

MAINE FOREST SERVICE FOREST RESOURCES PROTECTION INVESTIGATION REPORT

Complaint Number: 14-4210-183

Fire Codes: 42104039-085

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^{*}Dispatch Logs & Pan Am Interviews CD

^{*}Maine Forest Service Photos CD

^{*}Fire Marshal's Wagon Wheel Photos CD

Fire Code	Town & RDMS ID	Date	Size	Fuel T	Status	Ranger	Fire Name
42104036	Scarborough	4/26/2014	0.06	Wood	Oùt	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

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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	ass Contained		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	Οψt	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





Scarborough Fire Department Incident Report

Page: 1 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:

Report By:

on 05/08/2014

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

Alarm: 05/08/2014 @ 1322

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

Controlled: 05/08/2014 @ 1450

Alarms: 0

Aid: None

Apparatus

Suppression: 4

Personnel

Suppression: $\overline{5}$

-EMS:-1

EMS: 2

Other: 2

Other: 2

Deaths

Injuries

Fire Service: 0

Fire Service: $\overline{0}$

Civilian: 0

Civilian:-0

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

Page: 2 05/09/2014

Incident #: 14-1274-IN Exp. 0

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

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1		Mobile command post		05/08/2014			Other		
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				05/08/2014	_				
1.			InSv	05/08/2014	0 150	1			
2	_Car 7 On Duty Fire	Mobile command post	Disp	05/08/2014	@ 132	2 1	Other		
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}			Clr	05/08/2014	@ 150;		······································		_
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3	Engine 4	Engine		05/08/2014			Suppr		
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			Insv 	05/08/2014	@ 1354	l			
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5	Rescue 1	Medical & rescue uni	Dien	05/08/2014	A 1307	2	EMS		
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	17.2			05/08/2014					
				05/08/2014					
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			THEA	05/08/2014	e 1409				

Scarborough Fire Department Incident Report

Page: 3 05/09/2014

Incident #: 14-1274-IN Exp. 0

Tank 2 Brush truck Disp 05/08/2014 @ 1330 1 Suppr Arr 05/08/2014 @ 1336 Clr 05/08/2014 @ 1501 InQt 05/08/2014 @ 1501 7 Tank 4 Brush truck Disp 05/08/2014 @ 1327 1 Suppr Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1415	
T2	
InQt 05/08/2014 @ InSv 05/08/2014 @ 1501 7 Tank 4 Brush truck Disp 05/08/2014 @ 1327 1 Suppr Arr 05/08/2014 @ 1334 Cir 05/08/2014 @ 1415	
Insv 05/08/2014 @ 1501 7 Tank 4 Brush truck Disp 05/08/2014 @ 1327 1 Suppr Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1415	
7 Tank 4 Brush truck Disp 05/08/2014 @ 1327 1 Suppr Arr 05/08/2014 @ 1334 Clr 05/08/2014 @ 1415	
InQt 05/08/2014 @ 1nSv 05/08/2014 @ 1415	,
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	NAME AND ADDRESS OF THE PARTY O
05/08/2014 @ 1322	
1 11388 05/08/2014 @ 1322 05/08/2014 @ 1501 91 6 E6	
05/08/2014 @ 1322 05/08/2014 @ 1501 91 / RI	
05/08/2014 @ 1322 05/08/2014 @ 1501 92 6	
4 11324 05/08/2014 @ 1322 05/08/2014 @ 1501 91 7 R1 5 14042	
3 74047	

1

14-1274-IN

Refer To Fire Case:

Call Number Printed: 06/13/2014

ror Date: 05/08/2014 - Thursday Priority Duplicate Action Call Number Time Call Reason Phone - FD RDITCH GRASS WOODS RR TR HANDLED AS DISPATCHED 14-13095 1.322 Call Taker: 10642 -05/08/2014 1501 Call Closed By: 11034 -11034 - 1 Call Modified By: Location/Address: RR TRESSEL - SNOW CANLLIG RD Jurisdiction: SCARBOROUGH ID: 10370 -Disp-13:23:33 Enrt-13:23:35 Arvd-13:26:04 Clrd-14:26:35 Arrived By: 10370 -10370 -Cleared By: Fire Unit: E4-Pumper-Engine 4 Disp-13:27:13 Enrt-13:28:05 Arvd-13:34:06 C)rd-13:54:29 InSrvce-13:54.20 Dispatched By: 11034 -11034 -Enroute By: Arrived By: 11034 -11034 -Cleared By: E6-Pumper- Engine 6 Fire Unit: Disp-13:27:14 Enrt-13:27:35 Arvd-13:35:35 Clrd-14:07:59 InSrvce-14:08:04 Dispatched By: 11034 -11034---Enroute By: Arrived By: 11034 -11034 - ' Cleared By: EMS Unit: R1-Rescue 1 Disp-13:27:14 Enrt-13:33:19 Arvd-13:34:40 Clrd-14:09:14 InSrvce-14:09:14 11034 -Dispatched By: Enroute By: 11034 - -Arrived By: 11034 -Cleared By: 11034 -Fire Unit: T4-Brush- Tank 4 Disp-13:27:15 Enrt-13:28:08 Arvd-13:34:08 Clrd-14:15:28 InSrvce-14:15:20 Dispatched By: 11034 -11034 -Enroute By: 11034 -11034 -Arrived By: Cleared By: T2-Brush- Tank 2 Fire Unit: Disp-13:30:59 Enrt-13:34:46 Arvd-13:36:10 Clrd-15:01:19 InSrvce-15.01.19 Dispatched By: -11034 = 11034 -Enroute By: Arrived By: 11034 -11034 - 1 Cleared By: C2-Command- Car 2 DC Deering Fire Unit: Disp-13:34:14 Enrt-13:34:19 Arvd-13:34:21 Clrd-15:01:12 InSrvce-15:01.12 11034 -Dispatched By: 11034 -Enroute By: Arrived By: 11034 -Cleared By: 11034 ~ 05/08/2014 1325 Narrative: 05/08/2014 1327 Modified By: 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 05/08/2014 1336 Narrative: T2 and Car 2 at Winnocks neck

Call Number

Thursday

For Date: 05/08/2014 -

Printed: 06/13/2014

DISPATCH FULL LOG

Priority Duplicate Action Call Number Call Reason Time Phone - FD MUTUAL AID OLD ORCHARD HANDLED AS DISPATCHED 1. 1347 14-13097 11034 -Call Taker: 05/08/2014 1923 10120 -Call Closed By: Call Modified By: 10120 -(OOB) OLD ORCHARD RD Location/Address: OLD ORCHARD BEACH Jurisdiction: E7-Pumper-_Engine 7 Fire Unit: Disp-13:51:53 Enrt-13:51:56 Arvd-14:06:26 Clrd-19:07:15 InSrvce-19:07:15 Cleared By: 14326 -E4-Pumper- Engine 4 Disp-13:55:09 Enrt-13:55:13 Arvd-14:13:00 Clrd-19:12:30 Fire Unit: InSrvce-19:12:37 10120 -Cleared By: E2-Pumper-_Engine 2 Fire Unit: Arvd-18:39:23 Clrd-18:51:21 Disp-14:07:23 InQrtsUnavl-19:00.23 InSrvce-19:23:48 10120 -Arrived By: 14326 -Cleared By: Fire Unit: T4-Brush-_Tank 4 Disp-14:15:34 Enrt-14:15:37 Arvd-14:23:59 Clrd-18:51:34 InSrvce-19:22:02 Cleared By: 14326 -E5-Pumper- Engine 5 Fire Unit: Disp-14:40:31 Enrt-14:47:06 Arvd-14:47:10 Clrd-19:22:07 InSrvce-19:22:07 Cleared By: 10120 -OOB CENTRAL [Modified: 05/08/20141440] Location Change: Jurisdiction: SCARBOROUGH UTV-Support-Fire Utility Terrain Fire Unit: Disp-17:19:52 Enrt-17:19:55 Arvd-17:36:29 Clrd-19:21:54 InSrvce-19:21:55 Cleared By: 10120 -05/08/2014 1618 Narrative: 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) 05/08/2014 1618 Narrative: 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

F _C Date: 05/0	8/2014	- Thursday					
Call Number	Time	Call Reason		Action		Priority	Duplicate
	1323	911 - FIRE. OTH	HER	Extinguis	shed	1	2
14-55475 		-2224					
Call Closed	By:	2232 -	JULY 38/20	14 1927			
Call Modified	By:	2232 - [OOB 1528] WAGO	u marri Cambino	r CARINS - 3 C	OLD ORCHARD RD		
Location/Addr	ess:	[OOB 1528] WAGO	N WHEEL CAMPING	& CHILDER & &			
Jurisdict	ion:	Old Orchard Bea OOB BOX2 - Unio	on n Ave West				
Fire Distr	nct:	05/08/2014 1324	2224 -		THE CUT DE DEDON	ME 04064	
Party Entered Calling Pa	ı by. irtv:	ন	a	- OPE	ORCHARD BEACH,	ME OACOA	
CallE	Back Num	ber:					
		Race: U Sex: M					
	ID:	5439 - Disp-13:24·39	****	Arvd-13:27:55	Clrd-17:41:53		
	J nu.	2217 -	*				
Dispatched Arrived	aby. Aby:	2217					
Cleared	d By:	2268		(Mor	dified: 05/08/20	141547]	
Location Cha	ange:	[OOB 618] HALFV	AA AIDEO -				
Jurisdict	tion:	Old Orchard Bea {OOB 618} HALFV	ICH VIDEO -	[Mod	dified: 05/08/20	141547]	
Location Cha	ange:	ald Auchard Bas	ach				
Jurisdict Location Cha	ande:	(OOB) AT HALFWA	AA (Woditied: 0:	5/08/20141548}			
Jurisdic	tion:	Old Orchard Bea	nch				
Fire	Unit:	OOBE2-Pumper-Ei	ngine 2 Enrt-13:26:18	arvd-13:29:48	Clrd-19:09:56		
		Disp-13:25:26 InSrvce-19:09:	66	711. VG 20.			
Dispatche	d By:	2226 -					
Enrout	e By:	2226 -					
Arrive	d By:	2226 -					
Cleare	d By:	2232 -	OOB Engine 1				
Fire	Unit:	Disp-13:27:23	Enrt-13:28:41	Arvd-13:31:31	Clrd-19:09:53		
•		InSrvce-19:09.	5,3				
Dispatche	d By:	2226 -					
Enrout	e By:	2226 - 2226 -					
Arrive Cleare	ed By:	2232 -					
Cleare	ID:	9228 -	Fort-13:30:00	A merch 13:35:13	Clrd-16:03:28		
			Fort-13:30:00	MIAG. 12:22:15	0222		
Dispatche		2217 - 2217 -	-				
Enrout Arrive		2217 -					
Cleare		2217 -	000				
	Unit:	RES200-Rescue	Enrt-13:30:04	Arvd-13:32:44	Clrd-14:51:42		
	-	InSrvce=14:51:	42		_	_	
Dispatche	ed Bv:	2226 -					
Enrout	te By:	2226 -					
Arrive	ed By:	2226 -					
Cleare	ed By:	2226 - 6793 - 1	,				
	ID:	Disp-13:37:02	Enrt-13:37:28	Arvd-13:39:56	Clrd-15:46:38		
Dispatch	ed Bv:	2217 -					
Enrou	te By:	2217 -					
	ed By:	2217 -					
Clear	ed By:	2217 - 6407 - :					
	ID:	Disp-13:37:08	Enrt-13:37:28	Arvd-13:39:56	Clrd-16:03:19		
Dispatch	ed By:	2217 -	÷				
	te By:	2217 -					
Arriv	ed By:	2217 -					
Clear	ed By:	2217 -					
:	ID:	Disp-13:37:11	Enrt-13:37:28	Arvd-13:39:56	Clrd-17:34:26		
Jispatch	ed Bv:	2217 -					
Enrou	ite By:	2217					
Arriv	ed By:	2217 -					

2

Sanford Regional Communications Center Printed: 05/09/2014 Call Number

2217 -Cleared By: [OOB] OLD ORCHARD RD [Modified: 05/08/20141555] ocation Change: Old Orchard Beach Jurisdiction: SANL1-Aerial-Sanford Ladder 1 Disp-13:59:31 Enrt-13:59:34 Arvd-14:53:22 Clrd-16:07:38 Fire Unit: 2276 -Dispatched_By:_ 2276 -Enroute By: 2226 -Arrived By: 2261 -Cleared By: 2955 -ID: Disp-14:08:32 Enrt-14:08:57 Arvd-14:09:07 Clrd-16:45:00 2217 -Dispatched By: 2217 -Enroute By: 2217 -Arrived By: 2217 -Cleared By: [OOB] 183 TEMPLE AVE @ 16 GOODWIN AVE (Modified: 05/08/20141621) Location Change: Old Orchard Beach Jurisdiction: 2237 -Clrd-14:08:46 Disp-14:08:37 2217 -Dispatched By: 2217 -Cleared By: 2194A -Disp-14:U8:51 Enrt-14:08:57 Arvd-14:09:07 Clrd-18:29:26 ID: 2217 -Dispatched By: 2217 -Enroute By: 2217 - 1Arrived By: 2217 -Cleared By: dified: 05/08/20141547] [OOB 618] Location Change: Old Orchard Beach Jurisdiction: [OOB] AT HALFWAY [Modified: 05/08/20141548] Location Change: Old Orchard Beach Jurisdiction: 5587 -ID: Disp-14:08:55 Errt=14:05 Arvd-14:09:07 Clrd=15:46:45 Dispatched By: 2217 -----2217 -Enroute By: 2217 -Arrived By: Cleared By: 2217 -SANSQ1-Support-Sanford Squad 1 Fire Unit: Disp-14:14:39 Enrt-14:14:42 Arvd-14:42:58 Clrd-19:10:04 InSrvce-19:10:05 2276 -Dispatched By: 2276 -Enroute By: 2276 -Arrived By: 2232 -Cleared By: 2 KENT22-Fire Unit: Disp-13:54:55 Enrt-13:54:50 ... vd-14:17:30 Clrd-18:49:25 InSrvce-18:49:25 2268 - -Dispatched By: <u> 2268 - !</u> Enroute By: 2268 -Arrived By: -, . 2232 - 0 Cleared By: SANE4-Fumper-Sanforu jine 4 Disp-14:18:48 Enrt-14:18:51 Arvd-14:35:47 Clrd-18:21:25 Fire Unit: InQrtsUnav1-19:07:47 InSrvce-19:07:47 2276 - " Dispatched By: 2276 -Enroute By: 2226 -Arrived By: Cleared By: 2261 -KENE4-Pumper-Kennebunk angine 4 Disp-13:46:52 Enrt-13:46:53 Arvd-14:17:28 Clrd-18:49:28 Fire Unit: InQrtsUnav1-19:08:08 InSrvce-19:08:08 2268 -Dispatched By: 2268 -Enroute By: 2268 -Arrived By: 2232 - 4 Cleared By: HOLLS61-Support norres Squad 61 Fire Unit: Disp-14:01:16 Enrt-14:14:57 Arvd-14:28:00 Clrd-15:11:39 InQrtsUnavl-15:11:43 InSrvce-15:11:43 2268 -Dispatched By:

2268 -

2226 -

Enroute By:

Arrived By:

3

Sanford Regional Communications Center Printed: 05/09/2014 Call Number

Cleared By: 2261 -HOLLE1-Pumper-Hollis Engine 1 Fire Unit: Disp-14:45:57 Enrt-14:45:59 Arvd-15:11:44 Clrd-19:04:41 InQrtsUnav1-20:47:54 InSrvce-20:47:58 Arrived By: 2261 -2232 -Cleared By: RES200-kescue 200 --EMS-Unit: Arvd-15:02:41 Clrd-17:41:36 InSrvce-17:41:36 2217 -Arrived By: 2268 -Cleared By: HOLLS61-Support-Hollis Squad 61 Disp-15:12:34 Enrt-15:12:37 Arvd-15:12:39 Clrd-19:00:36 Fire Unit: InQrtsUnavl-19:45:35 InSrvce-19:45:35 2261 -Dispatched By: Enroute By: 2261 -2261 -Arrived By: 2232 -Cleared By: 3275 -Arvd-15:31:30 Clrd-16:21:43 2217 -Dispatched By: 2217 -Arrived By: 2217 -Cleared By: - "dified: 05/08/20141546] [OOB] Location Change: Old Orchard Beach Jurisdiction: 8106 -ID: Arvd-15:52:25 Clrd-18:38:43 Dispatched By: 2217 -2217 -Arrived By: 2217 -Cleared By: --- 'M-dified: 05/08/20141552] Location Change: (OOB) Old Orchard Beach Jurisdiction: [OOB] OLD ORCHARD RD [Modified: 05/08/20141652] Location Change: Old Orchard Beach Jurisdiction: ID: 2955 -Arvd-16:47:34 Clrd-16:51:23 Disp-16:46:21 2217 - -)ispatched By: 2217 -Arrived By: 2217 -Cleared By: 3275 -ID: Arvd-16:47:14 Clrd-16:50:32 Dispatched By: 2217 -2217 -Arrived By: 2217 - . Cleared By: [Modified: 05/08/20141647] Location Change: [OOB] Old Orchard Beach Jurisdiction: 5439 -TD: Arvd-17:42:04 Clrd-18:40:45 Disp-17:42:00 2268 -Dispatched By: Arrived By: 2268 - _____ 2217 -Cleared By: 05/08/2014 1324 Narrative: caller thinks the fire is on the tracks. can see heavy white smoke 05/08/2014 1324 Narrative: caller states someone is out there now with a garden hose now 05/08/2014 1325 Narrative: tone 05/08/2014 1325 : Narrative: caller thinks there are 2 fires on tracks then another about 100 feet away 05/08/2014 1327 * ` Narrative: p 33 will be checking old salt rd

last caller thought a building may be on fire but couldn't

05/08/2014 1327 1 ...

Page:

4

see it, just smoke

05/08/2014 1327 Narrative:

-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

05/08/2014 1329 Narrative:

el checking old orchard rd and old salt rd

05/08/2014 1329 Narrative:

also a 3rd in the area of Atlantic Ave as well

05/08/2014 1329 Narrative:

engine all set on scene

05/08/2014 1331 Narrative:

heavy smoke on old orchard rd

05/08/2014 1331 Narrative:

both Saco and Scarboro are aware of the fires in their area - Saco has also already contacted the railroad company

05/08/2014 1331 Narrative:

5 fires to the saco line

05/08/2014 1332 Narrative:

Train company has been notifed

05/08/2014 1332 Narrative:

heavy smoke from tank on wagon wheel

05/08/2014 1334 Narrative:

another caller states there is another fire by the railroad

tracks on Temple ave

05/08/2014 1335 Narrative:

1/2 mile line along the tracks - good fire going

05/08/2014 1335 Narrative:

Saco does not have any fire units available due to the fires

they have in their town

05/08/2014 1337 Narrative:

evacuating the condos in the area of Old Salt Rd

05/08/2014 1337 Narrative:

shed that has just caught fire on Old Salt Rd

05/08/2014 1338 Narrative:

wild acres all set // mopping up - will be moving to the

next

05/08/2014 1339 Narrative:

per 30 - full involved with gas cans exploding

05/08/2014 1339 Narrative:

Maine Forrestry service has been notified

05/08/2014 1340 Narrative:

rovd 2nd call from 21 Old Orchard Rd, advised her that FD is aware and if she felt in danger to evacuate her residence

05/08/2014 1340 Narrative:

south portland sending eng and rescue to station for

coverage

Narrative: 05/08/2014 1342

Call Number

campers on and fire and propane

05/08/2014 1342 Narrative:

bidd not avail, they have their own fires

05/08/2014 1343 Narrative:

wagon wheel campground trailer park - all the way straight

05/08/2014 1344 . Narrative:

scar e7

05/08/2014 1345 Narrative:

ken toned mut aid

05/08/2014 1345 Narrative:

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

05/08/2014 1346 Narrative:

101 acers on fire

Narrative: 05/08/2014 1347

ken engine 4 enroute

05/08/2014 1347 Narrative:

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

05/08/2014 1351 Narrative:

_____scarb eng 4 and 7 going to the wagon wheel

05/08/2014 1353 1 Narrative:

5 buildings on fire

05/08/2014 1353 Narrative:

another caller reporing the fire in the woods

05/08/2014 1355 Narrative:

TEMPLE AVE REPORTING FIRE SPREADING

05/08/2014 1356 ' Narrative:

tone sanford

05/08/2014 1356 Narrative:

SP going direct to the scene

05/08/2014 1359 Narrative:

Modified By: 05/08/2014 1400 5

portland enroute

Narrative: 05/08/2014 1359

Page: 6

Sanford Regional Communications Center Printed: 05/09/2014 Call Number

41 old salt rd propane tank endanger of exploding

05/08/2014 1359

15 old orchard rd fire approaching His house

05/08/2014 1400 Narrative:

hollis squad 61 enr to station for tanker

05/08/2014 1401 1 Narrative:

05/08/2014 1404 Modified By:

SIGNAL 6

05/08/2014 1404 1 Narrative:

k-port sending all available trucks

05/08/2014 1404 1 Narrative:

Scar e4 going to south entrance of Wagon Wheel, e7 to old

salt rd, e2 enr to where ever needed

05/08/2014 1407 1 Narrative:

SAN C2 ENR

05/08/2014 1408 Narrative:

portable 32// location is end of apple blossom off of

temple, several exposures 5-10 mins from reaching bldgs

05/08/2014 1408 Narrative:

05/08/2014 1409 Modified By:

port sending engine and tanker

05/08/2014 1410 Narrative:

on temple ave by the sign for Ocean park ave on lefthand

side all on fire.

05/08/2014 1411 -Narrative:

PW has their vac truck available w/ root gals stationed at

the campground

05/08/2014 1411 Narrative:

also rovd 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

05/08/2014 1413 Narrative:

s portland eng 5 going to scene

portland eng 11 going to central station

05/08/2014 1414 Narrative:

east of old salt - large explosion

05/08/2014 1415 Narrative:

roads being closed all over OOB, temple ave, etc...

