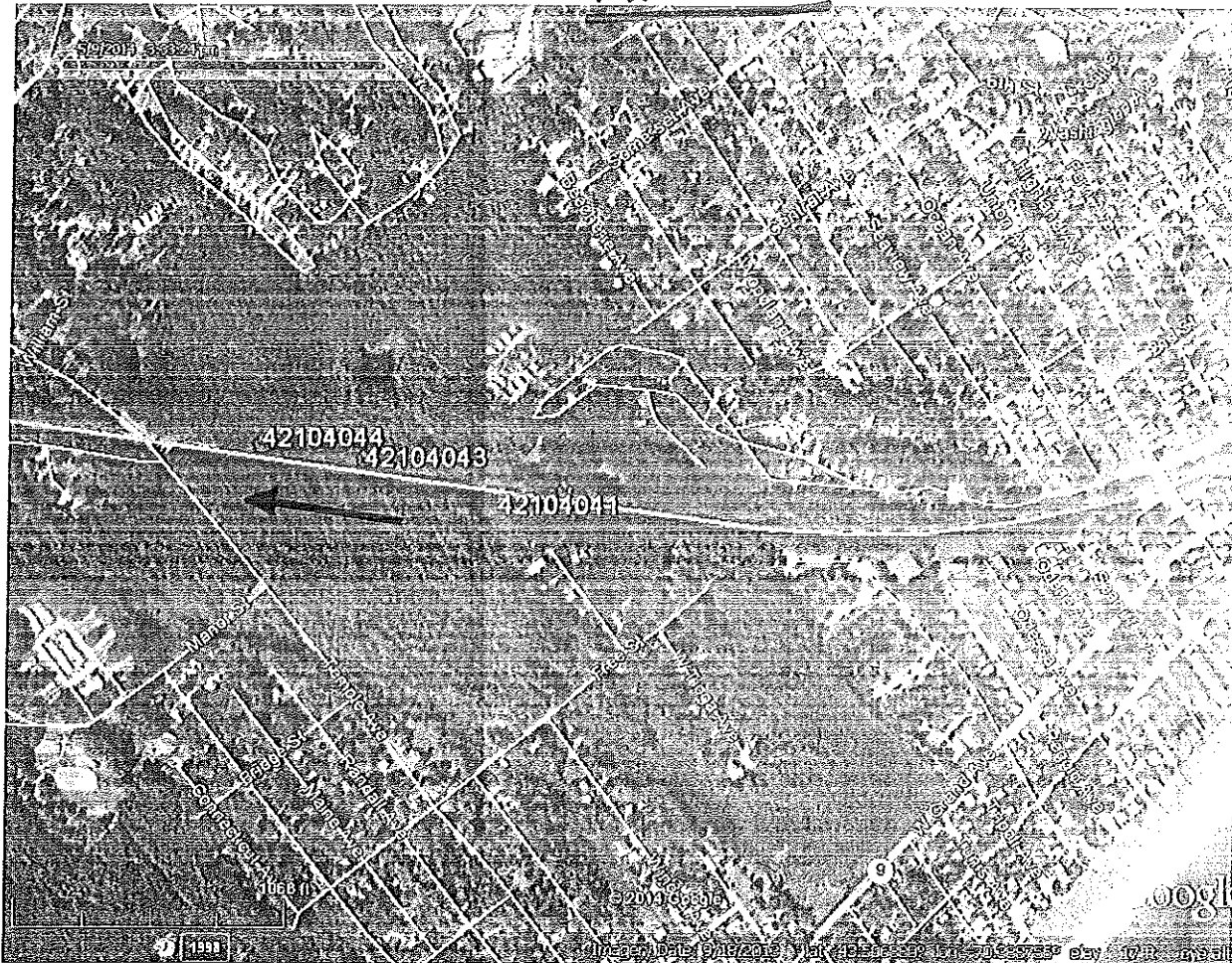
Seaside Ave  
Sagebrush Ave

95

208

MAP 2

(3)