05/08/2014 1417 Narrative:

any available units responding taging in from old salt rd

to the camp gound

05/08/2014 1419 Narrative:

striking a tanker task force

05/08/2014 1421 Narrative:

portland is doing the tank strike force

05/08/2014 1421 Narrative:

cmp lineman is going to shut down the grid

05/08/2014 1422 I Narrative:

Sanford Regional Communications Center Printed: 05/09/2014 Call Number

Ranger John Leavitt 4217 is responding

05/08/2014 1423 Narrative:

scarb with 3500 gal going in

05/08/2014 1423 Narrative:

CMP working on shutting down the grids

05/08/2014 1424 Narrative:

scar going to old orchard rd - down into the campground

05/08/2014 1424 Narrative:

old orchard rd - line to be set

Narrative: 05/08/2014 1426

pd shutting old orchard rd down

05/08/2014 1426 : Narrative:

35 shutting down Old Orchard Rd at the Saco Side

05/08/2014 1427 Narrative:

kport supplying kennebunk engine

05/08/2014 1429 : Narrative:

PW enr to 7-11 area with barricades to direct traffic

05/08/2014 1429 Narrative:

Scarb sending and eng for OOB station coverage

05/08/2014 1434 Narrative:

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

05/08/2014 1434 ---Narrative:

grid from FD to Old Orchard Ru to Beach St to the Spur, to

the tracks at Ocean Park is deenergized

05/08/2014 1441 Narrative:

caller reports hot ash blowing on her home on stanley rd

05/08/2014 1443 Narrative:

05/08/2014 1444 Modified By:

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

05/08/2014 1444 Narrative:

ccso sending gorham tank2, tank3, and windham tan5

05/08/2014 1444 Narrative:

CMP is at halfway req to speak to someone from command

05/08/2014 1448 Narrative:

scar e5 off at the station

05/08/2014 1449 Narrative:

05/08/2014 1451 Modified By:

portland ell off at the OOB station for coverage

05/08/2014 1452 Narrative:

scar e5 off at OOB station for coverage as well

05/08/2014 1503 Narrative:

aerial drop for the campers on fire

05/08/2014 1509 Narrative:

aerial drop before the intersection

Narrative: 05/08/2014 1509

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8

Sanford Regional Communications Center Printed: 05/09/2014 Call Number

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

05/08/2014 1522 Narrative:

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

05/08/2014 1527 Narrative:

call conroys for a disel truck

05/08/2014 1532 Narrative:

05/08/2014 1533 Modified By:

standish tanker with 2000 on scene at staging entrance to

wagon wheel

05/08/2014 1533 Narrative:

el still has 1000 gallons

05/08/2014 1535 Narrative:

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

Narrative: 05/08/2014 1536

ken e 4 > command almost out of water

05/08/2014 1552 Narrative:

all media need to go to Jimmy the Greeks

05/08/2014 1619 Narrative:

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

05/08/2014 1621 Narrative:

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

ENR FOR COVERAGE

05/08/2014 1636 Narrative:

OOB200 treated a 45YOM at 1620 for astma attack and smoke

inhilation

05/08/2014 1638 Narrative:

200 clear, on scene

05/08/2014 1645 Narrative:

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

05/08/2014 1649 ! Narrative:

05/08/2014 1650 ---Modified By:

per FD temple being opened

05/08/2014 1726 Narrative:

OOB CAR 3 IS NOW INCIDENT COMMAND

05/08/2014 1755 Narrative:

9

Sanford Regional Communications Center Call Number Printed: 05/09/2014

wat car 1 clear of saco

Narrative: 05/08/2014 1812

per 36 - there is a railroad tie that is flaring up near the

bridge on Old Orchard Rd

05/08/2014 1821 Narrative:

sanf e4 clear, returning OOS

05/08/2014 1833 Narrative:

sanford c2 clear, returning

05/08/2014 1837 Narrative:

36 advising that they are able to open up Old Orchard Rd

05/08/2014 1838 Narrative:

30 also assisting in packing up the barricades and opening

that area as well

05/08/2014 1848 Narrative:

per 30 - large barricade left at Old Orchard Rd & Ocean Park

Rd in the median - too large to fit in cruiser

05/08/2014 1851 E Narrative:

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

05/08/2014 1852 Narrative:

SCAB E2 CLEAR OLD SALT RD - RETURNING

05/08/2014 1853 Narrative:

hol tank 1 clr rtrning

Narrative: 05/08/2014 1912

05/08/2014 1914 Modified By:

OOB COMMAND ADV - TRACK CLEAR - TRAINS CAN RESUME OPS

05/08/2014 1915 I Narrative:

FAXED TO KENNEBUNK FD

05/08/2014 1916 Narrative:

Modified By: 05/08/2014 1921

OOB C1 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

05/08/2014 1918 Narrative:

ADVISED SACO TRACKS ARE CLEAR

05/08/2014 1925 | Narrative:

OOB RES 200 BACK IN SERVICE - RETURNING TO TOWN

05/08/2014 1937 Narrative:

OOB RES 200 BACK IN SERVICE - CLEARING PORTLAND MEDCU 3

14KEN-990-IN Refer To Fire Case: Refer To Fire Case: 140QB-593-IN

1400B-198-0f



Old Orchard Beach Fire Department Incident Report

raye. . 05/19/2014

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

Call #: 14-38581

Location: WAGON WHEEL CAMPING & CARINS

3 OLD ORCHARD RD

Old Orchard Beach, ME 04064

District: OOB BOX2 - Union Ave West

Station: OOB FD

Officer In Charge: .

Report By:

_____ n 05/08/2014

Approved By:

on 05/08/2014 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

Personal Resources (deed (Supple Vision)

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

rage: 4 05/19/2014

Stories above grade: 1

Stories below grade: 0

Incident #: 1400B-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:

luman 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

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

#432 P.003/006

Old Orchard Beach Fire Department Incident Report

Page: 3 05/19/2014

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

3 OLD ORCHARD RD 5/8/2014

Ref: 1400B-594-IN

Responded with OOB E-2 for a report of a woods fire in the are 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 th camparound. Radioed for help from OOB E-2. Notified d patch 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 00B 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 k 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 Report

Page: 4 05/19/2014

Incident #: 1400B-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 V: lage and started attacking the forward progression of the f. e.

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.

#432 P.005/006

Old Orchard Beach Fire Department
Incident Report

Page: 5 05/19/2014

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

Responding Mutual Aid Departments were as following with multiple trucks form 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 1 adscape trees in the park and completely destroyed 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, O49, 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 cluding 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:

06/27/2014 10:03

#432 P.006/006

OTO ALCUSIO BEGON SITE Debot cwent Incident Report

05/19/2014

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



Page: 1 06/29/2014

Incident #: 14-1138-IN Exp. 0

Call #: 14-9808

Location: "

3 &

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

Officer In Charge: 1

n 06/05/2014

Report By: 2

, on 05/08/2014

Approved By: 1

l. on 06/05/2014

the soft and dente and considerations.

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

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

Cleared: 05/08/2014 @ 1939

Shift: A

Alarms: 1

No. 10 Page 1985 Annual Page 1985 Annual

Aid: Mutual aid received

Apparatus

Personnel

Suppression: 16

Suppression: 22

EMS: 1 Other: 10

EMS: 1 Other: 11

Counts include resources received by mutual aid.

Casualtres Summary

Deaths

Injuries

Fire Service: 0 Civilian: 0

Fire Service: 0

Civilian: 0

Page: 2 06/29/2014

Incident #: 14-1138-IN Exp. 0

Peropile and Sheleies annolyed Wille Sex Age. Tome: Weels II

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

 8	Apparatus	лу ре	Dates/Wines Per Use Actions 甲kens ***
Ī	Saco Car 1 1CAR1	Mobile command post	Disp 05/08/2014 @ 1336 1 Other Arr 05/08/2014 @ 1347 Clr 05/08/2014 @ 1939 InQt 05/08/2014 @ 1939 InSv 05/08/2014 @ 1939
 2	Saco Fire Car 2	Mobile command post	Disp 05/08/2014 @ 1336 1 Other Arr 05/08/2014 @ 1347
 			Clr 05/08/2014 @ 1935
			InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935
3	Saco Fire Car 3 1CAR3	Mobile command post	Disp 05/08/2014 @ 1338 2 Other Arr 05/08/2014 @ 1338 Clr 05/08/2014 @ 1939 InQt 05/08/2014 @ 1939 InSv 05/08/2014 @ 1939
4	ENGINE 1 TANKER/PUMP 1E1	Engine	Disp 05/08/2014 @ 1416 1 Suppr Arr 05/08/2014 @ 1444 Clr 05/08/2014 @ 1935 InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935
5	Saco Engine 3 1E3	Engine	Disp 05/08/2014 @ 1335 3 Suppr Arr 05/08/2014 @ 1345 Clr 05/08/2014 @ 1935 InQt 05/08/2014 @ 1935 InSv 05/08/2014 @ 1935

Page: 3 06/29/2014

	į		•						
	6	Saco Engine 4	Engine	Disp 05/	/08/2014	_0	1352	2_	Suppr
		1E4	•	Arr 05/					
				Clr 05/	08/2014	0	1714		
	1			InQt 05/	08/2014	G	1714		
				InSv 05/	08/2014	ā	1714		
	1					·			
	7	Saco Engine 7	Engine	Disp 05/	08/2014	ß	1329	2	Suppr
	1	1E7	211921110	Arr 05/				-	ouppi
	j	10,		Clr 05/					
	1			InQt 05/					
	ĺ			InSv 05/					
				11100 037	00/2014	G	1933		
	8	Saco Engine 8	Engine	Disp 05/	00/2014	a	1304	9	Customer
	1 6	Saco Engine 8 1E8	Eudrue	Arr 05/				G.	Suppr
		TEO							
				Clr 05/			1823		
	1			InQt 05/					
	Ì			InSv 05/	08/2014	Q	1853		
	ļ								
				-1 001	** *** *			_	
	9		Brush truck	Disp 05/				2	Suppr
		1E9		Arr 05/					
				Clr 05/0					
				InQt 05/					
	1			InSv 05/0	08/2014	(a	1814		
	1.0		Other apparatus/reso	Disp 05/0				1	Other
_		1FP1		Arr 05/0	08/2014	-0-	1704		
				Clr 05/0	08/2014	0	1813		
	l			InQt 05/0	08/2014	(j	1813		
				InSv 05/0	08/2014	0	1813		
]		•						
	11	Saco Ladder 1	Truck or aerial	Disp 05/0	08/2014	0 :	1445	1	Suppr
]	1LADD1		Arr 05/0					••
				Clr 05/0	18/2014	0	1801		
				InQt 05/0					
				InSv 05/0					
	12	RANGER 13 / ATV UNIT	Privately owned vehi	Disp 05/0	8/2014	@ 1	L420	1	Other
		1RNGR13	-	Arr 05/0	8/2014	a 1	421		
				Clr 05/0	8/2014	0 I	930		
				InQt 05/0					
ł				InSv 05/0					
					0,2021				
1	13	Saco Service 2	Support apparatus, o	Disp 05/0	8/2014	a 1	636	1	Other
	~~	1SER2	Proce apparatus (Arr 05/0				<u> </u>	Custos
-				Clr 05/0					
- 1				InQt 05/0					
				Inge 05/0:					
				THOV 00/0	0/2014 (ال ت	930		
	1 4	DIDDEADD BRUGH HAYE	Dwich truck	niam of/or	0/2024 /	3 -3	450	1	0
	1.4	BIDDEFORD BRUSH UNIT	Brush truck	Disp 05/0				1	Suppr
		2BIDBRU		Arr 05/08					
				Clr 05/08					,
ļ				InQt 05/08					Ì
				Insv 05/08	B/2014 @	1	903		
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	1.5	- Alfred-Engine ALFENG	Engine	Disp-05/08/2014 @ 1439 1 Suppr Arr 05/08/2014 @ 1451 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903
	16	ARUNDEL FORESTRY TRU ARUBRU	Brush truck	Disp 05/08/2014 @ 1429 1 Suppr Arr 05/08/2014 @ 1448 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ InSv 05/08/2014 @ 1903
	7	Arundel Tanker ARUTANK	Tanker or tender	Disp 05/08/2014 @ 1510 1 Other Arr 05/08/2014 @ 1510 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903
	18	Buxton Engine 1 BUXE1	Engine	Disp 05/08/2014 @ 1352 1 Suppr Arr 05/08/2014 @ 1408 Clr 05/08/2014 @ 1848 InQt 05/08/2014 @ 1849 InSv 05/08/2014 @ 1849
-	.9	Buxton Engine 2 BUXE2	Engine	Disp 05/08/2014 @ 1352 1 Suppr Arr 05/08/2014 @ 1408 Clr 05/08/2014 @ 1848 InQt 05/08/2014 @ 1849 InSv 05/08/2014 @ 1849
	20	BUXTON RESCUE BUXR1	Medical & rescue uni	Disp 05/08/2014 @ 1353
	21	FIRE/POLICE 103 FP103	Support apparatus, o	Disp 05/08/2014 @ 1454 1 Other Arr 05/08/2014 @ 1523 Clr 05/08/2014 @ 1813 InQt 05/08/2014 @ 1813 InSv 05/08/2014 @ 1813
	22	Goodwins Mills Brush GMBRUSH	Brush truck	Disp 05/08/2014 @ 1348 1 Suppr Arr 05/08/2014 @ 1450 Clr 05/08/2014 @ 1903 InQt 05/08/2014 @ 1903 InSv 05/08/2014 @ 1903
		GOODWINS MILLS ENGIN GME3	Engine	Disp 05/08/2014 @ 1358 1 Suppr Arr 05/08/2014 @ 1450 Clr 05/08/2014 @ 1756 InQt 05/08/2014 @ 1756 InSv 05/08/2014 @ 1756

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	1			
	24	Hollis District 1 Ta	Tanker or tender	Disp 05/08/2014 @ 1637 1 Other
		HOLTANK		Arr 05/08/2014 @ 1637
	}			Clr 05/08/2014 @ 1903
				InQt 05/08/2014 @ 1903
				InSv 05/08/2014 @ 1903
	25	SANFORD FORESTRY 7	Brush truck	Disp 05/08/2014 @ 1637 1 Suppr
		SANBRU		Arr 05/08/2014 0 1637
				Clr 05/08/2014 0 1903
				InQt 05/08/2014 @ 1903
				InSv 05/08/2014 @ 1903
i	0.0	and an enter the Markey	Brush truck	Disp 05/08/2014 @ 1540 1 Suppr
İ	26	Dearmore rainion	Brash crack	Arr 05/08/2014 @ 1540
		SCATANK		Clr 05/08/2014 @ 1904
				InQt 05/08/2014 @ 1904
Î				InSv 05/08/2014 @ 1904
				THE 03/00/2011 6 1901
	27	WATERBORO TANKER	Tanker or tender	Disp 05/08/2014 @ 1541 1 Other
]	- 1	WATTANK		Arr 05/08/2014 @ 1541
		FIX 44 & R VALUE		Clr 05/08/2014 @ 1903
j				InQt 05/08/2014 0 1903
\exists				InSv 05/08/2014 @ 1903
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	1 2	3 322	1		05/08/2014 @ 1338	05/08/2014 @ 1939	CC CEN	1CAR3
	3	322 420	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			05/08/2014 @ 1324	05/08/2014 @ 1939	CO CEN	
	7	792			05/08/2014 @ 1324	05/08/2014 0 1939	FF CEN	
	8	875	2		05/08/2014 0 1324	05/08/2014 @ 1939	FF CEN	
	9	707	2	<u>e</u>	05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN	
	10	1008	2 +		05/08/2014 @ 1335	05/08/2014 0 1935	FF CEN	1E3
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ĺ	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	
ĺ	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	
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ı	27	823		•	05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN	
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	34	11351			05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN	
	35	143		<u> </u>	05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN	
-	36	1078		•	05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN	
-	~ ~		•					

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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	x	05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN
44 1024		05/08/2014 @ 1324	05/08/2014 @ 1939	FF CEN

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Incident #: 14-1138-IN Exp. 0

NARRATIVE FOR

Ref: 14-1138-IN

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

tockade fence damage at

ockade fence damage at

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

7	A R10,2,3,0 M1E 0,5 0,8 FOID \$\$\times\$ State \$\$\times\$ incident Date \$\$\times\$	[2,0,1,4] [C,E,N, , , , , , , , , , , , , , , ,] [1,1,3,8] Station Incident Number &	Delete NFIRS-1 BASIC OMB 1650-0039 Expres 0730/2009 Paper No Activity Paper work Burden Kolice on Back				
1	Street address Intersection	dicate that the address for this incident is provided on the Wildland Fize , "Afternative Location Specification." Use only for Wildland Fires."	Census Trect [0,2,0,3]-[0,0] [A,V,E,				
		aco	M,E 0,4,0,7,2 -				
:	C Incident Type A [1 4 1	Dates & Times Mishight Check boxes i ALARM always required ALARM always required	Hour Min 1,3,2,4 Shire Alarms A				
	1 Mutual aid received 2 Auto. ald received 3 Mutual aid given 4 Auto. ald given 5 Other ald given Their FDID Their FDID Stete Stete Their FDID Their FDID Stete	Date. ARRIVAL required, unless canceled or did n Arrival \$\int 0_5 \] \$\[0_8 \] \$\[2_0_1 \]_4 \] CONTROLLED optional, except for valuable of the controlled \$\[0_5 \] \$\[0_8 \] \$\[2_0_1 \]_4 \] Last Unit CLEARED, required except for the controlled of the c	Platoon 1				
	F Actions Taken &	G1 Resources 🛱 G2 Estil	mated Dollar Losses and Values Required for all fres if known, None Optional for non fres.				
	Primary Action Taken (1) 115 [Confine fire (wildland) ddional Action Taken (2)	,	\$,3,0],[0,0,0] \$,				
	Additional Action Taken (3)	Other 10 11 Property Check box if resource counts include aid Contents	\$,				
	Fire-2 Structure Fire-3 Civilian Fire Cas,-4 Fire Service	Juries 1 Natural gas: slowlesk, no evacuation or HazMat action 2 Propane gas: <21 kv. tenk (es in home BBQ gm)	None Mixed Use Not mixed Property 10 Assembly use 20 Education use 33 Medical use				
	Fire Service Cas5 EMS-6 HazMat-7 Wildland Fire-8 Apparatus-9 Personnel-10 Arson-11 Civilian 1-12 Detector Required for confined fire 1 Detector alerted occupany Unknown	7 Motor oll: from engine or portable container					
	Structures 131	Clinic, clinic-type infirmary 539	671 Gas or service station 679 Motor vehicle/boat sales/repairs 699 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				
	14 Playground or park 155 Crops or orchard 1669 Forest (timberland) 1807 Outdoor storage area 1919 Dump or sanitary landfill	Vacant lot 981	and Property use				

į.	A [R,0,2,3,0]	MM DD YYYY [M_E] [0,5] [0,8] [2,0,1,4] [C,E,N,	Dekle NPIRS-1 BASIC O										
	Person/Entit		Area Code Phone Number										
	Check this box if same eddress as incident tocation (Section B). Then skip the three duplicate address lines.		Suffix [A_V_E] Street Type Suffix										
	State Zep Gode More people Involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.												
	K2 Owner I s	Same as person Evolved? Then check this box and skip FEJEDELEM BRIAN A & Little Business name (d applicable) A	Vea Code Phone Number										
	Then skip the three	Mr., Mrs., Mrs. First Name MI Last Name	Suffix										
	dup≦cate address fnes.	Number Prefix Street or Highway	Street Type Suffix										
		Post Office Box Apt/Suite/Room City											
	,	[M_E] [0,4,0,7,2] —											
	Remarks: Local Option												
Ţ	More remarks? Check	MUST ALWAYS BE COMPLETED! k this box and attach Supplemental Forms (NFIRS-1S) as necessary.											
/ \	Authorization [3] Officer in charge	te ID Signature Position or rank Assignment	0 6 0 5 2014 Month Day Year										
sa Ol	neck box if me as fifteer in [1_0_3_8] Member making		Month Day Year 0 5 0 8 2 0 1 4 Month Day Year										

, i	R ₁ 0 ₁ 2 ₁ 3 ₁ 0 M ₁ E 0 ₁ 5 0 ₁ 8 FDID State Incident Date 7	YYYY [2,0,1,4] [C,E,N, , , , , , , , , , , , , , ,] Station Incident Number 7	3 8 Delete WILDLAND FIRE OMB 1660-0058 Exposure Change Expert of Burden Review (Burden Review (
(Alternate Location Specification Foley Lethinked committee OR Transhry/Remod/Section/Subsection	D₁ Wildland Fire Cause ☆	D ₃ Factors Contributing None foliantion				
	Enter Lethude/Long/hade OR Township/Renge/Section/Subsection Meridan if Section B on the Basic Module is not completed Lethude OR North Foundhip Congrude OR North Range West	1 Natural source 8 Misuse of fire 2 Equipment 0 Other 3 Smoking U Mundetermined 4 Open/outdoor fire 5 Debris/vegetation burn 6 Structure (exposure) 7 Incendiary D2 Human Factors Contributing to Ignition Check as many boxes as are applicable.	#I U U Undetermin #2				
	Section Subsection Meridian Area Type 🏠 1 Rural, farms >50 acres 2 Urban (heavily populated) 3 Rural/urban or suburban 4 Urban-wildland interface area	Check as many boxes as are applicable. XI NONE 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					
	H Weather Information	Number of Buildings Ignited Li None Number of buildings that were	Primary Crops Burned				
	NFDRS-Weather Station ID Weather Type Wind Direction Wand Direction Wand Speed (mph) Air Temperature Check If negative Air Temperature Fire Danger Rating	Ignted in Waternottre 2 Number of Buildings Threatened Number of buildings that were threatened by Waternot free but were not involved 3 Total Acres Burned 1/2,0 6 9	Crop 2 Crop 3				
Ţ	J Property Management	NFDRS Fuel Model at Origin	Type of Right of Way None				
	Indicate the percent of the total acres burned for each ownership type then check the ONE box to identify the property ownership at the origin of the fire. If the ownership at origin is Federal, enter the Federal Agency Code. Ownership % Total Acres Burned U Undetermined %	Enter the code and the descriptor corresponding to the NFDRS Fuel Model at Origin Person Responsible For Fire	Required if less than 100 feet Feet				
	Private	Identified person caused fire Unidentified person caused fire If if it is in the person caused fire If person identified complete the rest of Section L.	These optional descriptors refer to observations made at the point of initial attack				
	1 Tax paying 1% 2 Non-tax paying 1% Public	Gender of Person Involved 1	Elevation Relative position on stope				
;	City, town, village, local% County or parish% State or province% Federal	Age or Date of Birth Age in Years Date of Birth OR Month Day Year Activity of Person Involved	Aspect Feet Flame length				
8		Activity of Person Involved Activity of Person Involved	Chains per Hour				

, , ,	A		<u> </u>	E O	M 5 dent Da	00 0 , 8		····	C _I E ₁ N ₁ 1	Inciden	1_1_3		bozere 🌣	De k	NFIRS-9 AP te OR RESOU OMB 1660-00 nga Expires 06/30 'Papemork Notice on Br	RCES 89 2009 Burden
	TE	An	paratus or 🏡	—		Date	s and	Times	0000 aj lifginbil.l	Sent	11	Use	☆		Actions Tal	(en
			sources			C}	eck if san	ie date as Alan	m dala on		Number of ☆	Check ON	E box for each		Jst up to 4 actions	
		Use code	s listed below		16	the Basic Module (Block Month Day Year		Year Year	I) HousMins	Х	People	epparatus use at the	to indicate its ma incident	in l	apparaius	
			A AND DESCRIPTION OF THE PROPERTY OF THE PROPE		<u> </u>		Quitmaticatery,									
	1 1	10	ALFENG	Dispatch				3 [2,0,1,4	النخاا	\boxtimes	1 11	🔯 នរ	ppression	1		
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	1	Type	$\lfloor 1 \rfloor 1 \rfloor$	Clear	X	0,5	1018	3 2 0 1	4 1,9,0,3	ļ		Other				
		dl l	ARUBRU,	Dispatch	X	10,5	110,8	3 2,0,1,4	0 1,4,2,9			⊠ Suppression ☐ EMS				
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	1	Tuno	1,6	1										•	1.11	. 1
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	3	ID	arutank	Dispatch	X	0.5	10 8	$[2_{1}0_{1}1_{1}4]$	1510	X		Suppression	npression	Ì	1.11	
	Luamod			Arrival	X	0,5	10,8	2,0,1,4	1 [1,5,1,0]			EM	• •			لسملس
		Туре	2,4	Clear	X	10,5	110,8	1 2 0 1 4	1 [1,9,0,3]			∭ Otl	ner -			
			DOTROPIN	Dispatch	X	10.5	8,011	112.0.1.4	1 1,4,5,8							
	4	ID	2BIDBRU	1					1 [1,5,0,8]	⊠ 1	1 1	Suppression				
		70	[1,6]	Arrivai								☐ EM			1 1 1	,
		Type		Clear	X	0,5	l [Olg	1 5017	1,9,0,2				101			
	5	ID	BUXE1,	Dispatch	X	0.5	10.8	 [2,0,1,4	<u> [1,3,5,2]</u>	578		X Su	ppression	=+	1,11	- <u> </u>
	╟╨			Arrival	X	0,5	1018] [2 ₁ 0 ₁ 1 ₁ 4	1,4,0,8	X	[1]	EM		- 1		
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į. r																
				ype		Airc	raft									
	Gro	Ground Fire Suppression					Aircra	ft: fixed wi	ng tanker				naua unit	RA	nra ennarabi	e2
- 1		11 Engine				42 Helltanker										
			or aerial											s	ieets.	
ı	14	13 Quint 14 Tanker and pumper combination 16 Brush truck 17 ARFF (aircraft rescue and firefighting) 10 Ground fire suppression, other				·				f rescue	unit, other	"		Ì		
							Marine Equipment 51 Fire boat with pump 52 Boat, no pump									
						52									- 1	
1					60	60 Marine equipment, other			91 Mobile command post					4		
j,					Supi	ort Eq	ulpment		9	3 HazMat unit			JU 1	z navioraliji6	"	
ŝ		Dozer Tracto	Suppression Clear Signature Suppression Suppress													
	24	Tanker	anker or tender			62 Light and air unit			9	99 Privately owned vehicle						
	20	Heavy	ground equipmen	it, other 60 Support apparatus, other			us, omer	0	0 Other appar			NFIRS	6-9 Revision 01/01	107		

(A R		1 E 0	AM 5 Ident Da		777 2 ₁ 0 ₁ 1		EN L	∫ [] Inciden	1 1 1 3	8 0 Exposure		NFIRS-9 NFIRS-9 NFIRS-9 NMB 1650 Ga Expres 06 Paperw Notice of	ስ.ለንጓናር
	R	oparatus or A esources		(f		same da lo Module	110S to es Alam (Block E1) 'ear	Midnight is 0000 dele on Hourstidins	Sent	Number of ☆ People	Use & Clieck ONE box for each apparatus to Indicete its mause et the fycident.	U	Actions (stup to 4 actions apparetus	Taken
	Type	10 01	Dispatch Arrival Clear	\boxtimes	0.5	0 8 2	2,0,1,4	1,4,5,4 1,5,2,3 1,8,1,3	X	[1]	Suppression EMS Other			
	2 IE	15 61	Dispatch Arrival Clear	X	0,5	0.8	2,0,1,4	[1 ₁ 3 ₁ 4 ₁ 8 [1 ₁ 4 ₁ 5 ₁ 0 [1 ₁ 9 ₁ 0 ₁ 3]	Ø	[,,1]	Suppression EMS Other			
	3 IE	to the state of th	Dispatch Arrival Clear	X	0,5	8 2	2,0,1,4	1,3,5,8 1,4,5,0 1,7,5,6	M	1	Suppression EMS Other	a Appleton		
	4 ID	HOLTANK	Dispatch Arrival Clear	X	0,5 0 0,5 0) ₁ 8][2	2,0,1,4 <u>]</u> 2,0,1,4 <u>]</u>	11,6,3,7 1,6,3,7 1,9,0,3	Ø	الــــــــــــــــــــــــــــــــــــ	Suppression EMS Other			
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] ID	[1 _C AR1 ₁	Dispatch Arrival Clear	⊠ (0,5][0	8 2	0,1,4	1,3,4,7 1,9,3,9	×	[_,1]	Suppression EMS Other			
	7 ID	[1,E,3, , , , ,]	Dispatch Arrival Clear	X X	0,510	8 2 8 2	0 ₁ 1,4 0 ₁ 1,4	1,3,3,5 1,3,4,5 1,9,3,5	×	L3]	Suppression EMS Other			
	8 ID	1 <u>E4,,,</u>	Dispatch Arrival	X	0,5 0 0,5 0	8 2 8 2	0,1,4 0,1,4	1,3,5,2 [1,3,5,2] [1,7,1,4]		[2]	Suppression EMS Other			
	9 ID	[1,E,7, , , , ,]	Dispatch Arrival		0 ₁ 5][0 0 ₁ 5][0	8 2 8 2	0 ₁ 4 0 ₁ 4	1,3,2,9 1,3,4,5	Ø	لياعا	Suppression EMS Other			
	Type 1 1 1 Clear C				Aircraft 41 Aircraft: fixed wing tanker 42 Helitanker 43 Helicopter 40 Aircraft, other Marine Equipment 51 Fire boat with pump 52 Boat, no pump 50 Marine equipment, other Support Equipment			Medical and Rescue 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 Other 91 Mobile command post 92 Chief officer car 93 HazMat unit			Us sh	ore appare e addition eets.	nal	
	∠2 Tracto 24 Tanke	or plow r r or tender ground equipme	nt, other		61 Bre 62 Lig	athing ht and		us support s, other	9 9	4 Type I hand 5 Type II hand 9 Privately ow	crew crew	nfirs.	-9 Revision 0	1/01/07

	A	[R ₁ O ₁ 2 ₁ 3 ₁ O] [P		5 0D 5 0 8			C _I E _I N _{I I I}	Incident	1113	Exposure & [NFIRS-9 APPARATUS Delete OR RESOURCES OMB 1690-0099 Change Expires 06/30/2009 "Paperwork Burden Notice on Back	
	B	Apparatus or Resources Use codes listed below		c	heck if san e Basic Mo	Times ne date es Alam ockre (Block E1) Year	Midnight is 0000 n date on Hours/Mins	Sent	Number of ☆ People	Check ONE box for each apparetus to indicate its mail use at the incident.	Actions Taken Usl up to 4 actions for each apparatus	
	[ID [1,E,8, , , , ,] Type [1,1]	Dispatch Arrival Clear	⊠ [0]!	5 0 8		1 1,7,0,4 1 1,7,0,4 1 1,8,5,3	×	[, 2]	Suppression EMS Other		
	2	ID [1,E,9, , , ,] Type [1,6]	Dispatch Arrival Clear	⊠ [0 ₁ 8	31018	2014	[1,3,2,8] [1,3,4,7] [1,8,1,4]	A	2]	Suppression EMS Other		
	3	ID [1,CAR2,	Dispatch Arrival	⊠ [0,5 ⊠ [0,5	3 0 8	2 ₁ 0 ₁ 1 ₄ 2 ₁ 0 ₁ 1 ₄ 4	J [1 ₁ 3 ₁ 3 ₁ 6]	×	1	Suppression EMS Other		
	4	ID [1,CAR3,]	Olear Dispatch Arrival	図 [0,5 図 [0,5	3 0 ₁ 8	2 ₁ 0,1,4 2,0,1,4	[1 ₁ 3 ₁ 3 ₁ 8 [1 ₁ 3 ₁ 3 ₁ 8]	[X]	2	Suppression EMS Other		
	5	ID [LADD]	Arrival	□ 5 □ 5 □ 5 □ 5 □ 6 □ 6 □ 6 □ 7	0'8 0'8	2 ₁ 0 ₁ 1 ₁ 4 2 ₁ 0 ₁ 1 ₁ 4 2 ₁ 0 ₁ 1 ₁ 4	<u>1,4,4,5</u> <u>1,4,4,5</u>	Ø	1	Suppression EMS Other		
 	Ī	Type [1,2] ID [1,SER2,]	-	Ø [0 ₁ 5	108	[2,0,1,4 [2,0,1,4 [2,0,1,4]	[1,6,3,6]		1	Suppression EMS		
	7	Type 6,0	Dispatch	⊠ 0,5	10'8	2 ₁ 0 ₁ 1,4 2 ₁ 0,1,4 2 ₁ 0,1,4	[1,6,3,7]					
				Ø [0,5		[2 ₁ 0 ₁ 1 ₄]				Other		
	8	- 11 61	Arrival	⊠ 0 5	0,8	2,0,1,4 2,0,1,4 2,0,1,4	1,5,4,0		[1]	Suppression EMS Other		
	9	. 12 41	Arrival	⊠ [0,5	0,8	[2 ₁ 0 ₁ 1 ₄] [2 ₁ 0 ₁ 1 ₄] [2 ₁ 0 ₁ 1 ₁ 4]	1,5,4,1	×		Suppression EMS Other		
		paratus or Resource		Alre			Talolo	Mic	edical and Res			
	11 12 13 14 16			41 42 43 40 Mar	Aircrai Helitar Helico Aircrai	pter t, other ipment		7 7 7 7	3 High-angle 5 BLS unit 6 ALS unit 0 Medical and	ch and rescue unit	More apparatus? Use additional sheets.	
16 Brush truck 17 ARFF (alreraft rescue and firefighting) 10 Ground fire suppression, other 'eavy Ground Equipment 1 Dozer or plow 22 Tractor 24 Tanker or tender 20 Heavy ground equipment, other					51 Fire boat with pump 52 Boat, no pump 50 Marine equipment, other Support Equipment 61 Breathing apparatus support 62 Light and air unit 60 Support apparatus, other			Other 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			NN None UU Undetermined NFIRS-9 Revision 01/01/07	

A 14 -111 NFIRS - PT 0 5 0 8 2 0 1 4 1,1,3,8 Personnel [R,0,2,3,0] M,E C,E,N, 0 Time Sheet Incident Number Incident Date **Dates and Times** Duty Station Apparatus or Personnel ID Resource Hours/Mins Month Day Year [3,] Start 0,5 0,8 2,0,1,4 1,3,3,6 [C,C] C,E,N, 1, C, A, R, 1, À [0,5][0,8][2,0,1,4][1,9,3,9]Attendance Code R_iD_i Start [0,5][0,8][2,0,1,4] [1,3,3,8] CC C_IE_IN_I 1,C,A,R,3, 3,2,2, В 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code |R_iD_i | 4,2,0 Start |0,5||0,8||2,0,1,4| 1,3,2,4 E F CEN C End [0,5][0,8][2,0,1,4] [1,9,3,9] Attendance Code |R_iD_i | |C|C| CEN, Start | 0,5 | 10,8 | 2,0,1,4 | 1,3,3,8 | $11_{1}C_{1}A_{1}R_{1}3_{1}$ D 16,8, End [0,5][0,8][2,0,1,4] [1,9,3,9] Attendance Code $|R_iD_i|$ 1,2,1,2, Start [0,5][0,8][2,0,1,4] [1,3,2,4] F.F C,E,N, E and [0,5] [0,8] [2,0,1,4] [1,9,3,9] $\{O,T_1\}$ 2 Attendance Code Start |0,5||0,8||2,0,1,4| |1,3,2,4| [C,O] [C,E,N] 13,2 2 End 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code R_iD_i Start 0,5 0,8 2,0,1,4 1,3,2,4 F F CEN, ^jG 7,9,2, 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code $|R_iD_i|$ End [8,7,5] Start |0,5||0,8||2,0,1,4| [1,3,2,4] [F,F] C E N H End [0,5][0,8][2,0,1,4] [1,9,3,9] |2 : Attendance Code $\{R_iD_i\}$ 17,0,7 Start |0,5||0,8||2,0,1,4| |1,3,2,4| FF CEN, [R,D]End [0,5] [0,8] [2,0,1,4] [1,9,3,9] Attendance Code | F | F | CEN, 11,0,0,8, Start | 0,5 | 0,8 | 2,0,1,4 | 1,3,3,5 | 1 _| E _| 3 | J [2 [0,5][0,8][2,0,1,4] [1,9,3,5] Attendance Code $|R_iD_i|$ Start |0,5||0,8||2,0,1,4| |1,3,2,4| SC CEN, 11,0,3,8 K |2 End 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code [R,D,]| F | F | 17,6,5 Start |0,5||0,8||2,0,1,4| |1,3,2,4| CEN, L O'L' 5 E End [0,5] 0,8 [2,0,1,4] [1,9,3,9] Attendance Code 1,0,1,9 Start |0,5|0,8|2,0,1,4| |1,3,2,4| | F | F | $C_1E_1N_1$ M End 0,5 0,8 2,0,1,4 1,9,3,9 [3 Attendance Code |OIT [3,0,1, Start 0,5 0,8 2,0,1,4 1,3,2,4 [C,O] C'E'N' N End 0,5 0,8 2,0,1,4 1,9,3,9 O,T, Ą Attendance Code Start [0,5] 0,8 [2,0,1,4] [1,3,3,5] [C,0] CEN, 1 E 3 6,3,1 End 0,5 0,8 2,0,1,4 1,9,3,5 O,T Attendance Code [9,4,1, C.E.N. Start |0,5||0,8||2,0,1,4| |1,3,2,4| F,F Р End [0,5][0,8][2,0,1,4] [1,9,3,9] $O_{\mathbf{T}}$ Attendance Code

A NFIRS - PT M,E 0,5||0,8||2,0,1,4| C,E,N, Personnel [R,0,2,3,0] , ,1,1,3,8 Incident Date Time Sheet Duty Station Apparatus or Personnel ID Dates and Times Resource Houseliains 11,0,0,5 Start |0,5||0,8||2,0,1,4| |1,3,2,4| CO CE'N' 5 End 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code |O,T, 11,5,8, Start |0,5||0,8||2,0,1,4| |1,3,2,4| F F CEN В End 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code |OIT [C,O]14,7,9 Start |0,5||0,8||2,0,1,4| |1,3,2,4| CEN C 5 End 0,5 0,8 2,0,1,4 1,9,3,9 [O,T]Attendance Code F.F C,E,N, D 11,2,1,5, Start | 0,5 | 0,8 | 2,0,1,4 | 1,3,2,4 End | 0,5 | 0,8 | 2,0,1,4 | 1,9,3,9 $\mathbb{R}_{1}\mathbb{D}_{1}$ Attendance Code Start |0,5||0,8||2,0,1,4| |1,3,2,4| F F CEN, Ë 11,3,1,0, 16 [0,5][0,8][2,0,1,4][1,9,3,9]Attendance Code $|R_iD_i|$ Start |0,5||0,8||2,0,1,4| |1,3,2,4| FF CEN 19,9,4 End |0,5||0,8||2,0,1,4| |1,9,3,9| $|R_iD_i|$ Attendance Code Į G 11,0,0, , , , Start |0,5|0,8|2,0,1,4| [1,3,2,4] |F,F| CEN, End |0,5|0,8|2,0,1,4| [1,9,3,9] [R,D,]Attendance Code H [9,9,0] 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_iD_i Start |0,5||0,8||2,0,1,4| |1,3,2,4| F F CEN 9,9,1 I End [0,5][0,8][2,0,1,4] [1,9,3,9] Attendance Code R,D9,9,5, CEN FF J Start | 0,5 | 0,8 | 2,0,1,4 | 1,3,2,4 End [0,5][0,8][2,0,1,4] [1,9,3,9] Attendance Code R_iD_i 18,2,3 Start |0,5||0,8||2,0,1,4| |1,3,2,4| |F|F| CEN ĸ R_iD_i End [0,5] [0,8] [2,0,1,4] [1,9,3,9] Attendance Code 1,3,2,1 Start |0,5||0,8||2,0,1,4| |1,3,2,4| FF [C,E,N, End 0,5 0,8 2,0,1,4 1,9,3,9 R_D Attendance Code Start [0,5] 0,8 2,0,1,4 [1,3,2,4] FF 11,2,1,4, [C]E,N, M End [0,5][0,8][2,0,1,4] [1,9,3,9] Attendance Code R.D. 11134 Start |0,5||0,8||2,0,1,4| |1,3,2,4| [F,F]Ν CE,N, End [0,5][0,8][2,0,1,4] [1,9,3,9] Attendance Code $[R_iD_i]$ 11,0,3,2 F F Start [0,5] | 0,8 | 2,0,1,4 | 1,3,2,4 CEN $[R_iD_i]$ End 0,5 0,8 2,0,1,4 1,9,3,9 Attendance Code 1112 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] R_iD_i Attendance Code

A	[R ₁ 0 ₁ 2 ₁ 3 ₁ 0] [M ₁ FDID & State		14IN 1	NFIRS - PT Personnel Time Sheet
	PersonneLID 🏡	Dates and Times	Duty Station	Apparatus or Resource
Ā	1 1 2 4 2	Start 0,5 0,8 2,0,1,4 1,3,2,4		
L		End 0,5 0,8 2,0,1,4 1,9,3,9		
В	[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 _I D _I]	
C	[1,4,3, , , ,	Start 0,5 0,8 2,0,1,4 1,3,2,4	FF CEN	
[E_	•	End 0,5 0,8 2,0,1,4 1,9,3,9	Attendance Code R _i D ₁	
D	[1,0,7,8, ,]	Start [0,5][0,8][2,0,1,4] [1,3,2,4]	[F,F] [C,E,N,	
L		, End [0,5][0,8][2,0,1,4] [1,9,3,9]	Attendance Code R ₁ D ₁	
E	[1,2,1,6, , ,	Start [0,5][0,8][2,0,1,4] [1,3,2,4]	FF CEN	
L.		End 0,5 0,8 2,0,1,4 1,9,3,9	Attendance Code R _i D ₁	
F	5,4,2,	Start [0,5][0,8][2,0,1,4] [1,3,2,4]	[F,F] [C,E,N,	
L_		End [0,5][0,8][2,0,1,4] [1,9,3,9]	Attendance Code R _i D _i	
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 _I D _I	
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 ₁ D ₁	
	1,2,0,8,	Start 0,5 0,8 2,0,1,4 1,3,2,4	F _F C _E N ₁	
		End [0,5][0,8][2,0,1,4] [1,9,3,9]	Attendance Code R ₁ D ₁	
J	1,2,4,5,	Start 0,5 0,8 2,0,1,4 1,3,2,4		
1		End [0,5] [0,8] [2,0,1,4] [1,9,3,9]	Attendance Code [R _j D _j]	
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 ₁ D ₁	
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 _i D _i	
M		Start		
<u> </u>		End	Attendance Code	
N		Start		
		End	Aftendance Code	
<u>"</u>		Start		
1,		End	Attendance Code	
P		Start LILILIA		
		End	Attendance Code	

A [R ₁ 0 ₁ 2 ₁ 3 ₁ 0]	MM DC M_E 0_5 0,1 State Incident Date		14-		Desile	NFIRS-AU Authorization
Authorizati			Postion or reak	[CC Assignment	Morth Day	5 2 ₁ 0 ₁ 1 ₁ 4 Year
seme es Officer in charge.	3 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		Postion or rank	SC Assignment	Month Day	8] [2 ₁ 0,1 ₁ 4]
	this report Latirm that, to the best of m	/ knowledge, as information provide	d here'n is complete and accur	elo.	1 0,6 0,	51 12.0.1.41
[3 ₁ Approving	Office ID 1 Duro	ss, John	Postion or reak	Assignment	Mooth Day	5] [2,0,1,4] Year
an and the company was remarkable of the company of						



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: ..

.