TEMPLE AVE TO ATLANTIC AVE, OLD ORCHARD BEACH

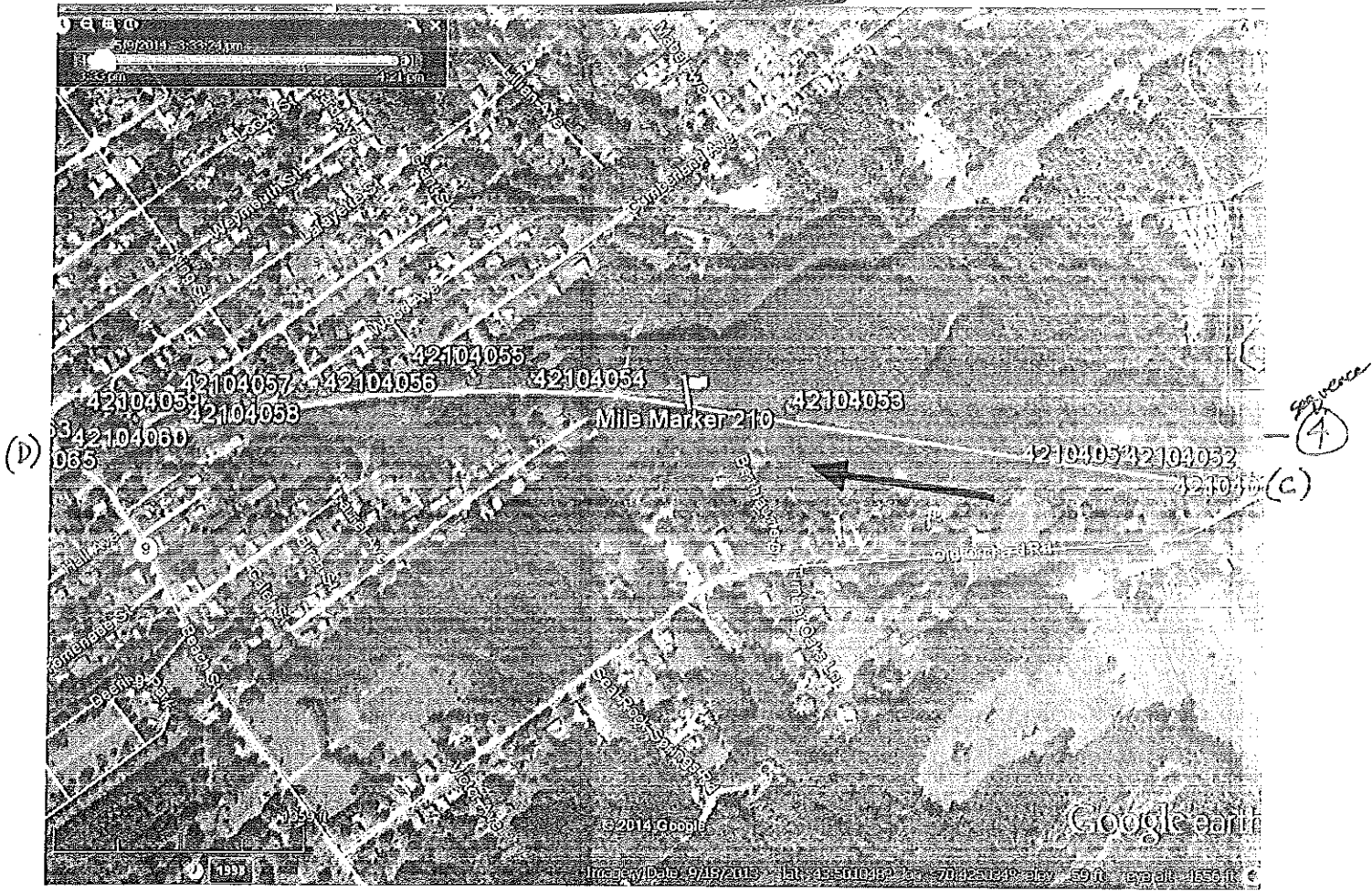
MAP 3



(A)