... 05/08/2014 on 05/08/2014

on 05/08/2014

BRING Time administration

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

Alarm: 05/08/2014 0 1932

Cleared: 05/08/2014 @ 2013

Arrived: 05/08/2014 @ 1943

Shift: A

Alarms: 0

Resources Used Simmacy

Aid: None

Apparatus

Suppression: $\overline{2}$

Personnel

EMS: 0 Other: 1

Suppression: $\overline{4}$ EMS: 0

Other: 1

Deaths

Fire Service: 0

Civilian: 0

Injuries

Fire Service: 0

Civilian: 0

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

v. Remarks

Page: 2 06/29/2014

Incident #: 14-1137-IN Exp. 0

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

10(6)(2)

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

	7.2.2.7	Alojosukskihisk	Aliasia.	t andrivery/Chines	yan ilka	Actions Weigin
	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 Ingt 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
The state of the s	1 2 3 4 5	322 1 792 2 875 2 1008 2 1038 2	05/08/ 05/08/ 05/08/ 05/08/	2014 @ 1932	0 2013 FF 0 2013 FF 0 2013 FF 0 2009 FF	CEN 1CAR2 CEN 1E9 CEN 1E3 CEN 1E9 CEN 1E3

A R ₁ 0 ₁ 2 ₁ 3 ₁ 0 M ₁ E 0 ₁ 5 0 FDID & State & Incident Date		Delete NFIRS-1 BASIC OMB 1660-0069 Expres 08/30/2009 No Activity Pepennerk Burden Nolice on Back
Location Type 🖟 🔲 Check this be Modele in Se Street address Intersection In front of Number/Interpost	x to indicate that the address for this incident is provided on the Widand tion B, "Alternative Location Specification. Use only for Wildland fres." Prefix Street or Highway	Fire Census Tract R_D Street Type Suffix
Rear of Adjacent to Directions US National Grid Cross Street, Direction	Saco City ns or National Grid, as applicable	M E 0 4 0 7 2 -
C Incident Type & [1 4 1 Porest, woods or wildlend to incident Type D Aid Given or Received & [2]	Check boxes # ALARM always required same as Alarm Alarm \$\frac{10.5}{0.5} \bigcup 0.8 \bigcup 1.8	Midnight is 0000 Year Hour Min 2_0_1_4_1_2_1_9_3_2_ Shifts & Alarms Local Option A
	CONTROLLED optional, e. Controlled LAST UNIT CLEARED, rec	2,0,1,4 [1,9,4,3]
Actions Taken &	G1 Resources 🛱 Check this box and skip this block if an Apparatus or Personnel Module is used.	G2 Estimated Dollar Losses and Values LOSSES: Required for all fires if known, None
Primary Action Taken (1) iditional Action Taken (2) Additional Action Taken (3)	Apparatus Personnel Suppression	Property \$, \ Contents \$,, \ PRE-INCIDENT VALUE: Optional Property \$, \ Contents \$, \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
Completed Modules ☐ Fire-2 ☐ Structure Fire-3 ☐ Deaths	⊠None H ₃ Hazardous Materials Relea	Property 10 Assembly use
Glvilian Fire Cas4 Fire Service Service Fire Service Cas5 EMS-6 HazMat-7 Wildland Fire-8 Apparatus-9 Personnel-10 Arson-11 Fire Service Service Service Lagrange Service Lagrange Service Service Lagrange Lagrange Lagrange Service Lagrange Lagrange Lagrange Service Lagrang	Natural gas: stowleak no evacuation 1	a BBQ gril) a BBQ gril) b BBQ gril) conlainer container conta
Property Use None Structures 131	341	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
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	960 Other street	981 Construction site 984 Industrial plant yard ook up and enter a poperly Use code and scription only if you we NOT checked a openly Use box NFIRS-1 Revision 01/01/07

Ć	A R10 2 3 0 MA DD YYYY [R10 2 3 0 M E]
	Person/Enfity Involved Local Option Business name (fleppicable) Area Code Phone Number
	Check this box if same address as incident Location (Section 8). Then skip the three duplicate address and three duplicate address three Number Prefix Street or Highway Street Type Suffix
	Post Office Box Apt/Sute/Room City
	State Zip Code More people involved? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.
	Owner Same as person involved? Then check this box and skip Local Option the rest of this section. Business name (if appScable) Area Code Phone Number
	Check this box if same address as hickern Location (Section B). Nr., Ms., Mrs. First Name MI Last Name Suffix Then skip the lives duplicate address
	Fines. Number Prefix Street or Highway Street Type Suffix
	Post Office Box Apt./Sute/Room City
	M E O ₁ 4,0,7,2 —
	Remarks: Local Option EXTINGUISHED A REKINDLE OF A TREE, TREE WAS CUT DOWN AND DRENCHED WITH CLASS-
	A FOAM.
	ITEMS WITH A A MUST ALWAYS BE COMPLETED! More remarks? Check this box and attach Supplemental Forms (NFIRS-1S) as necessary.
()	7 Authorization 1,0,3,8,
s	heck box if Officer in charge ID Signature Position or rank Assignment Month Day Year ame as Ifficer in charge ID Signature Position or rank Assignment Month Day Year II O 3 8 1 2 0 1 4 1 1 2 1 1 1 2 1 1 1 1 2 1 1 1 1 1 1

(A	R ₁ O ₁ O ₁ O ₃ O M ₁ E O ₁ S O ₁ S O ₁ O ₃ O O ₁ E O ₁	,1,1,3,°	7 Delete NFIRS-2 FIRE OMB 1669-0039 Exposure Change Papenwork Burden Notice on Back				
	ک	Property Details 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. On-Site Materials				
	B ₁	On-site material (1)	entered. 1 Bulk storage or warehor 1,3,1 Trees, plants, flowers 2 Processing or manufact					
	B3	Number of buildings involved Number of buildings involved Onesite material (2) None		1				
		Acres burned (outside fires)		1 Bulk storage or warehousing 2 Processing or manufacturing 3 Packaged goods for sale 4 Repair or service U Undetermined				
	D	Ignition E1 Cause of Ignition 💢	μ_Λ_	E ₃ Human Factors ☆ Contributing to Ignition				
	D٦	9 5 Wildland, woods 1 Intentional 2 Munintentional 3 Fallure of equipment or heats		Check all app5cable boxes None 1 Asleep 2 Possibly impaired by				
	D2 3	4 3 Hot ember or ash		alcohol or drugs 3 Unattended person 4 Possibly mentally disabled 5 Physically disabled				
	D4	Type of material first ignited Constituting C		7 Age was a factor Estimated age of person involved				
	F ₁	Equipment Involved in Ignition F2 Equipment Power	G Fi	re Suppression Factors				
		None		ler up to livee codes. None				
,	Brand Model	1 Portable 2 Stationary	Fire suppres	sion factor (2)				
	Serial# Year	Portable equipment normally can be moved by one or him persons, is designed to be used in multiple locations, and requires no looks to install.	Fire suppres	sion factor (3)				
		Nobile Property Involved None H2 Mobile Property Type & Make Not Involved in ignition, but burned Not Durn Notived In Ignition and burned		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				
	Mobile pr	Mobže property make Poperty model Year	<u></u>	Police report attached Coroner report attached Other reports attached				
		Plate Number Stale VIN tructure fire? Please be sure to complete the Structure Fire form (NFIRS-3)						
€	<u> </u>	MANAGE HIST STEEDS ON AND IN COMPANY OF CHANGING LINE (NIRTH) HISTORY		NFIRS-2 Revision 01/01/07				

[R ₁ 0,2,3,0] [M	E	C ₁ E ₁ N ₁ Incided	1 1113		NFIRS-9 APPARATU De'ate OR RESOURCES OMB 1650-0069 Change Expires 06/30/2009 Papeanoris Burden Notice on Beck
Apparatus or Apparatus or Resources Use codes fisted below	Dates and Times Check if same date as A the Basic Module (Block Month Day Year		Number of ☆ People	Use A Check ONE box for each apparatus to indicate its main use at the incident.	-Actions-Taken Ust up to 4 actions for each epparatus
1 ID [1,E,3, , , ,] Type [1,1]	Dispatch ⊠ 0,5 0,8 2,0, Arrival ⊠ 0,5 0,8 2,0, Clear ⊠ 0,5 0,8 2,0,	1,4 1,9,4,5	2]	Suppression EMS Other	[0,0]
2 ID [1,E,9, , , ,] Type [1,6]	Dispatch	1,4 1,9,4,3	L, 2	⊠ Suppression □ EMS □ Other	[1,1] [0,0]
3 ID [1,CAR2,]	Dispatch	1,4 1,9,4,3 X	[, ,1]	Suppression EMS Other	[0,0]
4 ID LIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Dispatch			Suppression EMS Other	
5 ID LILILI	Dispatch			Suppression EMS Other	
	Dispatch			Suppression EMS Other	
	Dispatch [] [] [] [] [] [] [] [] [] [Suppression EMS Other	
	Dispatch			Suppression EMS Other	
	Dispatch			Suppression EMS Other	
Apparatus or Resource T Ground Fire Suppression 11 Engine 12 Truck or aerial 13 Quint 14 Tanker and pumper com 16 Brush truck 17 ARFF (aircraft rescue an	41 Aircraft: fixed 42 Helitanker 43 Helicopter 40 Aircraft, other bination Marine Equipment d firefighting) 51 Fire boat with	wing tanker	73 High-angle r 75 BLS unit 78 ALS unit	h and rescue unit	More apparatus? Use additional sheets.
10 Ground fire suppression 'eavy Ground Equipment Dozer or plow 2 Tractor 24 Tanker or tender 20 Heavy ground equipmen	50 Marine equipn Support Equipmen 61 Breathing app 62 Light and air u	t garatus support g	Mobile common Mobile common Mobile common Mobile common Mobile Common Mo	car U prew crew ned vehicle stus/resources	IN None IV Undetermined IFIRS 9 Revision 01/01/07

A	[R ₁ 0,2,3,0] [M,E	DD YYYY (1,4) (1,	C,E,N,	4 IN 1 1137 nodent Number &	O] ⊇posure ☆	NFIRS - PT Personnel Time Sheet
B	Personnel ID 🛱	Dates and Times &	Duty Hours/Mins	Station	Apparal Resou	
A	[3,2,2,]]	Start 0,5 0,8 2,0,1,4	[1,9,3,2] [F,F]	[C,E,N, , ,	[1,C,A,R,2	2, , , ,]
11		End [0,5][0,8][2,0,1,4]	[2,0,1,3] Attenda	nce Code C _I C _I		
В	[7,9,2, , , ,]	Start [0,5][0,8][2,0,1,4]	[1,9,3,2] [F,F]	C _E N ₁	[1,E,9]	
12		End [0,5][0,8][2,0,1,4]	[2 ₁ 0 ₁ 1 ₁ 3] Attenda	nce Code R _i D _i		·
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[2		End [0,5][0,8][2,0,1,4]	[2,0,1,3] Attenda	nce Code R _I D _I		Viewin way
D	1,0,0,8,,,	Start 0,5 0,8 2,0,1,4	ļ	C _E N ₁	[1,E,9,	
[2		End [0,5][0,8][2,0,1,4]		nce Code R _I D _I		
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[2		End 0,5 0,8 2,0,1,4 ([2 ₁ 0 ₁ 1 ₁ 3] Attenda	ice Code R _i D _i		
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K		Start			<u> </u>	
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		End	Attendan		1	
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		End	Attendan	ce Code [1	f
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. J -		End	Attendand	e Code		
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<u> </u>			Attendand	e Code		

([R,0,2,3,0] [M,E] [0,5] [0,8] [FDID X State X Incident Date X		1 1 1 3 7 of the state of the s	Exposure Change Property Burden Notice on Back		
	B Agency Referred To None					
	Number Prefix Street or Highway Post Office Box ApJSute/Room Steto Zip Code	Agency name	Suffa	Ther ORI Agency phone number Trederal trianities (FID) They FDID		
	C Case Status			iterial First Ignited		
	1 Investigation open 4 Clos 2 Investigation closed 5 Clos	ed with arrest ed with exceptional rance	1	to scene		
	Suspected Motivation Factors Check 21 Person 11 Extortion 22 Hate of 12 Labor unrest 23 Institut 13 Insurance fraud 24 Societ 14 Intimidation 31 Protes 15 Void contract/lease 32 Civil us 16 Foreclosed property 41 Firepla	rime 43	ills ention/sympathy cual excitement nicide cide	54 Burglary 61 Homicide concealment 62 Burglary concealment 63 Auto theft concealment 64 Destroy records/evidence 00 Other suspected motivation		
1						
THE STATE OF THE S	Apparent Group Involvement None Checkup to three featers Terrorist group Checkup to three featers Terrorist group Checkup to three featers Terrorist group Checkup to three featers Terrorist group Checkup to three featers Terrorist group Checkup to three featers Terrorist group Checkup to three featers Terrorist group	Select one from each category 11	18 hbook 19 ent 20 00	fuel) 00 Other Container can UU Unknown E No device Road flare/fuse Checmical component Trailer/streamer Open flame source Other delay device Unknown		
	Entry Method Extent of Fire Involvement on Arrival	11	oles 16 [17 [00 [
L	Extent of Fire Involvement					
123	Check at that apply Code violations Structure for sale Structure vacant Other crimes involved Illicit drug activity Change in insurance Financial problem 1 P P C C C C C C C C	ity, town, village, local punty or parish late or province pederal preign lilitary	Check of that apply Windows ajar 5 Doors ajar 6 Doors locked 7 Doors unlocked 8 Laboratory Used Local 3 ATF	Fire department forced entry Forced entry prior to FD arrival Security system activated Security system present (not activated) Check st that apply None 5 Other 6 Private		
8	Criminal/civil actions pending	2 [] State 4 ☐ FBI	Federal NFIRS-11 Revision 01/01/07		

A	R ₁ 0 ₁ 2		M E State	MM [0_5] Incident Da	DD [0 ₈] ste	7777 [2,0,1,4]	Station		14- L L L Incident Num	11 1 3 7 ber	A_L_L Exposure			NFIRS-AL uthorizatio	
Check same Office	Į.	orization 1,0,3,8, Officer in charge 1,0,3,8,				_		Posi	Rion or renk	SC Assignment		kh	[0,8]	Yea/	
Charg	Appro	dember making D	nexort	, , , , , , , , , , , , , , , , , , ,	est of my to	mobil ľa ,egbekvo	nalion provided		tion or rank	Assignment	Mor	,5] 'h	0 ₁ 8	(2,0,1,1	
	\:	1,0,3,8 ₁ pparkg OTC	1.1.1	1 2	gerilleker-	Action constraints program, and a silling of	and the second of the second o		For or renk	NSC Assignment	<u>0</u>		0 8 B	2 ₁ 0 ₁ 1 ₁ 4 Year	
	en andre de la companya de la companya de la companya de la companya de la companya de la companya de la compa				-		98. Sec. 19.		THE PROPERTY OF THE PARTY OF TH					erzekazek eldene (* es serbe	uzane
<u></u> ;						=									
					· _	-+-			_						

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Page: 1 06/29/2014

Incident #: 14-1139-IN Exp. 0

Call #: 14-9842

Location:

Approved By: 2

04072

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

Officer In Charge; 2 Report By: 2

on 05/08/2014 on 05/08/2014 on 05/08/2014

nedayang Anglebanu Angleba

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

Resources: Used Summary

Alarm: 05/08/2014 @ 1952

Cleared: 05/08/2014 @ 2009

Arrived: 05/08/2014 @ 1959

Shift: A

Alarms: 0

Aid: None

Apparatus |

Suppression: 1

Suppression: 2

EMS: 0

EMS: 0

Other: 1

Other: 1

Casualtsies Summary

Deaths

Fire Service: 0 Civilian: 0

Fire Service: 0

Civilian: 0

Smoldering caused by rekindle from woods fire.

People and Entitles involved Type Sex Age Home ## Won.

Witness

SACO, ME 04072

1

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

2. Il 41000 establis	Illines	Dates/Affines are Republication - Actions Telemit
1 Saco Fire Car 3 1CAR3	Mobile command post	Disp 05/08/2014 @ 1955 1 Other Arr 05/08/2014 @ 1959 Clr 05/08/2014 @ 2009 InQt 05/08/2014 @ 2010 InSv 05/08/2014 @ 2010
_ Saco Engine 8 1E8	Engine	Disp 05/08/2014 @ 1956 2 Suppr Arr 05/08/2014 @ 2000 Clr 05/08/2014 @ 2009 InQt 05/08/2014 @ 2010 InSv 05/08/2014 @ 2010

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1 2	420 995	1	•	· · · · · · · · · · · · · · · · · · ·	05/08/2014 05/08/2014	 		

A [R ₁ 0 ₁ 2 ₁ 3 ₁ 0] [M ₁ E] [0 ₁ 5] [0 ₁ 8] [2 FDID & State & Incident Date &	YYYY 2 10 11 4	1139 10 A Exposure	Dekte NFIRS-1 BASIC Change OMB 1650-0059 Expires 03/30/2009 No Activity Paperwork Burden Nolkce on Back
Location Type A Check this box to indice Module in Section B, "A Street address Intersection	te that the eddress for this incident is provided on the Widand Remative Location Specification. Use only for Wildand fires."	Fire Census Tract	0,2,0,3,-0,0
☐ In front of NumberMilepost Prefα ☐ Rear of ☐ Sac ☐ Adjacent to Apt/Suite/Room City ☐ Directions	Street or Hightray	State Zop C	Streat Type Surfix
US National Grid Cross Street, Directions or Nation			
142 Brush or brush-and-grass bi Incident type	Dato.	Midnight is 0000 Year Hour Min 2_0_1_4 [1_9_5_2]	E2 Shifts & Alarms Local Option A 10 8 11 Shift or Alarms District Pistoon
1 Mutual ald received 2 Auto. ald received 3 Mutual ald given 4 Auto. aid given		s cenceled or o'd not arrive 2_0_1_4 1_9_5_9 except for with and fives	Special Studies Local Option Special Special
6 Other ald given Ther Incident Number	57 Lact Unit	2,0,1,4 [2,0,0,9]	Study ID# Study Value
F Actions Taken 🌣	G₁ Resources ☆	G ₂ Estimated Dollar I	osses and Values
86 Investigate	Check this box and skip this block if an Apparatus or Personnel Module is used.	LOSSES: Required for all for Optional for non fi	es. None
Primary Action Taken (1) 1	Apparatus Personnel Suppression1	Property \$, Contents \$, PRE-INCIDENT VALUE: Property \$, Contents \$,	Optional
Completed Modules	k 10		Mixed Use Not mixed Property
Structure Fire-3 Civilian Fire Cas4 Fire Service Cas5 EMS-6 HazMat-7 Wildland Fire-8 Apparatus-9 Personnel-10 Arson-11 Detector alerted occupants Unknown	1 Natural gas; slow leak, no evecuation 2 Propane gas; <2f b. lank (as in hor 3 Gasolline; vehicle fuel tank or posteble 4 Kerosene; fuel burning equipment or posteble 5 Diesel fuel/fuel off; vehicle fuel tan	ne BBQ grill) 33 r container 40 portable storage 53 rk or portable storage 58 spil, cleanup only 59 tainer 60 ns 63 or spill > 55 gal	Assembly use Education use Medical use Residential use Row of stores Enclosed mail Business & residential Office use Industrial use Military uso Farm use Other mixed use
Property Use	Doctor/dentist office Prison or jall, not juvenile Prison or jall, not juvenile Multifamily dwelling Rooming/boarding house Commercial hotel or motel Residential, board and care Dormitory/barracks Food and beverage sales Vacant lot Graded/cared for plot of land Lake, river, stream Railroad right-of-way Other street Highway/divided highway	671 Gas or service 679 Motor vehicle 699 Business off 615 Electric-gene 629 Laboratory/s 700 Manufacturir 819 Livestock/po 882 Non-resident 891 Warehouse 981 Construction 984 Industrial pla ook up and enter a roperty use code and	e/boat sales/repairs ice prating plant clence laboratory g plant ultry storage (barn) ial parking garage

(A R, 0, 2, 3, 0 M, E 0, 5 0, 8 2, 0, 1, 4 C, E, N, , 1, 1, 1, 3, 9 0 Delete NFIRS-1 BASI ONB 1660-008 Exprise 06/30/2 No Activity	0000
	Person/Entity Involved	
	Check this box if same eddress as incident Location (Section B). Mr., Mrs. First Name MI Last Name Suffix Then skip the three dupticale address fines. Number Prefix Street or Highway Street Type Suffix Post Office Box Apt / Suite/Room City	
	M_E 0,4,0,7,2	
	Country Same as person involved? Then check this box and skip the rest of this section. Bushess name (if applicable) Area Code Phone Manber	
	Check this box if same eddress as incident Location (Section B). Mr., Mrs. First Name Mt. Last Name Sufrice Then skip the three	Mayoria
	dupScate address fines. Number Prefix Street or Highway Street Type Suffix	
	Post Office Box Apt/SuterRoom City	1 :
į	Siate $\mathcal{D}_{\mathcal{D}}$ Code	
	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.	
(Authorization 1 0 3 8 2	
- 10	seme as Officer in Charge	\$ -

A R ₁ 0,	2,3,0] [M,E] ☆ State ☆	MM DD 0,8 2 1 2 1 2 1 2 3 4 4 4 4 4 4 4 4 4	//// 0 ₁ 1,4	C ₁ E ₁ N ₁	Incident Number	1,1,3,5	9] <u> </u> Expx	10]	Delete Change	NFIRS-2 FIRE OMB 1660-0069 Expres 06/30/2009 "Papentork Burden Notice on Back
B ₁	erty Detalls	⊠ Not Residenti	al	C On-Site I or Produ Enter up to three code entered.	ots	None None	commercials materials	st, industrial, energ on the property,	Materials	iounts of reducts or hey became involved.
bud	inaled menber of residential tive drag of origin whether or not ell t erne involved		havlovni	1,3,1 Tre- On-site material (1)	es, plan	ts, fl	owers	2 Proc 3 Paci 4 Repi	selorage or wan sessing or man saged goods fo alr or service elernined	បនេះប្រភពព្
ļ	nber of buildings involved	☐ None	myonyod	On-sito malerial (2)		***************************************	Manufur v	2 Proc 3 Pacl 4 Repa	slorage or wa essing or man aged goods fo alr or service slernvined	បរែនៅហាវិពព្វ
1	s burned (outside fires)	⊠ Less than one	acre	On-site material (3)	· · · · · · · · · · · · · · · · · · ·	<i></i>		2 Proc 3 Pack 4 Repa	storage or war essing or mani aged goods fo ir or service dernuned	ulaciuring .
D Ignition	on Other area of	fire origin		Cause of Ignition Check box if this is an ex	, ,		Skip to Section G	E3 Hu Co Check at appt		ors ☆ to Ignition
	Heat source	; other	2 🔀 U 3 🗍 F 4 🔲 A	Inintentional aliure of equipmer act of nature ause under invest		urce		alcol	ibly impair rol or drug :	s
Heat sour	Item First Ig	nited, Other box if fre spread was d to object of origin	n 🗌 c	ause undetermine actors Contribut	d after Inves		∛ None	4 Poss 6 Phys	tended per sibly menta ically disal ple person	lly disabled bled
D4 [0,0]	Type of material firs			Libuting to Ignition (1)		,		7 Age v Estimate person in	volved	Female
E ₁ Equip	nent Involved in Ign	ition	F ₂ E	quipment Power	4	G Fi	re Supp	ression F	actors	
	If equipment was not Section G	involved, skip to	Equipment	Power Source			ler up to three			⊠None
Equipment Involved	 		F ₃ E	quipment Portab	ility	Fire suppres	islon factor (1	1)		
Brand Model			1 2	☐ Portable ☐ Stationary		Fire suppres	sion factor (2)		
Serial#			ous or pyo	quipment normally can be persons, is designed to be attions, and requires no to	usedin	Fire suppres	sion (schor (3)		
1 Not Invo	Property Involved			lle Property Type	& Make		Some of th	Pre-Fire F	Plan Avallat	F -
I - === 1	in Ignition, but did not in Ignition and burned) I	Mobče prope		n 	-	based upo	Police rep Coroner r	ort attache ort attache ort attache eport attac orts attache	ed hed
License Plate Numb	l l l l er	State VIN	1.1.1.							
Structure fi	re? Please bosure to complet	e the Structure Fire form (i	YFIRS-3)	÷					NFIRS-2 Re	vision 01/01/07

(A	[R ₁ 0 ₁ 2 ₁ 3 ₁ 0] [M	E O	5 0 8	J [2,0,1,4 ☆	C Sieti		Inciden	1,1,3 1 Number &	[9] [10] Exposure A		NFIRS-9 APPARATUS elste OR RESOURCES OMB 1560-0059 hange Expires 03/30/2009 "Peperhork Burden Notice on Back
	B	Apparatus or 🏡			s and Times		CCCC si sriginisi	Sent	Number	Use 5☆	engan sa a sania.	Actions Taken
		Resources Use codes fated belaw			eck ở same date a: Basic Modure (Bic Day Year	ck E1)	ite on Hoursillins	X	of ☆ People	Check ONE box for each apparatus to inscale its muse at the incident.	ลัก	List up to 4 actions for each apparetus
	1	ID [1,E,8	Dispatch Arrival	- Europe de Anno	0,8 2 <u>,0</u> 0,8 2,0			Ø	2]	Suppression		
		Type [1,1]	Clear		0.8 2.0					Other		
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		Type [9,1]	Clear	Ø 0 ₁ 5	[0 ₁ 8] 2 ₁ 0	14	2,0,0,9			☑ Other		
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	5	10 1	Dispatch Arrival			=== !!				Suppression EMS		
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Ī	Αpr	paratus or Resource T	ype				· · · · · · · · · · · · · · · · · · ·	Me	edical and Res	scue		
		and Fire Suppression		Airer	att Aircraft: fixe	d wina	tanker		1 Rescue uni		ĺ	
	12 13 14	Engine Truck or gerial Quint Tanker and pumper com Brush truck	bination	42 43 40	Helitanker Helicopter Aircraft, othe ne Equipmen	r		7 7 7	3 High-angle 5 BLS unit 6 ALS unit	ch and rescue unit rescue unit d rescue unit, other] [4	More apparatus? Use additional sheets.
	17	ARFF (aircraft rescue an Ground fire suppression			Fire boat witi Boat, no pun)	Ot	her		<u> </u>	
		y Ground Equipment		50 i	Marine equip	ment,	other	9	1 Mobile com 2 Chief office:	r car		None Undetermined
1(۱ .	Dozer or plow Tractor			ort Equipme Breathing ap		s sunnor f	9	3 HazMat unit 4 Type I hand	crew		
	24	Tanker or tender	t ather	62 }	Breaming ap Light and air Support appa	unlt		99	6 Type II hand 9 Privately ow	med vehicle		
	ΖŪ	Heavy ground equipmen	i, oner		- appoir appo			0	v Otner appar	atus/resources	NFI	RS-9 Revision 01/01/07

A	[R ₁ 0 ₁ 2 ₁ 3 ₁ 0] [M ₁ E FDID & State	E] 0,5 0,8 2,0,1,4 C,E,N, ↑ Incident Date ☆ Station	14			NFIRS - PT Personnel Time Sheet
В	Personnel ID 🏠	Dates and Times 🌣	Duty	Station		ratus or ource
	14.2.0	Morth Day Year Hours/Mas	100	CEN	i i i i i i i i i i i i i i i i i i i	ource
A	4,2,0,,,,	Start [0,5][0,8][2,0,1,4] [1,9,5,2] End [0,5][0,8][2,0,1,4] [2,0,0,9]		C,E,N,,,,		
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			Attenual	lee code [242]		<u> </u>
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Б			Accordan	lice code		
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lial		End	Attendan	ce Code		<u></u>
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ا نت ا		End [] [] [] [] []	Attendance	ce Code		
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, <u>.</u>	,	End	Attendanc	e Code		
P L		Start		<u> </u>		
1		End L. J. J. J. J. J. J. J. J. J. J. J. J. J.	Attendance	e Code		

A [R ₁ 0,2,3,0] [M State		14. 1 C ₁ E ₁ N ₁ Incident Number		De Ch	NFIRS-AU Authorization
Authorization [1,0,3,8, Officer hicksigs ID	1111	Position or reak	SC Assignment		0,8 2,0,1,4]
Officer in charge. C> MILITARY ID	1 1 1 2 · · · · · · · · · · · · · · · ·	Position or renk	SC Assignment		0 8 [2,0,1,4] ay Year
C Approval By signing this report	i afirm that, to the best of my knowledge, elimbo	rmation provided therein is complete and accurat	e. SC	110 511	0 01 12 0 3 41
Approving Office: 10	2 .	Position or rank	Assignment		0,8) [2,0,1,4] ay Year

For Date: 05/08/2014 - Thursday

(all Number	Time	Call Reason			Action		Duplicate
	-16297 Call Ta	1330	911 - OUTDOOR	FIRE (Br	ush/Woods)	Services	Rendered	
	Location/Addr		(BID 3193) RODS					
	Party Entered		05/08/2014 1333					
	Calling Pa		***UNKNOWN*** @		ONN * * *			
	Fire U							
	rire o	HTC:	E6-Pumper-Bidd			12.25.56	C) www 14.50.43	
			Disp-13:32:16				C1ra-14:59:43	
		-	InQrtsUnavl-14:		nSrvce-14:59	: 44		
	Manned By I		68650 60550 629	15				
	Erroute							
	Arrived							
	Cleared	-	<i>I</i> .					
	Fire U	nit:	UTIL7-Brush-Bid	d Utilit	у 7			
			Disp-13:32:16	Enrt-13:	33:39 Arvd-1	13:35:58	Clrd-14:52:00	
			TrSrvce-14:52:0	0				
-	Enroute	Ву:						
	Arrived	By:	3					
	Cleared	By:	N					
	Fire U	nit:	E5-Pumper-Bidd	Engine 5				
			Disp-13:40:38		40:44 Arvd-1	13:53:55	Clrd-15:11:23	
			InOrtsUnavl-15:					
	Manned By II	D's:	36400					
	Dispatched		5010					
	Enroute		j					
	Arrived		}					
	Cleared	-)					
	Location Char		IMod	dified: U	05/08/2014134	121 -		
	Location Char		[BID 8611]					[Modified:
	05/08/20141359]		[242 0044]			-	•	(1.00222001
	Location Char	nae:	' [Modif	fied: 05	/08/20141411]			
	Location Char		[SAC]		'Modified: (14301	
	Location Char		[SAC] :				[Modified: 0:	5/08/201414441
	Fire Ur	-	TR32-Aerial-Bido	i Truck	37		(III CALLECA! O	0,00,20112111,
	1110 01	11	Disp-13:42:31 H			3 - 53 - 56	Clrd-14:00:30	
			InOrtsUnavl-14:				0110 11.00.50	
	Manned By II)'s:	10060 64700	,	.01.00 100.	02		
	Dispatched		10000					
	Enroute							
	Arrived	-	\					
	Cleared	-	·					
	Location Char	-	WESTERN AVE [Mod	lified: (05/08/2014134	.21		
	Fire Ur		ARU301-Pumper-AF			,		
		• -	Disp-13:50:19 F			3:56:53	Clrd-14:51:58	
			InSrvce-14:51:58					
	Dispatched	Bv:	11101100 111010					
	Enroute							
	Arrived							
	Cleared							
	Location Chan		[SAC]		[Modified:	05/08/201	413511	
	Fire Un		ARUC1-Support-Ar	undel Ca		00,00,201	11001,	
	,1110 0		Disp-14:05:57 E			4.06.01	Clrd-15.11.10	
			InSrvce-15:11:10		,0,00 11214 2		0114 10.11110	
	Dispatched		11101.100					
	Enroute		•					
-	Arrived							
	Cleared							
	Location Chan		[SAC] AMTRAK STA	TON -	[Mod]	ified: 05	/08/20141406]	
	Fire Un		Cl-Command-Bidd		(1100	11100. 00	,00,20111100	
	, , , , , , , , , , , , , , , , , , , ,		Disp-14:45:19 E		5:29 Arvd-1	4 - 45 - 30	Clrd-15.11.10	
			InOrtsUnav1-15.1	1.11 Tr	Srvce-15:11:	12	OTIG TO:TT:TO	
	Dispatched		******	. 	MINOC TOUTT.	+ -		
	Enroute							
į.	Arrived							
X	Cleared							
	Fire Un		C2-Command-Bidd	C 440				
	rre on		C2-Command-Bidd Disp-14:45:22 E		5.20 Norrd 1	1.15.30 /	0154_15.00.00	
			DIOD 14.40.57 E	TIT	J. EU ALVU"I	VC	OTTO TO.00.00	,

Page: 2

Biddeford Police Department Detailed Log with Notes

Call Number Printed: 05/09/2014

InQrtsUnav1-15:00:01 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

InOrtsUnav1-15:11:18 InSrvce-15:11:19

Dispatched By:

Enroute By: Arrived By: Cleared By:

Narrative: Modified By:

05/08/2014 1338 1 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: Modified By: 05/08/2014 1341 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.

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 1

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.

Narrative: 05/08/2014 1402

Arundel 301 is on scene at the range k 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

Page: 1

Biddeford Police Department Detailed Log with Notes

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

Action Call Reason 'all Number Time

Duplicate

16295

911 - 911 CATA - OTHER TOWN 1324

Call Transferred

Call Taker:

Location/Address: [SAC]

05/08/2014 1325 Party Entered By:

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.

Biddeford Police Department Detailed Log with Notes

Page:

1

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

11 Number Time Call Reason Action Duplicate

_ 16299 1334 011 011 THER TOWN Call Transferred

Party Entered By: 05/08/2014 1324

Calling Party: Unknown

Narrative: 05/08/2014 1334

911 call for Saco

Biddeford Police Department Detailed Log with Notes

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

ull Number Time Call Reason

Action

Duplicate

1

Page:

__-16300

1335 911 - 911 CALL - OTHER TOWN

Call Transferred

Call Taker:

Location/Address:

[SAC]

Party Entered By: Calling Party: 05/08/2014 Unknown

Narrative: 05/08/2014.

911 call for Saco

1

For Date: 05/08/2014 - Thursday

		received		
. <u>(</u>		Time Call Reason	Action	Duplicate
		1335 Radio - MUTUAL, AID	- FIRE PROVIDE Services Rendered	
	Call Take Location/Addres			
	Party Entered B	e · (one)		
	Calling Part		- 9000 HE 040E 000 000	0
	Fire Uni	t: GWME1-Pumper-GWM En	- SACO, ME 04072 207-262-820	U
		Disp-13:38:37 Enrt	-13:41:27 Arvd-13:53:51 Cird-18:00:5	6
	- /	inQrtsUnavl-18:00:5	/ InSrvce-18:00:58	
	Fire Unit	Le reamper Only Diff	gine 2	
		Disp-13:38:40 Enrt-	13:41:26 Arvd-13:53:52 Clrd-17:57:29	9
	EMS Unit	InQrtsUnav1-17:57:30 GWMR5-GWM Rescue 5	InSrvce-17:57:31	
	2000	Disp-14:06:03		_
		InSrvce-15:22:56	Cird-15:22:56	Ó
	Dispatched By	/:		
	Fire Unit	The second secon	G-TAN 312	
		Disp-14:16:19 Enrt-	14:16:22 Arvd-14:25:01 Clrd-18:00:14	
	Wine Decis	InQrtsUnav1-18:00:15	InSrvce-18:00:15	
	Fire Unit	Continuing Dibb Chit		
		InQrtsUnav1-17:39:04	14:44:29 Arvd-14:44:30 Clrd-17:39:03	•
	Location Change	: [SAC] SACO CENTRAL S		1000
	EMS Unit		TATION - / Modified: 05/08	3/20141444)
		Disp-14:59:33 Enrt-	15:00:14 Arvd-15:00:15 Clrd-16:09:16	
		HOSD-16:09:17 ClrHo	sp-17:04:49 InSrvce-17:05:22	•
	Manned By ID's Location Change	: 10053 10584		
	Location Change	, , , , , , , , , , , , , , , , , , , ,	ified: 05/08/20141500)	
	Fire Unit		fied: 05/08/20141522]	
			e 6 14:59:55 Arvd-15:00:42 Clrd-17:05:19	
		inQrtsUnavi-17:05:27	InSrvce-17:05:27	
	Manned By ID's	: 68650 60550 62915		
	Cleared By Location Change			
	Location Change	1	ified: 05/08/20141502]	
	Fire Unit		fied: 05/08/20141522]	
		The second secon	5:00:09 Arvd-15:00:43 Clrd-17:39:00	
		inQrtsUnav1-17:39:01	InSrvce-17:39:02	
	Location Change:	[SAC] fod:	fied: 05/08/20141500]	
	Location Change: Location Change:	- ,	fied: 05/08/20141501]	
	Location Change:		odified: 05/08/20141514]	
	Fire Unit:		Modified: 05/08/20141520]	
		Disp-15:11:35 Enrt-1	5:11:36 Arvd-15:11:38 Clrd-16:11:58	
		InQrtsUnavl-16:11:59	InSrvce-16:12:00	
	Manned By ID's:			
	Location Change: Fire Unit:	t i ===== OBiti	AL STATION - [Modified: 0	05/08/20141511]
	TILC OHIC.	I Lampor III C	ine 301 5:11:43 Arvd-15:11:44 Clrd-17:59:27	
		InQrtsUnavl-17:59:28	J::1:43 Arvd-15::11:44 Clrd-17:59:27 TnSrvce-17:59:29	
	Dispatched By:	2	111011101011111111111111111111111111111	
	Enroute By:			
	Arrived By:			
	Fire Unit:		5	
		InOrtollary 16.24.26	6:28:12 Arvd-16:28:13 Clrd-16:34:36	
	Manned By ID's:	InQrtsUnavl-16:34:36 36400	insrvce-16:34:37	
	Location Change:		fied: 05/08/20141628]	
	Fire Unit:	E5-Pumper-Blad Engine	5	·
		Disp-16:34:55 Enrt-1	6:34:57 Arvd-16:34:58 Clrd-17:05:17	
	Mannad De To	InQrtsUnav1-17:05:25	InSrvce-17:05:25	
	Manned By ID's: Cleared By:	36400		
(ocation Change:	[SAC] IY	ndifinal. 05/00/00/42/52	
`	Narrative:	05/08/2014 1337	odified: 05/08/20141635]	•
		REquesting 2 Engines to	paco ror assistance with multiple	
			approcause with wattible	

fires.

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

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 1

Mills requesting an Engine and EMT from Limerick for station

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 ...oute 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

Narrative:

05/08/2014 1515 05/08/2014 1517 .

Modified By:

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

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 $^\circ$

at 1847

Refer To Fire Case:

14-1527-IN

Page:

1

For Date: 05/08/2014 - Thursday

~all Number

Call Reason Time

Action

Duplicate

·16305

1348

911 - 911 CALL - OTHER TOWN

Call Transferred

Location/Address:

Call Taker: [SAC] OLD ORCHARD RD

Party Entered By:

05/08/2014 1348 T

Calling Party:

UNKNOWN @ ***UNKNOWN*** >

Narrative:

05/08/2014 1348

911 calî for Saco

For Date: 05/08/2014 - Thursday

Call Number Time <u>Call Reason</u>

Action

Call Transferred

Duplicate

Page:

-16305 Call Taker:

1348

911 - 911 CNTT - OTHER TOWN

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

1

Page:

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason

Action

Duplicate

16309

1416 911 - 911 CALL - OTHER TOWN £

Referred to Other Agency

Call Taker: Location/Address:

Narrative: 05/08/2014 ---

Elevator call.

[SAC]

Page:

For Date: 05/08/2014 - Thursday

Call Number

Time Call Reason

Action

Duplicate

1

·16311

1418

911 - 911 CALL - OTHER TOWN

Call Transferred

Call Taker:

Location/Address:

[SAC]

-05/08/2014 1419 t

Party Entered By: Calling Party:

CPC @

SACO, ME 04072

Narrative: 05/08/2014 1419

911 call for Saco

Call was transferred

Page:

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason Action

Duplicate

.16312 1420 Call Taker:

Location/Address: [SAC] ⊢ Party Entered By: 05/08/2014-1421-

SACO FIRE DEPT. 2 Calling Party:

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 10053 10584

Manned By ID's:

05/08/2014 1422 Narrative:

Mutual aid to Saco for a subject with breathing problems.

Radio - F M C /PROVIDE MUTUAL AID No Transport

Narrative:

05/08/2014 1455

Rescue 8 cleared with no transport.

Refer To Fire Case:

14-1511-10

Page:

1

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason

Action

Duplicate

-16312 Call Taker:

1420 Radio - E M C./PROVIDE MUTUAL AID No Transport

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

05/08/2014 1422 Narrative:

Mutual aid to Saco for a subject with breathing problems.

Narrative:

05/08/2014 1455 1

Rescue 8 cleared with no transport.

Refer To Fire Case:

14-1511-78

Biddeford Police Department Detailed Log with Notes

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason Action

Duplicate

Page:

1

·16322

1553

911 - 911 CALL - OTHER TOWN

Call Transferred

Call Taker:

Location/Address:

[SAC]

Party Entered By: Calling Party: -05/08/zu14-1554-------

CPC @ ***UNKNOWN*** - SACO, ME 04072 05/08/2014 1554

Narrative:

911 call for Saco

Call was transferred

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason Action

> 911 - 911 CALL - OTHER TOWN 1554

Location/Address: (OTH) 4

Call Taker:

·16323

Call Transferred

Duplicate

Page:

Page:

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason Action Duplicate

- SACO, ME 04072

-16329 1609 Radio - F M C./PROVIDE MUTUAL AID No Transport

Call Taker:

Location/Address: [SAC] }

Party Entered By: 05/08/2014 1611 \

Calling Party: SACO FIRE DEPT. 2

* * * UNKNOWN * * * @

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 Mutual aid to Saco Tor a motor enicle accident.

05/08/2014 1623 Narrative:

Units are clearing with no transport.

Refer To Fire Case: 14-1513-IN

Page:

For Date: 05/08/2014 - Thursday

Call Number

Time Call Reason

Action

Duplicate

1

16334

1625

911 - 911 CALL - OTHER TOWN

Call Transferred

1:

Call Taker:

Location/Address: Party Entered By:

[SAC] -05/08/2014 1626

Calling Party: Narrative:

05/08/2014 1626 VIRE, RAYMOND

911 call for Saco

Call was transferred

Page:

1

For Date: 05/08/2014 - Thursday

Call Number

Time Call Reason

Action

Duplicate

-16347

1739 Radio - TURNPIKE ACCIDENT - H

Transported to Hospital

Call Taker:

Location/Address:

MAINE TPKE

Party Entered By: 05/08/2014

Calling Party:

SACO FIRE DEPT. ***UNKNOWN***

SACO, ME 04072

Fire Unit:

E5-Pumper-Bidd Engine 5

Disp-17:40:46 Enrt-17:42:06 Arvd-17:48:37 Clrd-18:21:23

Manned By ID's:

InQrtsUnavl-18:21:24 InSrvce-18:21:25 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 05/08/2014 1740

Narrative:

Mutual aid to the Maine Turnpike 34 southbound.

Narrative:

05/08/2014 1821

Patient was transported by Scarborough Rescue.

Refer To Fire Case:

14-1517-IN

Biddeford Police Department Detailed Log with Notes

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

Call Number

Time Call Reason

Action

Duplicate

-16348

1744

911 - 911 CALL - OTHER TOWN

Page:

1

Call Taker:

Location/Address:

Narrative:

Call Transferred

Party Entered By: Calling Party:

[SAC] 05/08/2014

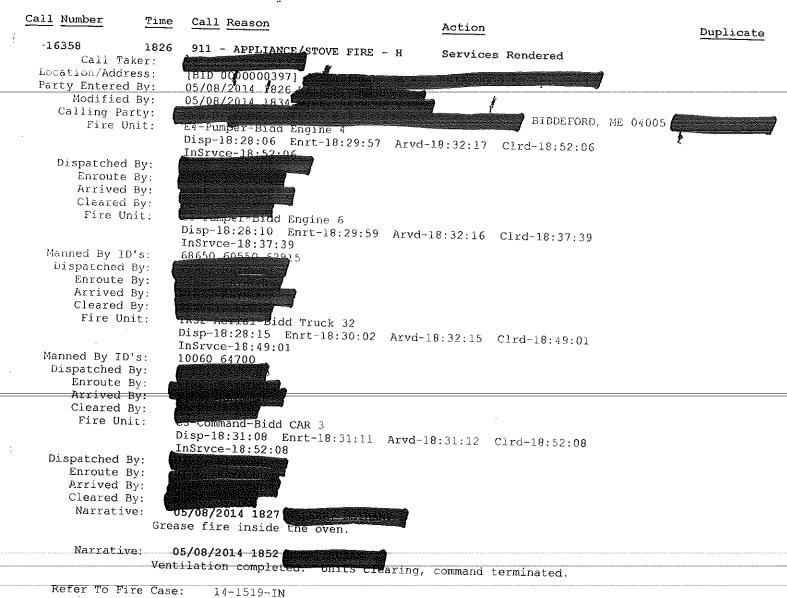
UNKNOWN @ :***UNKNOWN***
05/08/2014 1744

Transferred to Saco.

Page:

:

For Date: 05/08/2014 - Thursday



Page:

1

For Date: 05/08/2014 - Thursday

Call Number

Time Call Reason

Action

Duplicate

-16366

1932

911 - 911 CALL - OTHER TOWN

Call Transferred

Call Taker:

Location/Address: Party Entered By: Calling Party:

(SAC) 05/08/2014 1932

UNKNOWN @ ***UNKNOWN*

; 05/08/2014 1932 Transferred to Saco. Narrative:

Biddeford Police Department Detailed Log with Notes

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

Call Number

Time Call Reason

Action

Duplicate

Page:

1

16367

1952 911 - 911 CALL - OTHER TOWN

Call Transferred

Call Taker:

Location/Address: Party Entered By: [SAC] 05/08/2014 1953

Calling Party: Narrative:

UNKNOWN @ ***UNKNOWN*** 05/08/2014 1953

Transferred to Saco.