SCARBOROUGH MARSH

# MAP 4

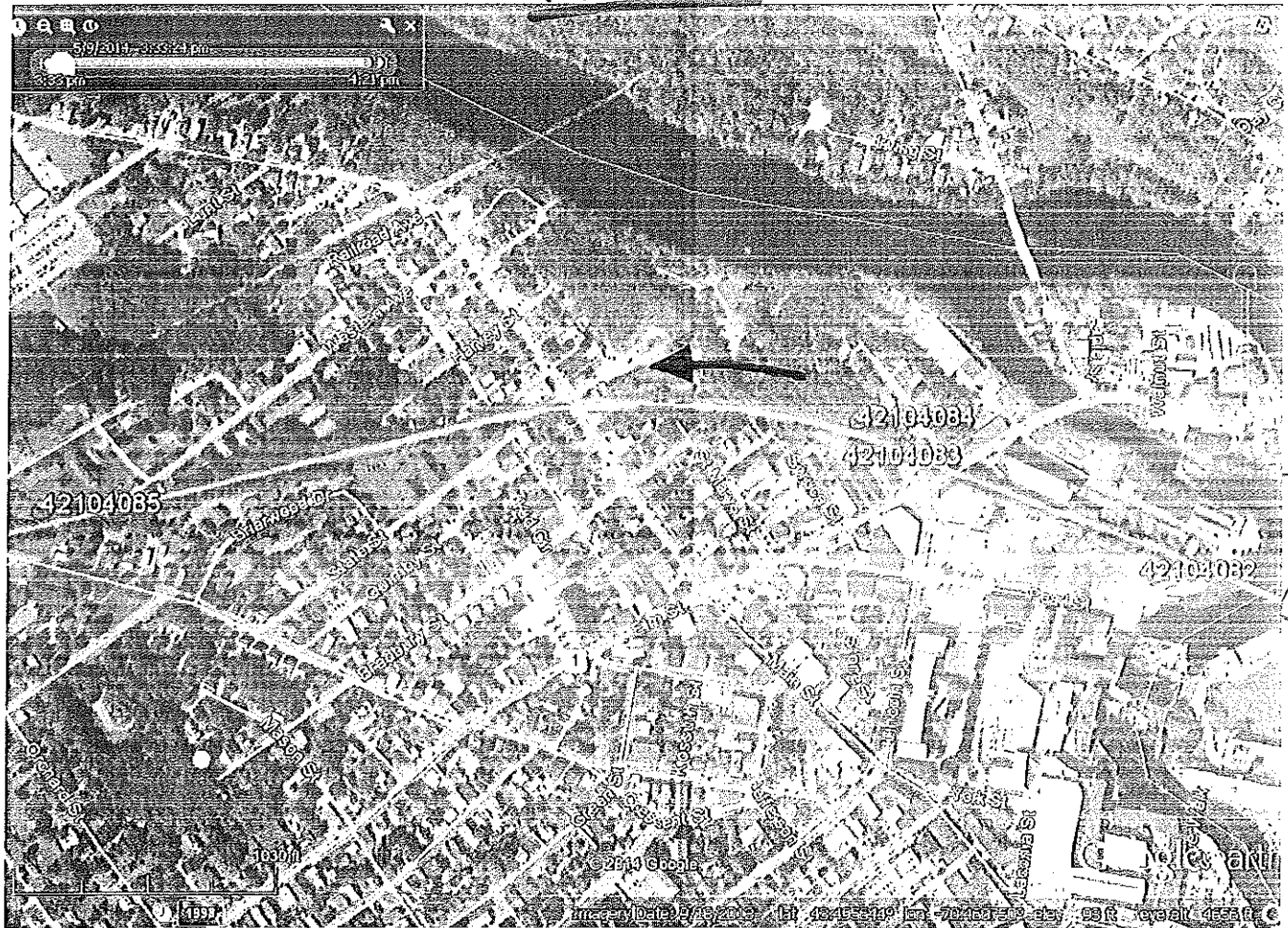


BEACH ST TO OLD ORCHARD RD, SACO



OLD ORCHARD RD, SACO TO TEMPLE AVE, O.O.B.