Page:

Call Number Printed: 05/09/2014

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason

ime Call Reason Action

Duplicate

16368 J

1955 Phone - MUTUAL AID - FIRE PROVIDE Services Rendered

Call Taker: Location/Address:

ress: [SAC]

Fire Unit: UTIL7-Brush-Bidd Utility 7

Disp-19:57:04 Enrt-19:58:32 Arvd-20:01:03 Clrd-20:01:52

Clrd-20:10:26

InSrvce-20:01:52

UTIL7-Brush-Bidd Utility 7

Disp-20:10:17

InOrtsUnav1-20:10:30 InSrvce-20:10:30

Dispatched By: Cleared By:

Fire Unit:

Refer To Fire Case: 14-1521-IN

For Date: 05/08/2014 - Thursday

Call Number Time

Call Reason

Action

Duplicate

Page:

16371

2035

911 - 911 CALL - OTHER TOWN

Call Transferred

Call Taker:

Location/Address: Party Entered By:

Calling Party: Marrative: 05/08/2014

Open 911 line, transferred to SRCC.

Page:

For Date: 05/08/2014 - Thursday

Call Number Time Call Reason

Action

Duplicate

±6372 2040 Call Taker: Location/Address:

Narrative:

911 - 911 CALL OTHER TOWN

Call Transferred

Party_Entered_By: Calling Party:

[SAC] 05/08/2014 2040 ***UNKNOWN*** 0 ****UNKNOWN***

05/08/2014 2041 PD call for Saco. Transferred.



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 I , Pan Am mechanic. 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-aflashlight. 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 mentioned that he had arrived before the Dover Police, and went on top where it was from. I 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.



Once we arrived at the end of the train we crossed over to wait for Amtrak to pass. At that time, New Hampshire Ranger,

I, 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 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 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 were 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



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)

to the scene to detect/rule out the use of

and his K-9, S

accelerants on these fires. We met at Beach Street and Washington Avenue in Saco. He worked

I requested _____

on 4-5 separate fire starts. She did not indicate the present attached FMO Report)	nce of any accele	rants. (See Map 10 and
Once I arrived at the Wood Ave area of Saco I met	P	;). He said he
was outside tending a garden with his neighbors, passed. He said his neighbor thought there was a helicop	tar aamina kaas) when the train
thumping noise. said the train sounded very different		
and look towards the coming train. He could see a lot of	smoke rolling ou	t from under the train and it
smelled like burning rubber. When the last car passed, he	e described the sr	noke that followed as looking
like the billowing snow from behind a tractor trailer on a		0
smoke or see smoke prior to the freight trains passage. H	, ,	
overcome by smoke inhalation and was transported to the	-	_
Frank has been reluctant to provide a written statement. I	His neighbor	has also not
responded to telephone messages that I had left nor the co		

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

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 (). 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 1 that witnessed the highrail truck.

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.



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 8th. He also provided me with a written statement. See photos 05.16.14 (2) and (3) and Map 1 "DO1 stops for roll-by".

I then proceeded to inspect that section of track siding. I alerted 1 road i 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 case 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 3/8th 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.



, 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 eard at the mailboxes of the first apartment with a request to call me if anyone knew anything about the railroad fires on May 8th. At the second apartment, residents remember seeing the suicide but not a sparking train. One resident, a 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 8th. 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. eary tried to get. / and ^ˆ 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 did not arrive until after the fires had started. and . 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.



grey Impala with a there that day. I co knew of him as a	But one resident recalle antennas on the roof free ontacted " and would get	ed that a man, in what a quents the area to watch me information on him	nything regarding the fir appeared to be a uniform h the trains and that may to see if he knew the at his earliest convenie blade. See photos 05.2	and driving a he he he he he he he he he he he he he
track but was also engineer remembe He also said fire fit burning manure (hhis burn pile to the the day of the fires at least four Pan A which he did. I wo engineer would no	upwind of the tracks. I rs seeing smoke coming ghters came that night the owns horses). His pile far side of the tracks and was trackside trying memployees driving thould guess that his pile at have taken note of a pile.	asked him if he had further the pile. He was to inspect his pile as a new consisted of mostly had fire edge. It measures to extinguish the forward the fire scene. It was probably still smolite of leaves 50 feet from the fire scene.	He took arn pile was roughly 50 fully extinguished his pile is adamant he had exting neighbor made a complate eaves. I later measured and 120 feet. He also sail est fire. He recalled a his asked him to write meadering the day of the firm the tracks through for	that day, fore the uished his pile. int that he was the distance from d he was there ighrail truck with a statement;
photos 05.25.14 (1	2)-(15) and 05.31.14-(2	:)		
residence/parsonag His 5/5 debris burn		and downwind of the	burned on 5/2/14 and a was at the western end tracks. He also claims to	of the church.
5/26/14 District Ra Saco.	anger Hesslein and myse	elf met with	and	<u>in</u>
				
attendant said those	the Amtrak Downeaste e records weren't kept t or the 30 th so I could inte	here, so I contacted	obtain a passenger man Amtrak train 684.	ifest. The He and I
Marsters from within the ROW of individuals having and violating condition	f the train tracks had bee the fire. According to were having a ca	also mentione en seen and Biddeford impfire without a perm i contacted the State	Fire Marshal's Office, t	rted campfire nd identified the into custody for
According to he was at the the flames.			fires on railroad propert shirt off and was using	



I have tried to make contact with as he is likely a transient. I have also t	using his repo	rted contact pho	ne numbers without any without any success.	
has a court date set for	at	at .	without thy success.	,
I have since spoken with all present at t None of which remember a shirtless m). *Note that at the time	nan using his shirt t	to beat back the t		re starts. thru
5/30/14 Attempt to locate 'woman answered and said he didn't liv (409-7739).		s known residend She later called		A number
Conducted interview with Amtrak eng spoke with conductor they were asked to stop in Wells and c Massachusetts (Wild Cat Branch), the self-inspect as the Maine Forest Service fire starts in New Hampshire or Massa	They did not see theck their train; wh Massachusetts Bur ce and the Bureau I	e any fires along hich they did. O reau of Fire Cont nad been in toucl	rol requested that they so with each other. There	stop and
crew looked over the train again. locomotive without special ladders, un	advised that the advised that the less the train stops	here is no way to under an over-p	access the top of the A	mtrak FRA
5/31/14 Arrived at 110 Old Orchard Remap indicators within the 16 acre fire 4 05.31.14 thru 05.31.14 (2).			n debris burn and to sket Ranger Hesslein. See p	
We then went to the Wagon Wheel Car and to obtain other documents from the landscaping crew that registered campe was the fire, but that he would check his pa written statements of their activities fro statements.	e owner, er, , m). Spoke to syroll to see who fr	We nentioned Camp s, he sai om his crew was	also inquired about the office employees deter d he was not there on the there. I asked that they	rmined it e day of
6/3/14 inspections of Pan Am train DO1 const locomotives 94 and 142. He forwarded with he mentioned that his in	d me an email narr	ative of his inspe		none
6/5/14 Received inspection	n information and j	photo.		



To note, that on May 9'	", reference an email from	(FRA) to	(FRA),
, and	regarding a	telephone conversation be	etween and
. Executive Vic			oneous times communicated to
FRA.		, .,	
	at around 1500 HRs." Fir	ac wars actually reported	of 1220 1220hra
-			
			kely passed MP 210 between
	hrs, according to dispatch	-	
"Train DO1…i	nspected by Warden Servi	ce in Dover NH at 1530 H	IRs". Train was actually
inspected in Do	over NH at 1750 hrs by the	Maine Forest Service with	h NH Forest Ranger present.
6/17/14 District Ranger	Hesslein and myself met	with Pan Am officials:	4 (, Senior Vice
President and General (•	Director of Claims;	Executive Director
of Safety and Security;	•	•	loyee with knowledge of the
		m as an experienced emp	loyee with knowledge of the
locomotive downloader	(blackbox equivalent).		
C/02/14 D' + :- + D	TT - 1	DOI	Conducton I toud
	Hesslein and myself cond		
	resent during these intervi	ews was Senior Vice Pres	sident and General Council,
í.			
6/27/14 Conduct intervi	ews on Track Foremen	ınd	in Portsmouth, NH.
6/28/14 Sketch and man	Old Orchard 🖺	pground fir	re areas. Spoke with
	Separately, I had each wa	lk me through their action	is and what they were seeing
at those times.	* **	Ü	

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 s, 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 nd 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

5-8-14

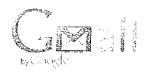
At around 1400, I responded to Old Orchard Beach for a fire on the railroad tracks. Hooked up with 4217 and spent the rest of the day working fire suppression. 935 also came down and dropped water on the fire for awhile.

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.



May 8th fires.

Miller, Jeffrey <Jeffrey.Miller@maine.gov> To: Matthew Bennett <ranger.matthew.bennett@gmail.com> Sat, Jun 14, 2014 at 1:48 PM

Haunched 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. 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.

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

On the 9th 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 than 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

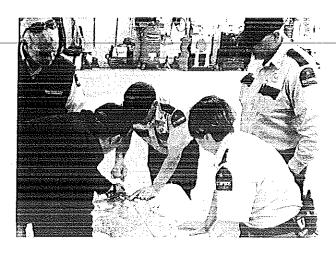
May 10th I worked with Ranger Desautels on two interviews with eye witnesses near the 1. Ranger Desautels and I also did Situation reports on 9 fires from the Old Orchard train station south to Orchard Road. I helped Ranger Bennett place his vehicle at Orchard Rd. and dropped him off at the Saco Biddeford 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 4th Biddeford fire or most southerly fire we are aware of. I spoke with home owner 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

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

 $0.05 \, \mathrm{grass}$

43.557984 -70.341291

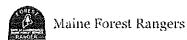
Gregg and I then proceeded off the tracks and drove to Biddeford FD. We were provided locations of 3 fires that the FD attended to and extinguished on the RR tracks yesterday. One

small spot fire was located along Elm adjacent to the smoke stack communications tower within a side rail. When we arrived at talandowner 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. 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 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.



RDMS Collaboration Center

Welcome sue myers | Contact GR7 | Loss cut

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

You have successfully updated this assessment. Details Crocoments Renew Aggerenant Information ID: 22253 Staff (Device): Suc Myers (SWING-DEA) County: Cumberland Assessed: 05/09/2014 12:30 PM Subject: 42104039 Scarborough RR FIRE 1 Posted: 05/09/2014 1:01 PM

Last Reviewed: n/a

Last Edited: 05/30/2014 7:02 PM by sue.myers

Last Shared:

Archived Assessments Version Contro!



Lat, Lon: 43.558903, -70.340396

Maine

mgrs: 19TCJ9174123755



Assessment Details

State:

Category: Assessor [show / hide]

Ranger Name: Sue Myers Ranger ID Number: 4215 Region: South Districts

Category: General Info [show / hide]

Town Name: Scarborough Fire Code #: 41204039 Fire Name: Scarborough RR FIRE 1

Fire Start Date: 05/08/2014

Category: Wildfire Info [show / hide]

Wildfire Cause: Railmad Wildfire Size (acres): 0.10 * Note: 350x20 Fuel Type: Grass Control Stage: Out Area Structures...;

Resources Committed: Crews, Engines, Rangers

Number of Crews: 2 **Number of Engines:** 2 Number of Rangers: Growth Potential: High

Assessment History Information

05/30/2014 7:02 PM

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Maine Forest Rangers

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

You have successfully updated this assessment. Assessments Overview Details Cocuments << Capt. | View on Man | Arciave View Assessments Accessment Information Details Documents ID: 22254 Staff (Device): Sue Nivers (Gentre-656) Review Edit County: Cumberland Assessed: 05/09/2014 12:24 PM Subject: 42104040 Scarborough RR Fire 2 Posted: 05/09/2014 1:01 PM Search Assessments State: Maine Last Reviewed: n/a Add Assessments Lat, Lon: 43.557984, -70.341291 Last Edited: 06/30/2014 6:59 PM by sue.myers Archived Assessments mgrs: 19TCJ9166823655 Last Shared: Version Control





Assessment Details Category: Assessor (show / field) Ranger Name: Sue Myers Ranger ID Number: 4215 Region: South District: Category: General Info [show / fide] 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: Wildfire Size (acres): * Note: Fuel Type: Control Stage: Area Structures...: Resources Committed: **Number of Crews: Number of Rangers:** Growth Potential: * Note:

Railroad 0.05 200x10

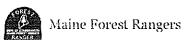
Grass Controlled None Crews 2 2 High

along raised rail section of RR ROW through Scarborough

Assessment History Information

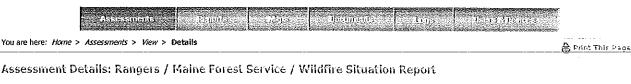
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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report គំន់ទី១៤១ពេលពេះ You have successfully updated this assessment. Overview Details KK Basin Walnier Usp. Archive Decuments Environment View Assessments Details Assessment Information Documents 22270 ID: Staff (Device): Suc Myan (Shitter-010) Edit County: York 05/09/2014 1:44 PM Assessed: Subject: 42104082 Biddeford RR Fire 1 Posted: 05/09/2014 5:41 PM Search Assessments State: Maine Last Reviewed: n/a Add Assessments Lat, Lon: 43.496597, -70.452468 Last Edited: 06/30/2014 5:09 PM by sue myers Archived Assessments 19TC18256916988 Last Shared: **Version Control**

Click here to enlarge		
3		
Assessment Details		
Category: Assessor (show/fide)		11
Ranger Name:	Sue Myers	
Ranger ID Number;	4215	•
Region:	South	
Districts	1	•
Category: General Info [show / hide]		
Town Name:	Biddeford	
Fire Code #:	42104082	
Fire Name:	Biddeford RR FIRE 1	.·-
Fire Start Date:	05/08/2014	· •
Category: Wildfire Info [show / hide]		•
Wildfire Cause:	D=N 4	41
Wildfire Size (acres);	Railroad	
Fuel Type:	.01 Duff	
Control Stage:	Out	
Area Structures:	· · · ·	e de la companya de l
Houses Threatened:	None 0	
Camps Threatened:	0	
Outbuildings Threatened:	0	
Houses Damaged:	0	
Camps Damaged:	0	
Outbuildings Damaged :	0	T.
Houses Destroyed:	0	:
Camps Destroyed:	0	
Outbuildings Destroyed:	0	
Resources Committed:	Crews, Engines	·
Number of Aircraft:	0	•
Number of Crews:	1	
		•

2

0

Number of Dozers: Number of Engines:

Number of Helicopters:

Number of Rangers:



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

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County: Yo	ork .	Assessed:	05/09/2014 1:53 PM	Documents
Subject: 42	2104083 Biddeford RR Fire 2	Posted:	05/09/2014 5:40 PM	Review
State: Ma	laine	Last Reviewed:		Edit
Lat. Lon: 43	3.496533, -70.457127	Last Edited:	05/30/2014 5:14 PM by sue myers	Search Assessments
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Assessment Details

Resources Committed:

Number of Aircraft:

Category: Assessor 1 show / mae i	
Ranger Name:	Sue Myers
Ranger ID Number:	4215
Region:	.South.
District:	1

<i>P</i>	
Category: General Info [show / hide]	
Town Name:	Biddeford
Fire Code #:	42104083
Fire Name:	Biddeford RR Fire 2
Fire Start Date:	05/08/2014
Category: Wildfire Info [show/hide]	
Wildfire Cause:	Railroad
Wildfire Size (acres):	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

Crews



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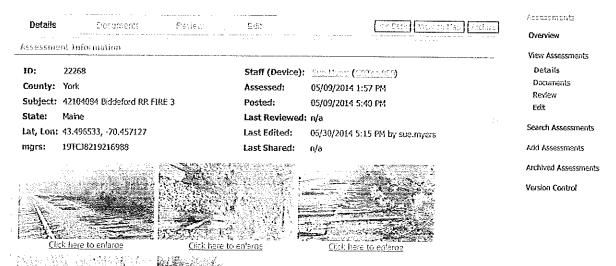
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Assessment Details

-		
i	Category: Assessor	[show / hide]
!	Ranger Name:	Sue Myers
	Ranger ID Number:	4215
i	Region:	South
_	District:	1

Category: General Info (show/hide)	
Town Name:	Biddeford
Fire Code #:	42104084
Fire Name:	Biddeford RR FIRE 3
Fire Start Date:	05/08/2014
Category: Wildfire Info [show / hide]	
Wildfire Cause:	Railroad
Wildfire Size (acres):	160x50
Fuel Type:	Grass
Combal Chans	

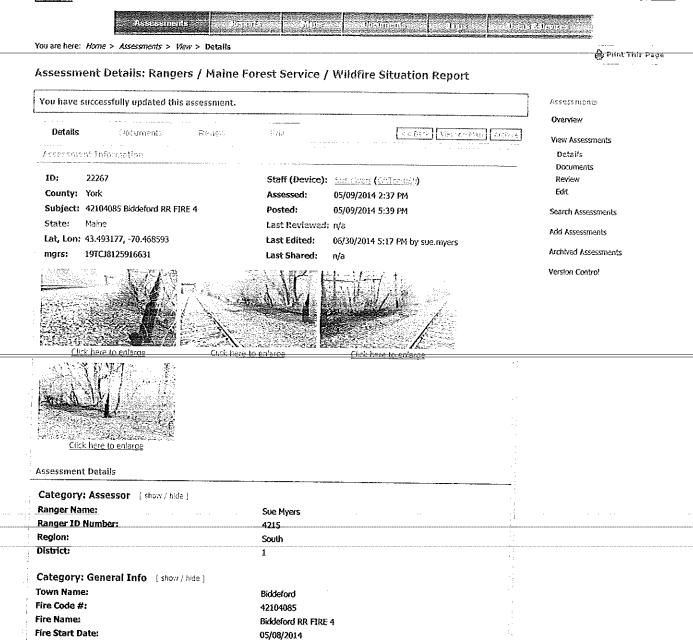
Wildfire Size (acres):	160x50
Fuel Type:	Grass
Control Stage:	Out
Area Structures;	Threatened
Houses Threatened:	2
Camps Threatened:	0
Outbuildings Threatened:	0
Houses Damaged:	0
Camps Damaged:	0
Outbuildings Damaged :	0
Houses Destroyed:	0
Camps Destroyed:	0
Outbuildings Destroyed:	0
Resources Committed:	Crews
Number of Aircraft:	n



Maine Forest Rangers

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Category: Wildfire Info [show / hide]

Wildfire Cause:
Wildfire Size (acres):
* Note:
Fuel Type:

Control Stage:
Area Structures...:
Houses Threatened:
Camps Threatened:
Outbuildings Threatened:
Houses Damaged:
Camps Damaged:

Outbuildings Damaged : Houses Destroyed: Camps Destroyed: Railroad

0.10

30x15

Brush

Threatened

Out

Maine Forest Service Saco River District

Fire Investigation 4215 (cont.)

On 05/13/2014 the Maine Forest Serv	vice Dispatch received a call from	4			
Crew members of the	' called stating several individuals were on the tr	acks 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.

OOBFD - Incident # 1400B 477 **04/14/2014** @ 13:22pm size 0.10 acre "Wood lot across from '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 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 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 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 OOB, 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 Details: Rangers / Maine Forest Service / Complaint Tracking Form

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ID;	22559		Staff (Device):	Stranges (Strings)	Search Assessments
County:	York		Assessed:	05/13/2014 1:54 PM	Details
Subject:	144210250. Biddeford O But	n Transients	Posted:	05/13/2014 5:27 PM	Documents
State:	Maine		Last Reviewed:	06/26/2014 12:28 PM by David.Hilton	Review
Lat, Lon:	43.496588, -70.451982		Last Edited:	05/25/2014 5:37 PM by sue myers	Edit
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Complaint Disposition:

Number of Warnings: * Note:

(1) Warning Title/Section:

(1) Warning Date:

Category: Warning Info [show / lide]

Ranger Hours:: Date Disposed:

Category: General Info (show / bide)		
Tracking #:	144210250	
GeoCode:	31050	
Ranger Unit:	4215	
Town Occurred:	Biddeford	
Location of Offense:	RR ROW	:
Ranger Assigned:	Sue Myers	
, Region:	South	
Districts	S1	
Date:	05/13/2014	í
Respondent Name:	Transients	
Type of Investigation:	Open Burning-No Permit	
* Note:		
Cotton of the control		+ }
Category: Complaint Info [show / hide]		
Complainant Name:	Biddeford Fire Chief	+1
* Note:	reported by DOWNEASTER TRAIN	
Complainant Address:	Biddeford FD	1
Complainant Town:	Biddeford	4.4
Complainant State:	Maine	- 1
Witness Name:	DOWNEASTER TRAIN	
Other Agency Notified:	Local PD	:
Contact Person:	Off Reali	:
Description of Offense:	2 transients had small campfire near comments tower along RR tracks	:
* Note:	Downeaster Train called in to report fire	

Intervention/Prevention

05/13/2014

05/13/2014

C% Railroad Police

T 12 Section 9321-A: Failure to Possess Open Burning

https://maine.grtrdms.com/MFS/Assessments/SearchDetails.aspx?id=22559



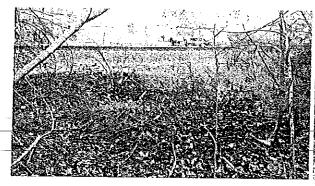
Maine Forest Service Saco River District

RR Fire Investigation (cont.)

During the afternoon debriefing the stective 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 and he made the run sheet for the incidents available to me.

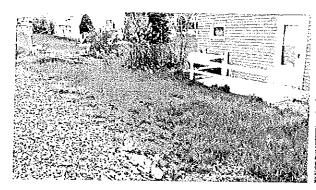
With provided directions I made my way downtown to Old Orchard Beach. As I approaced the tracks I turn left on the first and fires are between the track and homes at 42 and 46 t. I walk from behind to the tracks to Walnut and back through to Old Orchard Street crossing locating evidence of 2 fires.