MAP 6



(F)

sequence  
6

(E)

BRODEFORD FRES

MAP 7



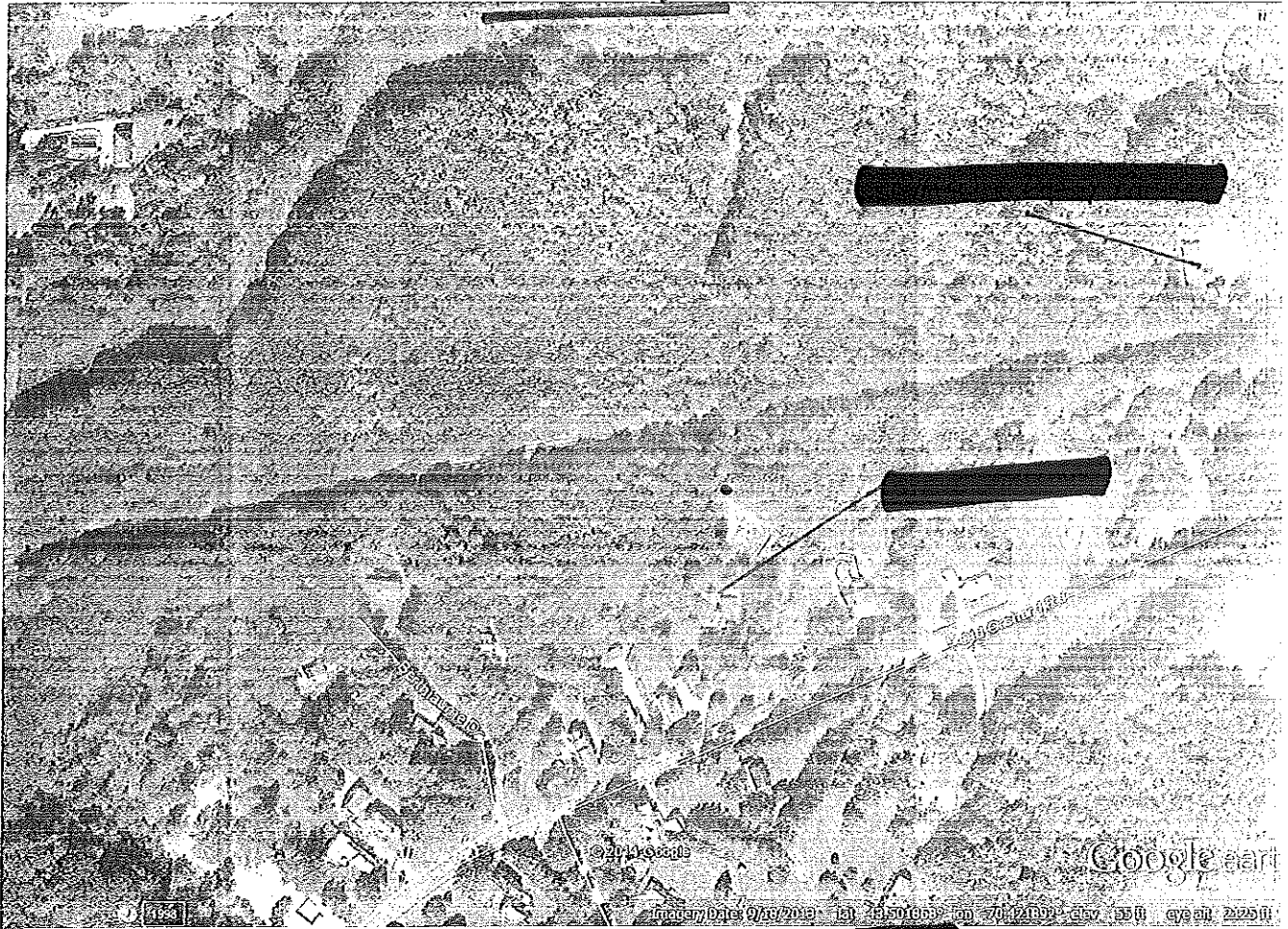
(E)