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 Details: Rangers / Maine Forest Service / Wildfire Situation Report

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County:	York		Assessed:	05/14/2014 4:07 PM	Documents
Subject:	42104037 OOB April RR F	ire i	Posted:	05/14/2014 5:21 PM	Review
State:	Maine		Last Reviewed	: 05/15/2014 11:34 AM by	Edit
Lat, Lon:	43.519100, -70.372131		Last Edited:	06/30/2014 4:58 PM by sue myers	Search Assessments
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Assessm	200	Frataile
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Houses Destroyed:

Camps Destroyed:

Number of Aircraft:

Number of Crews:

Number of Dozers:

Number of Engines:

Number of Rangers:

Number of Helicopters:

Outbuildings Destroyed:

Resources Committed:

Category: Assessor (show/lade)

Ranger Name:	Sue Myers	
Ranger ID Number:	4215	
Region:	South	11
District:	1	
		÷.
Category: General Info [show/hide]		:
Town Name:	Old Orchard Beach	
Fire Code #:	42104037	**
Fire Name:	OOB April RR Fire 2	::
Fire Start Date:	04/14/2014	
Cotonom Wilder T. C.		1
Wildfire Cause:	Railroad	
* Note:	RR	
Wildfire Size (acres):	40 x 25	:
* Note:	0.15	1
Fuel Type:	Mature Hardwood	
Control Stage:	Contained	
Area Structures:	None	
Houses Threatened:	0	*
Camps Threatened:	0	
Outbuildings Threatened:	00	:
Houses Damaged:	0	
Camps Damaged:		
Outbuildings Damaged :	0	
outoutings panlaged :	0	

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Engines

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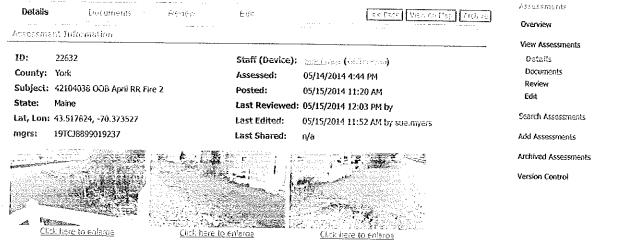
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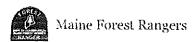
Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report



Assessment	Details

- Fire Start Date:	04/14/2014	
Fire Name:	OOB April RR Fire 2	
Fire Code #:	42104038	
Town Name:	Old Orchard Beach	
Category: General Info (show/hide)		
District:	1	
Region:	South	
Ranger ID Number:	4215	
Ranger Name:	Sue Myers	
Category: Assessor (show/lede)		

rne name:	OOB April RR Fire 2	
Fire Start Date:	04/14/2014	•
Category: Wildfire Info [show/hide]		:
Wildfire Cause:	Machine	
* Note:	RR	; -
Wildfire Size (acres):	55x15	1.
* Note:	0.10	•
Fuel Type:	Grass	:
Control Stage:	Contained	
Area Structures;	Threatened	* 1
Houses Threatened:	1	<i>i.</i>
Camps Threatened:	0	
Outbuildings Threatened:	0	•
Houses Damaged:	0	
Camps Damaged:	0	
Outbuildings Damaged :	0	
Houses Destroyed:	0	:
Camps Destroyed:	0	
Resources Committed:	Engines	
Number of Aircraft:	0	
Number of Crews:	1	
Number of Dozers:	0	
Number of Engines:	2	
Number of Helicopters:	0	
Number of Rangers:	1	
Growth Potential:	High	



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

Details	- Coddineras Reserv		<< Bash Wewler Hap Broking	Assessments Overview
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ID: County: Subject:	22634 York 144210255, Saco FR Inv Evidence	Staff (Device): Assessed: Posted:	35-11-20 (3-12-20) 05/14/2014 6:06 PM 05/15/2014 11:40 AM	View Assessments Details Documents Review
State: Lat, Lon: mors:	Maine 43.517728, -70.451476 19TCl8269019334	Last Reviewed: Last Edited: Last Shared:	06/26/2014 1:28 PM by 06/25/2014 5:26 PM by sue myers n/a	Edit Search Assessments Add Assessments
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Category: General Info [show / hide]

Tracking #:	144210255	:
GeoCode:	31220	
Ranger Unit:	4215	* 1
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	- 1
District:	. S1	- 4
	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	

Category: Status [show/nide]

Complaint Status: * Note:

Date Closed:

Ranger Hours:: Date Disposed:

Description of Offense:

Complaint Disposition:

Closed

evidence unfounded 05/21/2014

05/21/2014

brought them to Saco FD

Intervention/Prevention

spare parts found along track individual believed they were cause of fires and wanted included as evidence so he





Wildland Fire Investigation Narrative

Fire Code Number	42104044
Incident Date	05-08- 2014

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 attermination)

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 09th and 10th 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 ne 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.

SUBMARY: (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

							Wildland Fire Investigation							Fire Code			42104048	
LOCATION Maine Forest Service							Origin & Cause						Incident Date			5/8	14	
Special Company of the Company of th	MATERIAL PROPERTY AND A STREET	and are a reference between			The second second second	A. B. J. J. J. W. W. L. B. L. B.												
Fire Na						Dispate	ch#	Account Co		Region	Forest		lrict		State	Соц	ıty	
Pan Am OOB #7							<u></u>]			South	N/A	Sacol	River	W	aine	You	k	
			phical landr		iighwa	ys, ro	ads, tra	ls, etc.	Ţ	ownship	Range	Sec	ction		% Sec	Meri	lian	
ilroad	tracks:	Old Orci	hard Beac	h						Lati	 ude (D – M	 - S"			Longitud	 e (D – M' –	S")	
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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

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 ambulanced 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 At 13:23 At 23:23 At 24 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, and
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Fire apparatus arrived in the Campground at 13:31.
Initial investigation involved identifying and GPSing separate fire starts, photographing those areas and identifying
' 'ential witnesses. The focus of this cause and origin was at the Wagon Wheel Campground.
Strict Williams Court of the seaso and origin was at the trager through samply saile.
Persons interviewed were
1 CISONS INTERVIEWED WOLD
Origin examination consisted of identifying macro indicators and then micro indicators, working from head fire
indicators to the rear of the fire.
indicators to the real of the file.
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.

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

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.

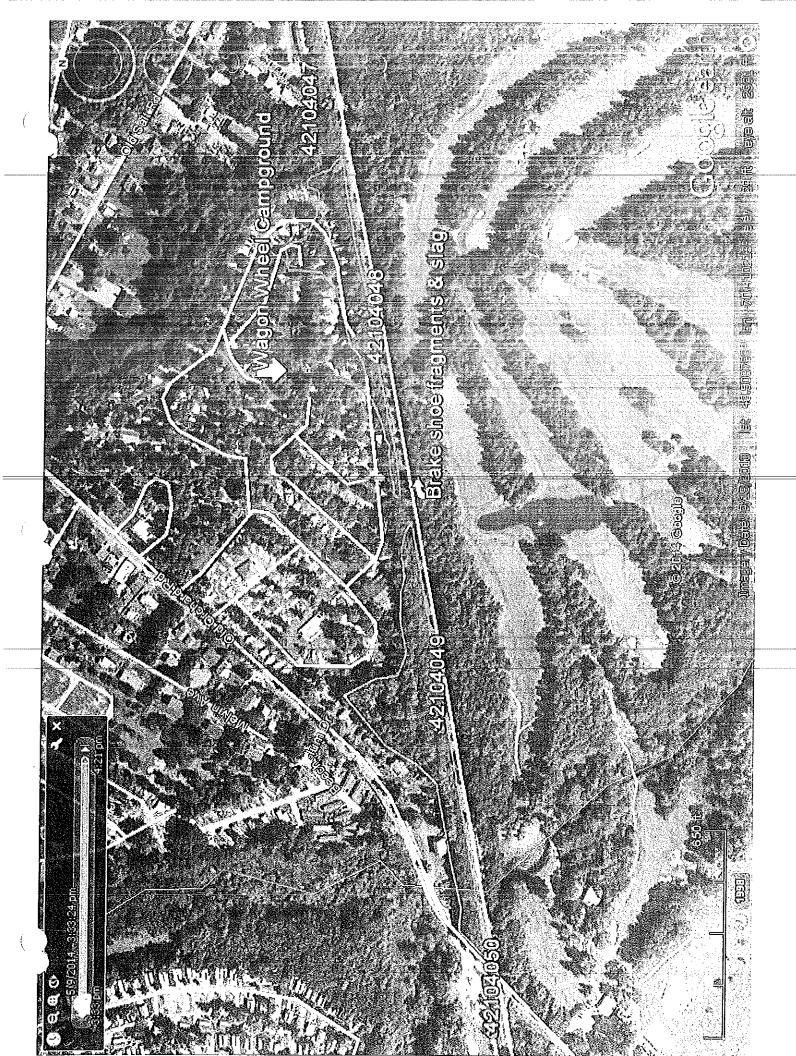
tren (classified in Maine as being under 13 years old) was ruled out as none being reported and the inprobability due to number of starts, timing and distance.

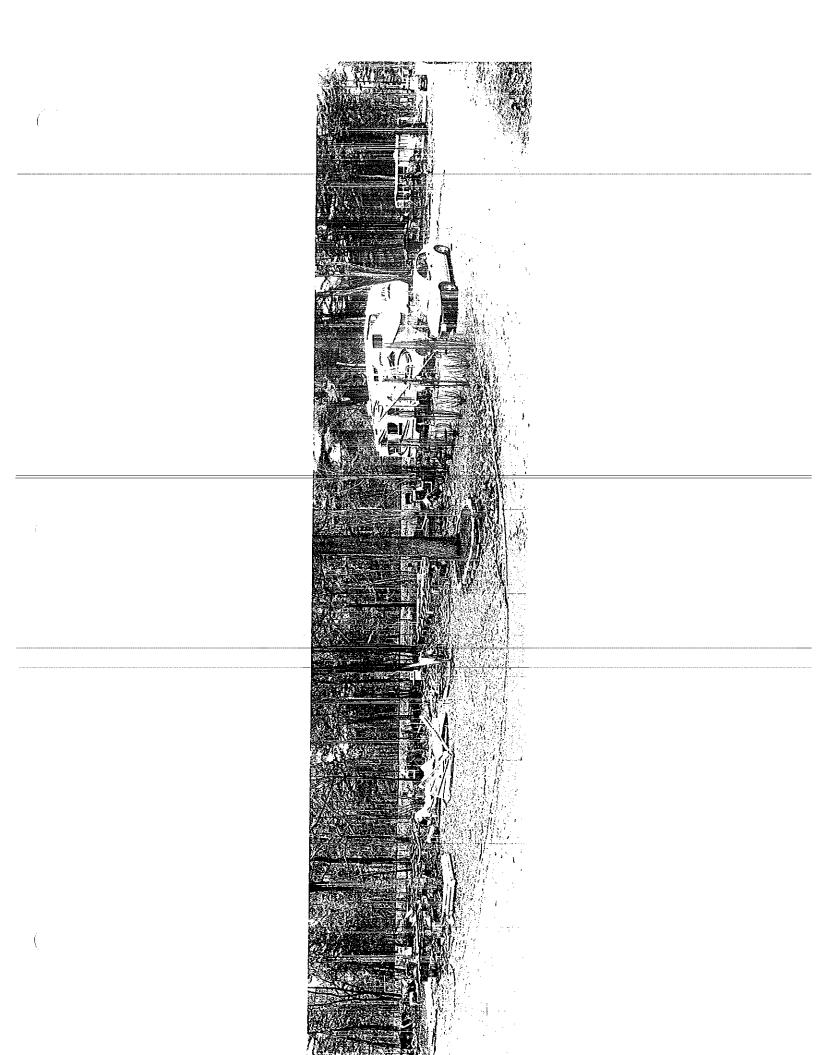
Miscellaneous was ruled out as a cause as none had been reported, nor found at the origin areas. There was a notice sent to the City of Saco notifying that herbicide treatment would begin along the tracks starting May 6th; it had not begun yet. There was a question regarding the flammability of the herbicides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

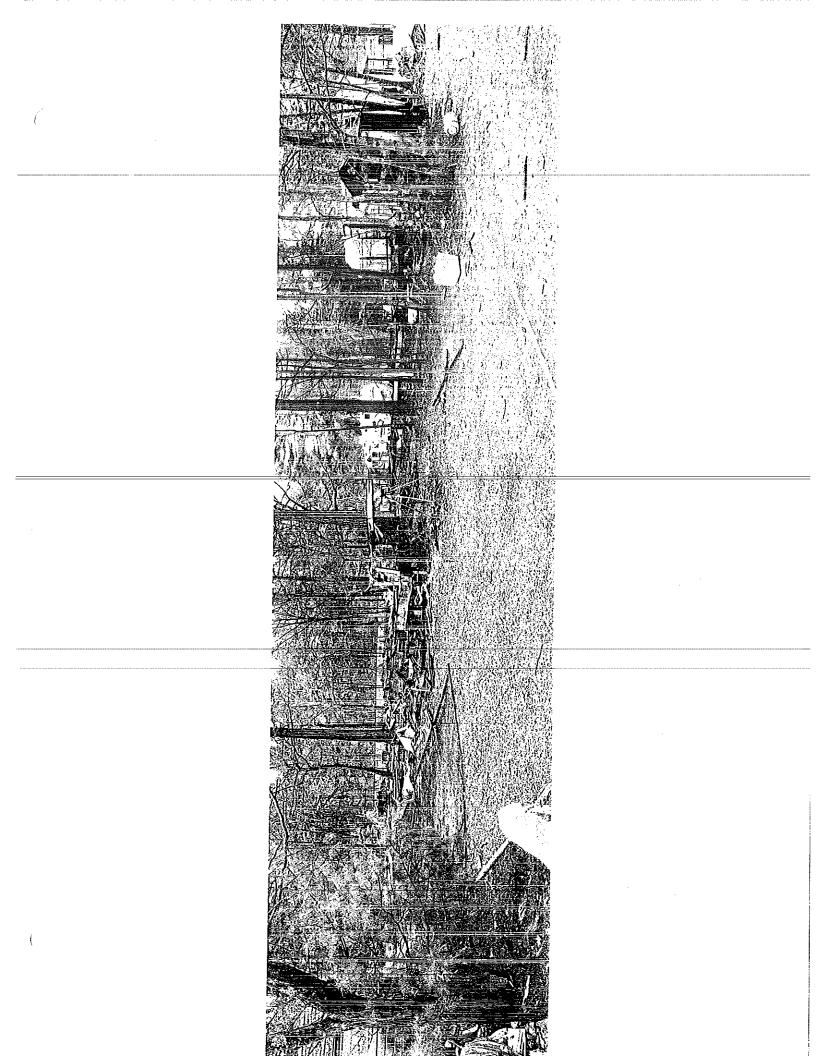
Prepared By	Date	Submitted To	Date
Ranger Matthew Bennett	6/30/14		

Wildland Fire Investigation	Fire Code	42104 048
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INSURANCE INFORMATION (Home, Au	ıto, Liabil	ity Oth	nor)							
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Wildland Fire Investigation Narrative

Fire Code

42104051, 052, 053

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

Incident Date

5/8/14

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 ambulanced 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.

Saco and (

fires burning along the railroad tracks.

Initial attack at

was by the homeowner and a UPS delivery man.

Initial attack at

rea was at 13:38.

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

was by homeowner,

later hospitalized from smoke inhalation.

Initial attack at

ħ.,

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.

sons 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 Suppliment. 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.

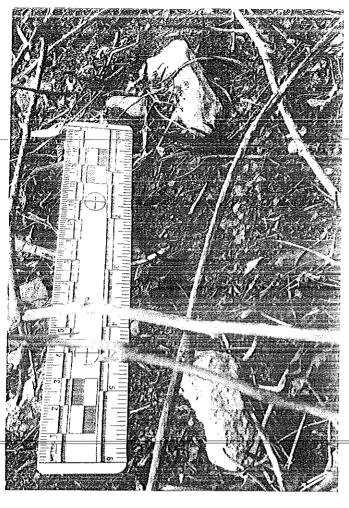
Campfires excluded as none had been reported on that date. Amtrak reported a campfire on May 13th. Biddeford PD responded and identified responsible parties. When further questioned, individual states he was at the Oasis on the day of the fire. He states he took his shirt off to beat back the flames. 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 occurred on properties in Saco that abut the railroad. These were ruled out as causes due to the 3 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, His pile, which he claims he had out, was about 50 feet

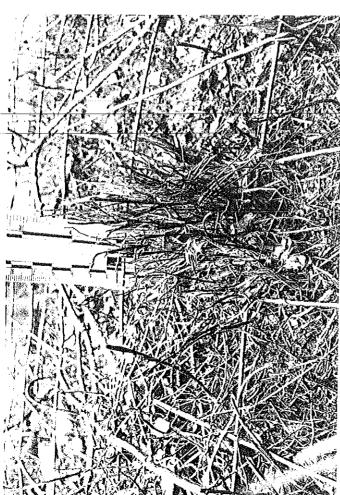
m the near side tracks. The fire star ber (leaf litter) being a competent he Forest Service and concluded that a bu Engineer's observation; fore a non-bur had there not been smoke emanating f	eat source over tha urning leaf will burn ning pile of leaves v	t distance. Recorded tests were als out long before it reached 120 feet	so conducted by Maine I do not discredit the
Incendiary was ruled out as a cause du miles of track. The Fire Marshal's Offic area of Wood Ave Saco and did not po	ce also used accele	rant detecting K-9 in the areas of B	
Children (classified in Maine as being unimprobability due to number of starts, ti			ed and the
Miscellaneous was ruled out as a caus notice sent to the City of Saco notifying not begun yet. There was a question re	that herbicide trea	ment would begin along the tracks	
Prepared By	Date	Submitted To	Date

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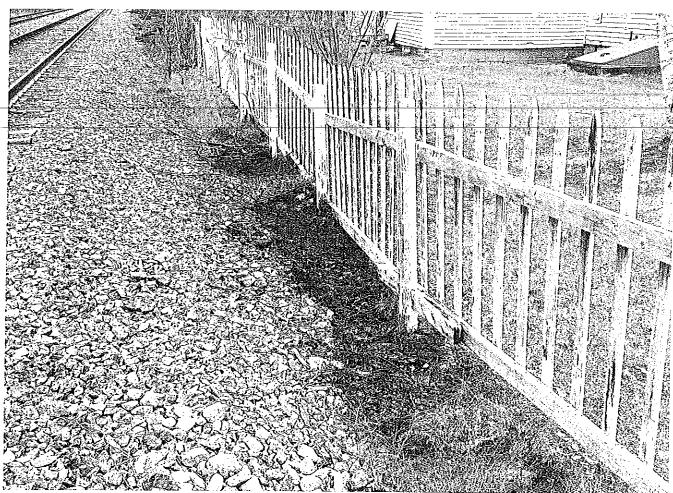




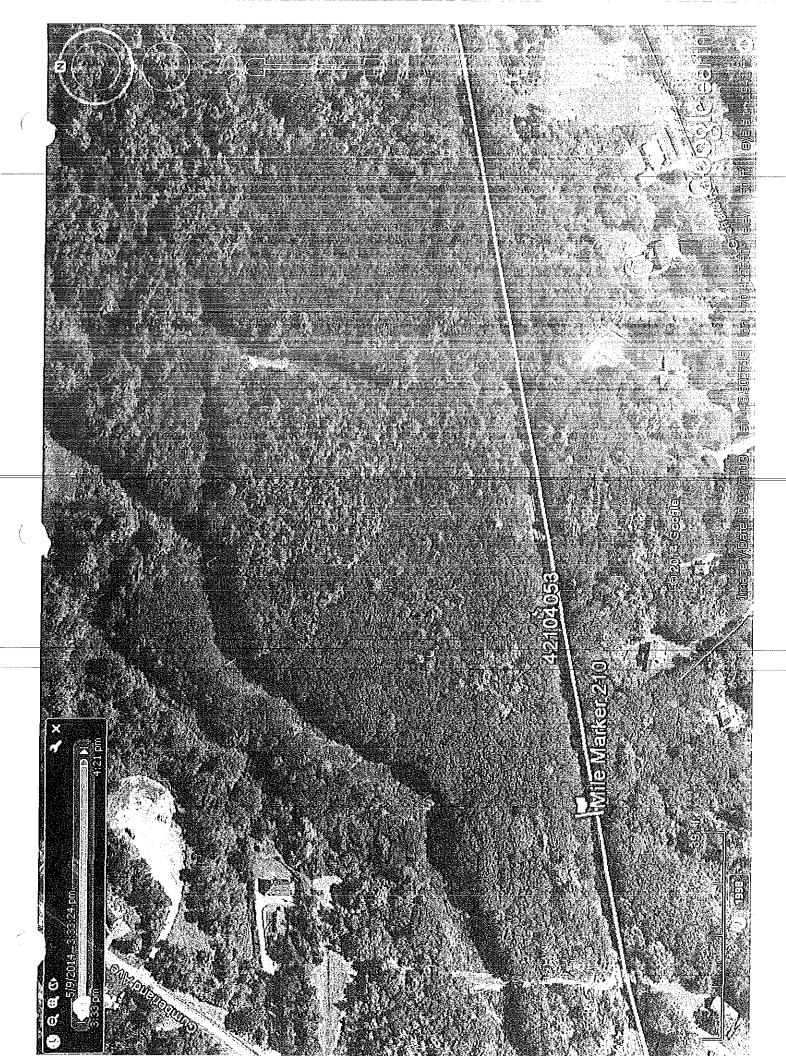
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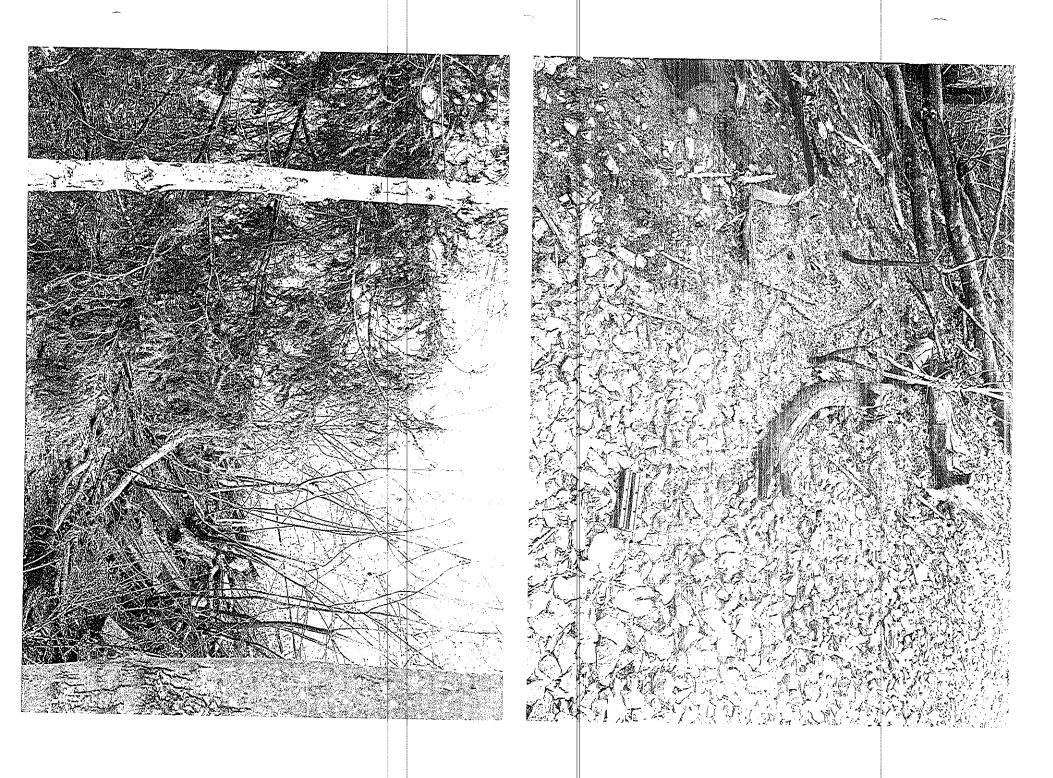


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Tracking Number: 14-421-183

Subject: Inclusion of Railroad as a positive cause

On May 8th 2014 two trains passed though 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 and Conducted by and Pan Am freight train DO1; locomotive #307 Engineered by and Conducted by 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 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 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

At the same time, the DO1 passes by the 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 ports fire between her house and the tracks. She had been working the roffice 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)



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 rain as it rolled by. The DO1 stopped and Conductor 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

#1571) notifies that DOI 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 de (ocean side) is an indicator that the likelihood of Amtrak 684 having sparked any fires is not possible. (See Amtrak Detective dvises 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.