(D) sequence  
5

SALO DAM TO BEACH ST. SALO

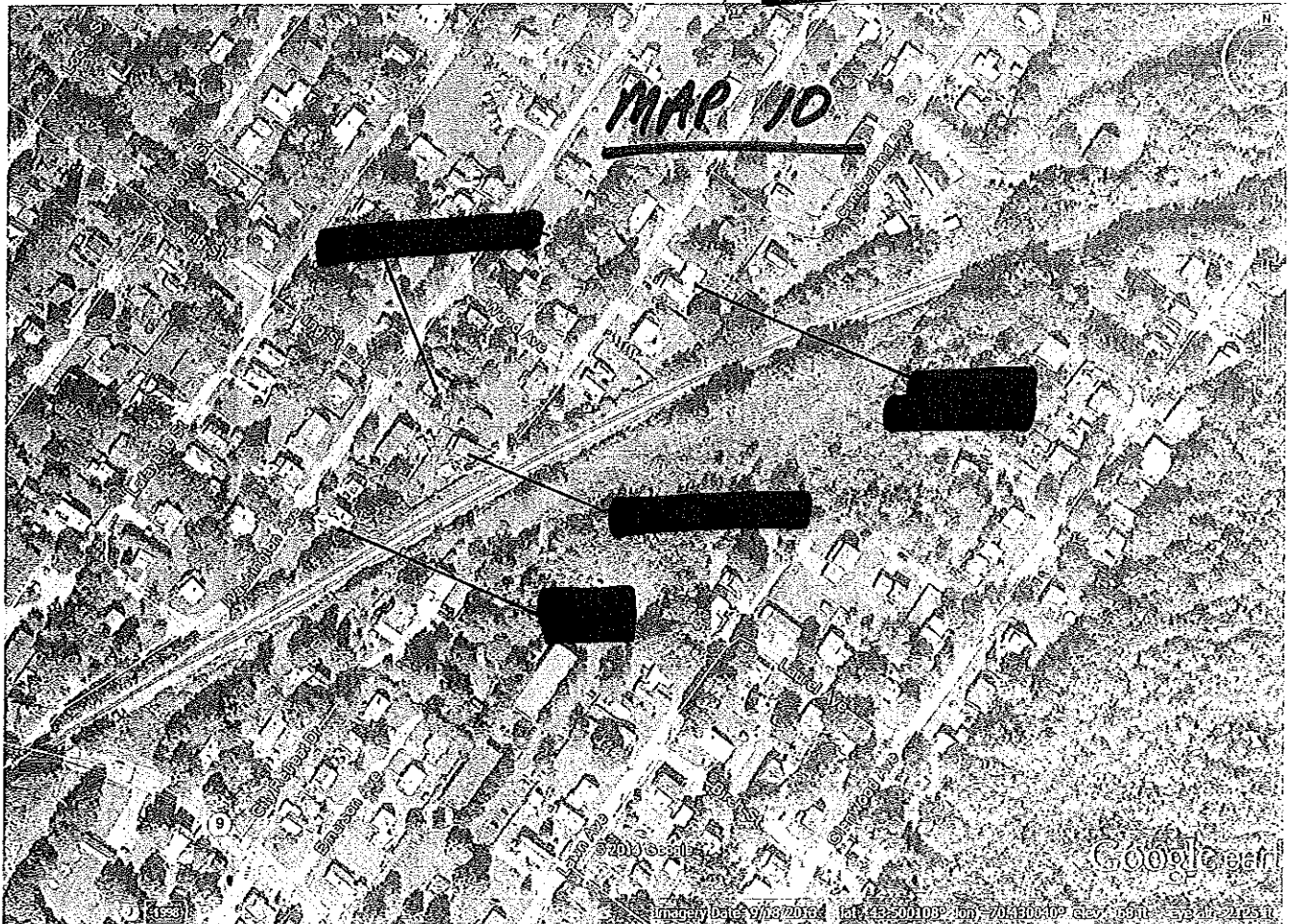


MAP 9



MP 210 AREA; 16 ACRE FIRE; [REDACTED] DEBRIS PILE = • est.

MAP 10



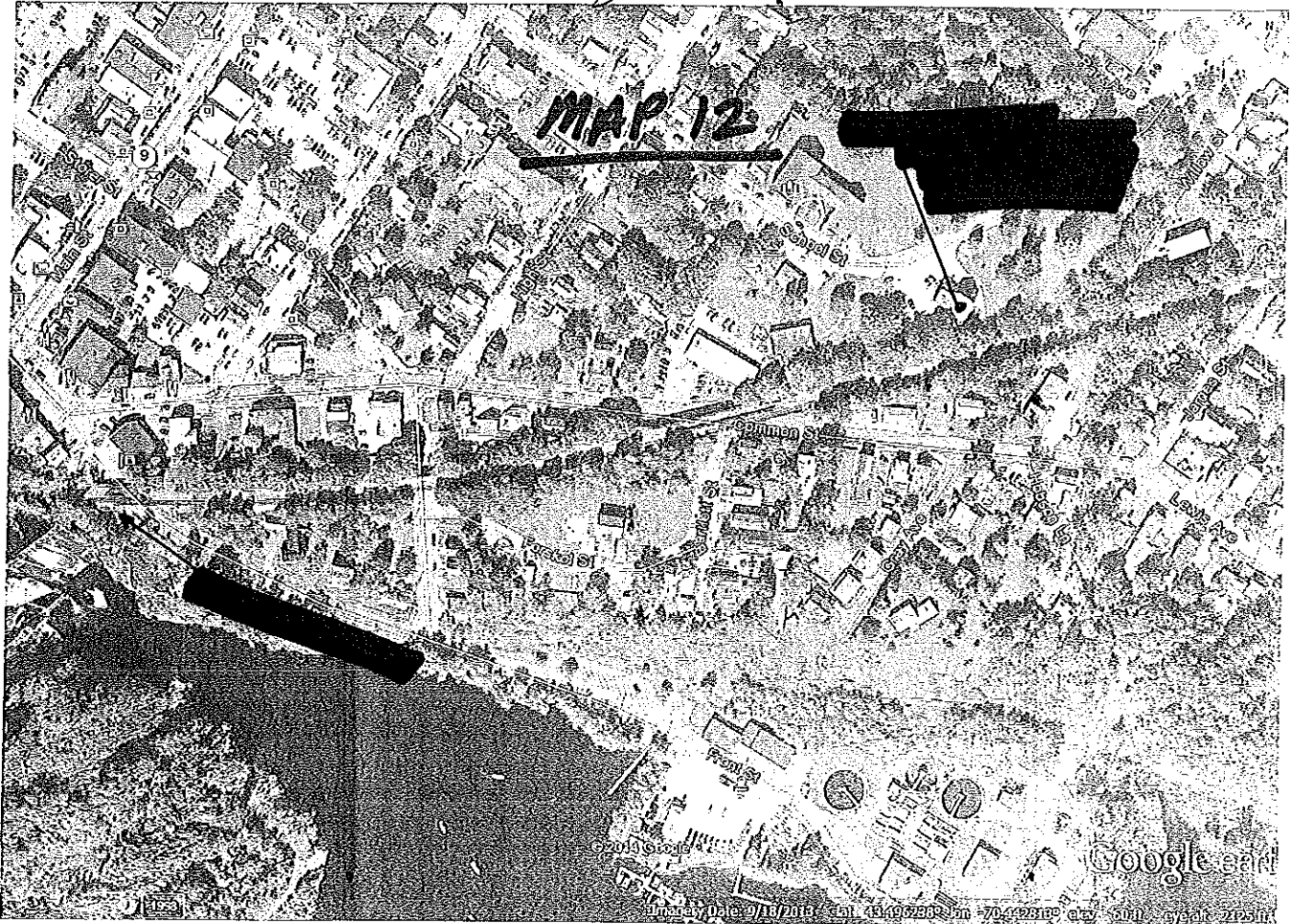
BEACH ST, SACO TO MP 210 AREA "WOOD AVE AREA"

MAP 11



JAMES ST, SACO to Washington Ave, Saco

MAP 12



• = OASIS CLUB SACO DAM TO JAMES ST., SACO



MAP 13

Google Earth

Imagery Date: 07/18/2014 12:45:18 PM on 7/18/2014 Elev: 5 m Elevation

©2014 Google

1555 ft

1000

8600 feet

Scarbor

RX Burn

Manson Lobby Rd

Washington

07/18/2014 08:14:40 am

Parkway Rd

Fall Pines Rd

Rock Neck Rd

Orchard Hill Rd

Chickadee Trce

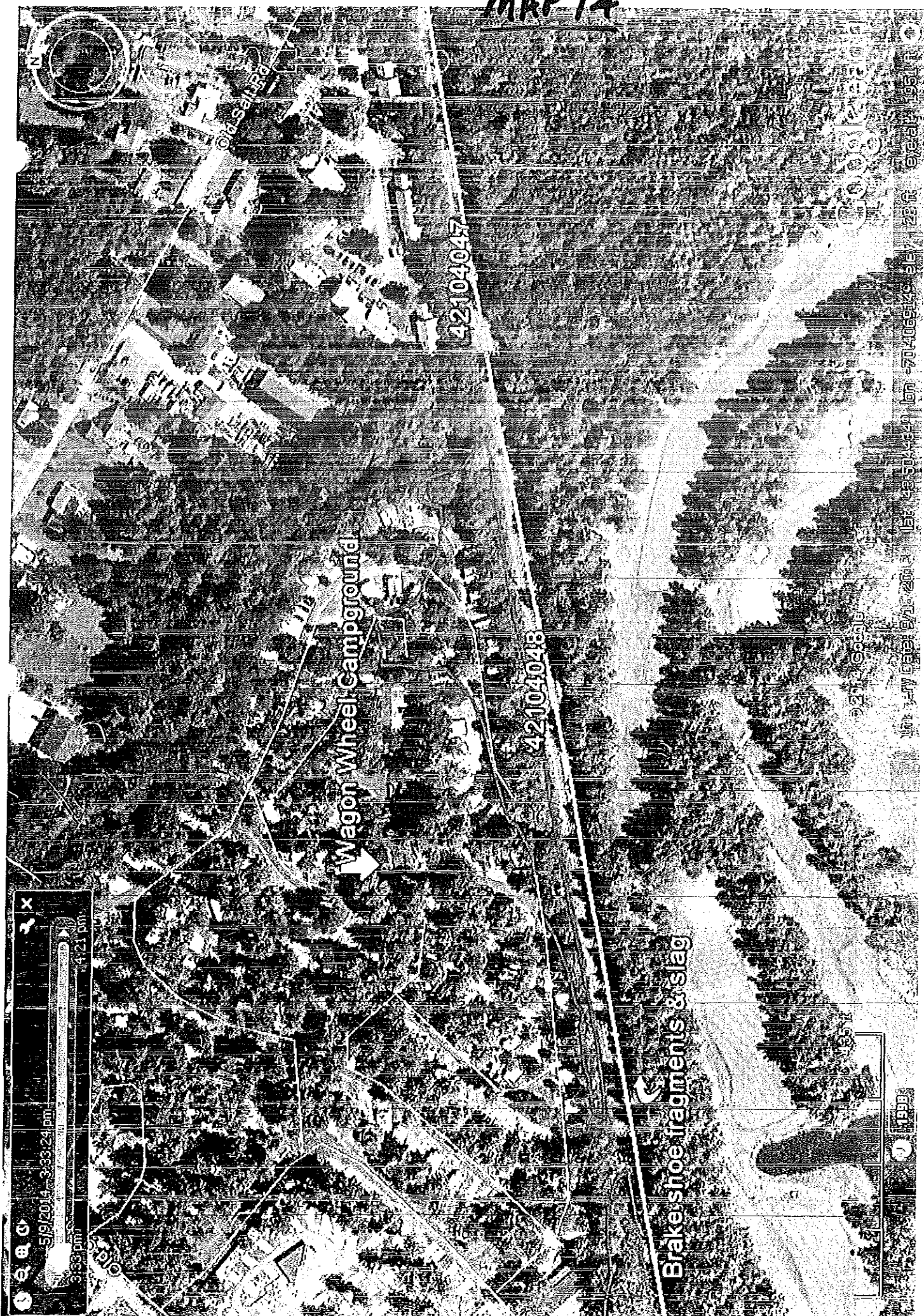
010 Mill Rd

Easton Trails (Scarborough)

N

DISTANCE FROM IF & W RX BURN TO TRACKS

MRF 1A



Wagon Wheel Campground

Brake shoe fragments & slag

42104047

42104048

5/9/2014 3:33:24 pm  
333 dm  
4.21 pm

1999

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