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 DO1 and 684 locomotives spark arrestors (See photo attached to e-mail).

The engineer and conductor both made comment that the DO1 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 DO1 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 Juestioning 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 DO1 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 uealing noise, very smoky, burning rubber smell, sending (spitting) sparks from beneath and at the wheel.



Witnesses in the a 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.



Old Orchard Beach Police Department Incident Report

Page: 1 05/09/2014

Incident #: 1400B-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:

WITNESS



LOCATION TYPE: Hotel/Motel/Temp. Lodgings WAGON WHEEL CAMPING & CABINS

Zone: OOB Z2 Halfway

OLD ORCHARD DENCH 1921 04064

Assist Other Agency - FIRE - RAILROAD AREA

DERSON SUPER SEX PACE, AGE USEN PHONE

OLD ORCHARD BEACH ME 04064

DOB: 1

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CONTACT INFORMATION:

Home Phone (Primary) Work Phone __(Primary)

WITNESS 2

DOB:

CONTACT INFORMATION:

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CONTACT INFORMATION:

Home Phone (Primary)

WITNESS

CONTACT INFORMATION:

CallBack Number (Primary)

Old Orchard Beach Police Department Incident Report

Page: 2 05/09/2014

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6	WITNESS	NOT AVAIL
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7 :	WITNESS	
DOB: CONTACT INFORMATION: CallBack Number (Primary)		

Page: 1

Ref: 1400B-198-0F

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

On 05-08-2014 at approximately 1323hrs police and fire units responded to the area of the railroad tracks located near the end of Old Salt road for the report of a brush fire nearby the railroad tracks. The fire was found to be located on the Western side of the tracks from the area of Temple Avenue through Old Orchard Beach and into the Saco area. The fire also was found to have spread into the Old Salt Village condominium complex as well as the Wagon Wheel Campground located along the railroad tracks. Multiple units responded to extinguish the fire.

On 05-09-2014 at approximately 0800hrs I was assigned by assist the investigation by performing a neighborhood canvas in an effort to identify an possible witnesses to the cause and origin of the fire.

At approximately 0900hrs I proceeded to and attempted to interview the area residents regarding the fire. The following is a list of residences of which I attempted to make contact at:

No one home

- Spoke with a female resident identified as who advised she did not make observation of the fire nearby the railroad tracks until the fire department was already on scene.

a. sed that her husband told her that he had been working at the oat the time the fires began and had observed a train going by on the railroad tracks emitting sparks which caused the brush to catch fire. Industry of the provide any further information. In provided her husbands contact information so that we could contact him at a later time.

-I spoke with a male resident identified as
yard and heard people talking behind the fence. ted he smelled smoke which smelled like someone
burning leave. stated several minutes later he observed what appeared to be a large amount of smoke
coming from the area of the railroad tracks. stated the police and fire units then arrived to put out the
fire. stated the fire spread quickly and he assisted the fire department with hooking a hose to the nearby
fire hydrant upon their arrival. stated that an employee who works for ocated on

had taken many pictures of the fire during the early stages. ated he did not have the employees name at that time and suggested I contact to locate him. any other observations of the incident or its origin.

No answer

10

No answer

No answer

No answer

. - No answer

^t - No answer

- No answer

No answer

- No answer

- No answer

Old Orchard Beach Police Department Page: 2 NARRATIVE FOR Ref: 1400B-198-OF Entered: 05/09/2014 @ 1323 Entry ID: 6407 Modified: 05/09/2014 @ 1601 Modified ID: 6407 1-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. did not make any observation of how the fire started, however, believed it was caused by a passing train due to

No answer

-No answer

the area and rapid spreading of the fire.

No answer

No answer

No answer

No answer

No answer

1 No answer

No answer

No answer

No answer

Old Orchard Beach Police Department

Page: 3

NARRATIVE FOR .

Ref: 1400B-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 stated another residence called her to tell her that there was a fire along the railroad tracks nearby their units. 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 i. 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.

In proceeded to walk on the West side of the railroad tracks beginning near Temple Avenue where the fire possible 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

subject in the lobby who he was dealing with on an unrelated matter identified as

lvised. 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.

the freight train coming. I 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. I 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. I stated the train was heading South on the tracks out of Old Orchard Beach passed his location. I stated he did not make any other observations other than he really felt it was much louder than it should have been. I stated a short time later he observed the smoke and head about the fires by the tracks further South. I then concluded the interview of

Old Orchard Beach Police Department

NARRATIVE FOR

Ref: 1400B-198-OF

Entered: 05/09/2014 @ 1323

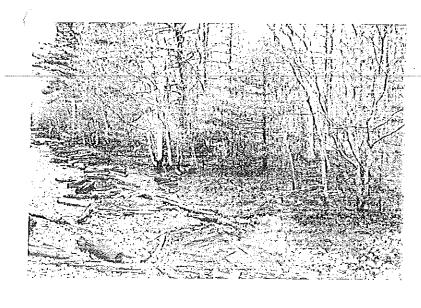
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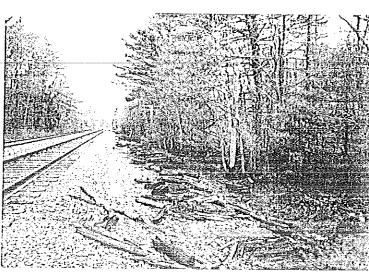
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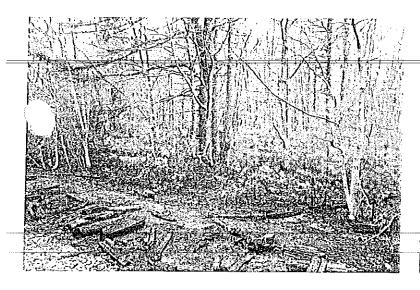
Modified: 05/09/2014 @ 1601 Modified ID: 6407

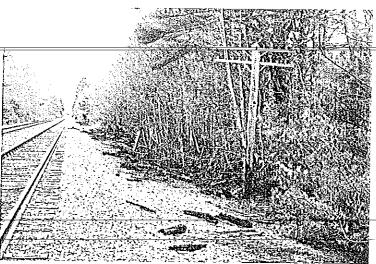
At approximately 1300hrs I researched previous fire calls as I was aware of two similar fires in the area of the railroad tracks being reported during the month of April 2014. I then located incident # 14-30958 dated 04-14-2014 at 1316hrs located at or near and incident # 14-30960 reported on 04-14-2014 at . Both incidents were for the report of brush fires nearby the railroad 1322hrs located near tracks. A copy of both incident are included with this report.

Old Orchard Beach Ponce Department



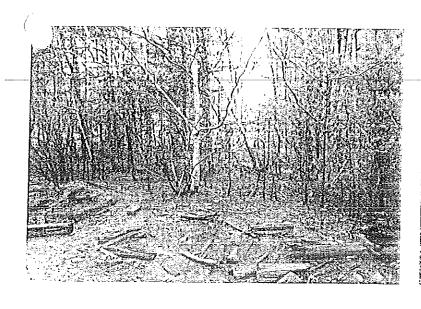








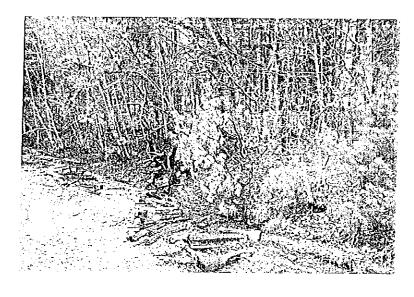


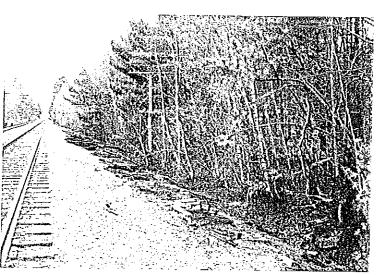


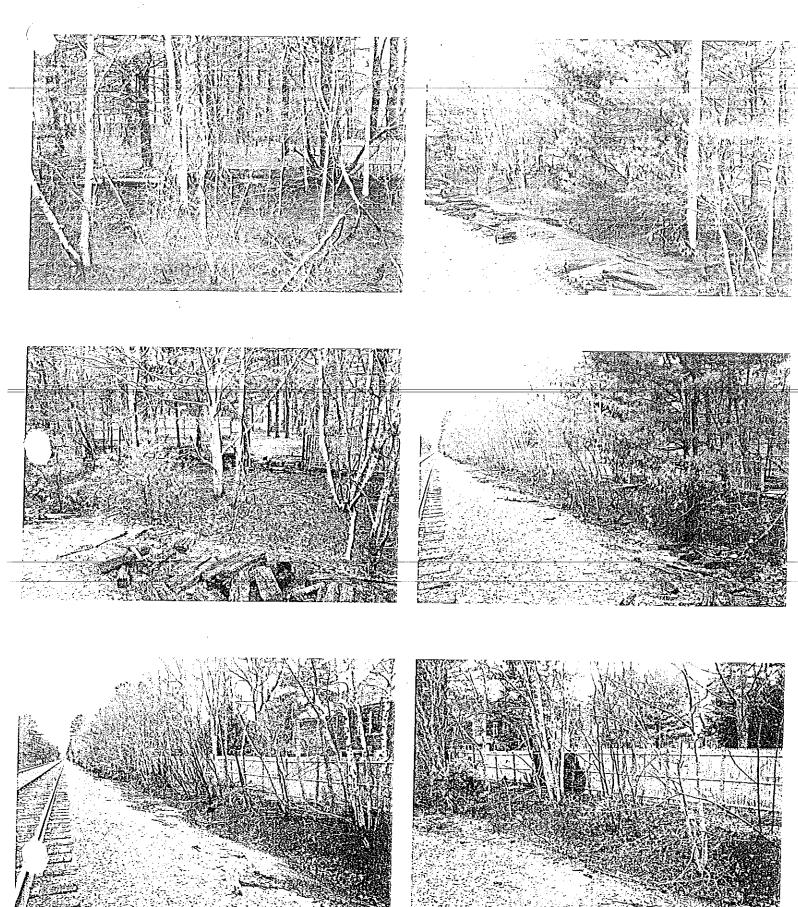


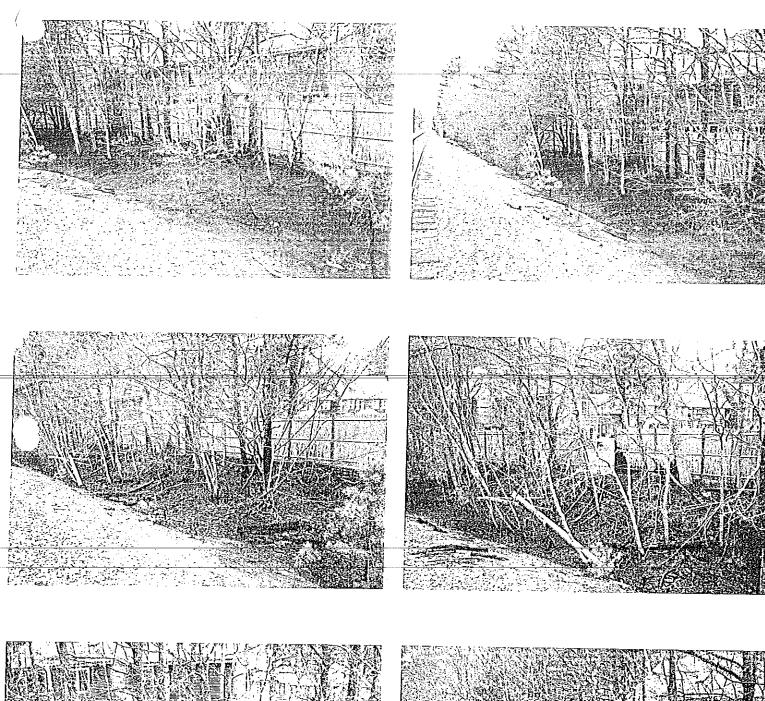






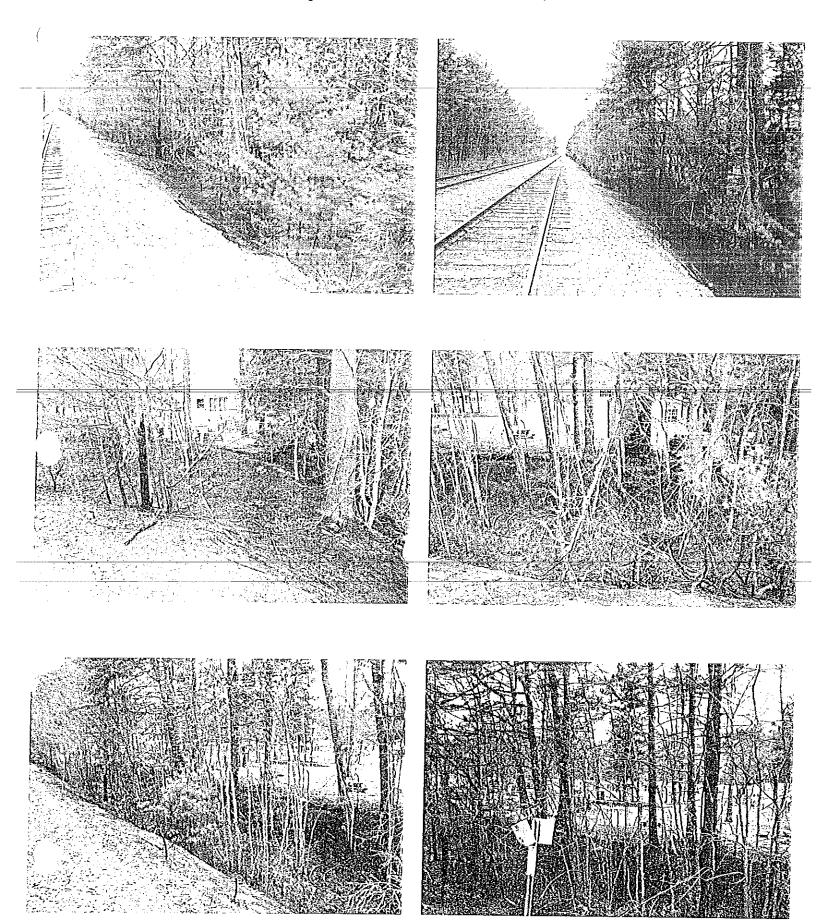




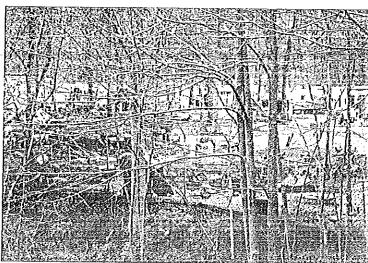


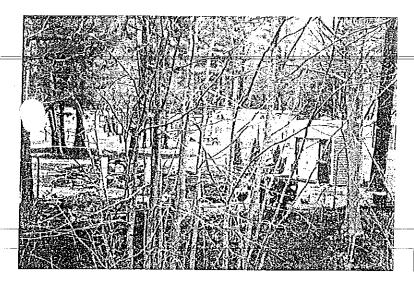






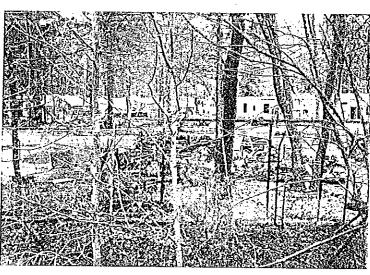


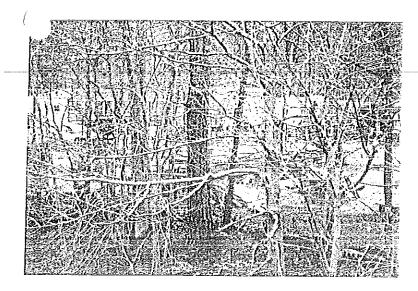


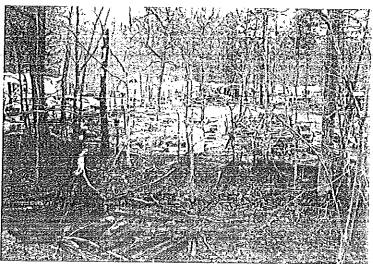


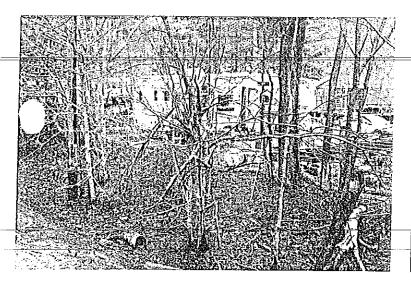


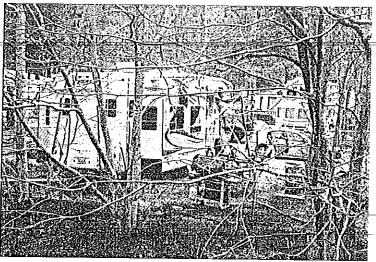




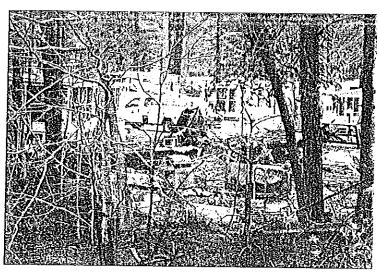


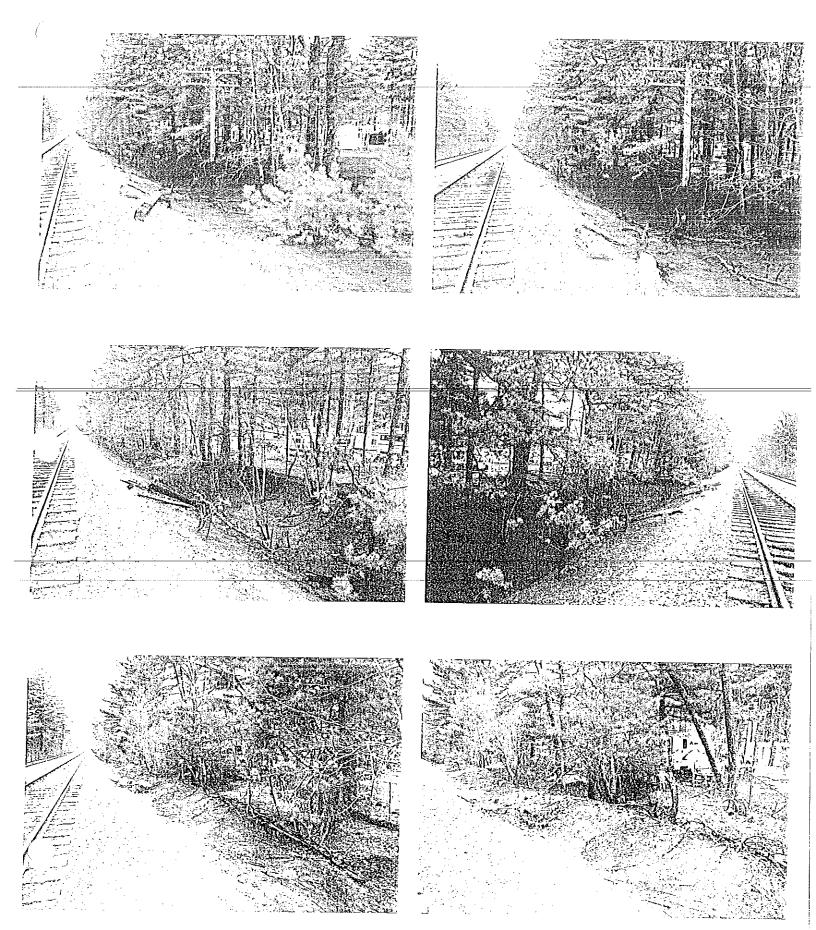


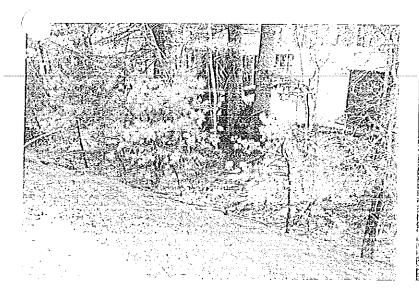


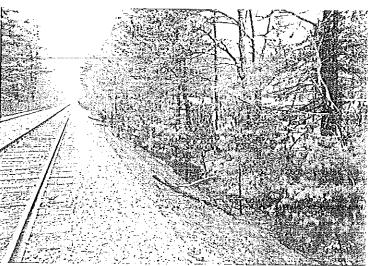




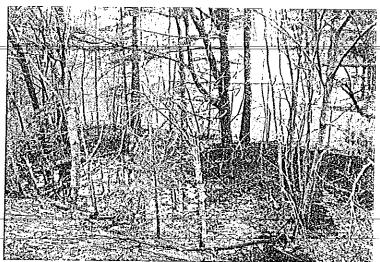


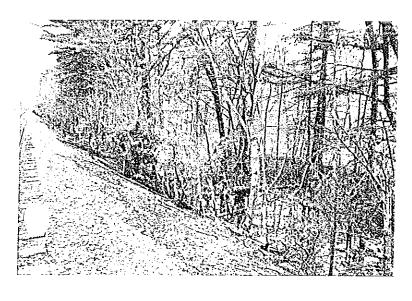




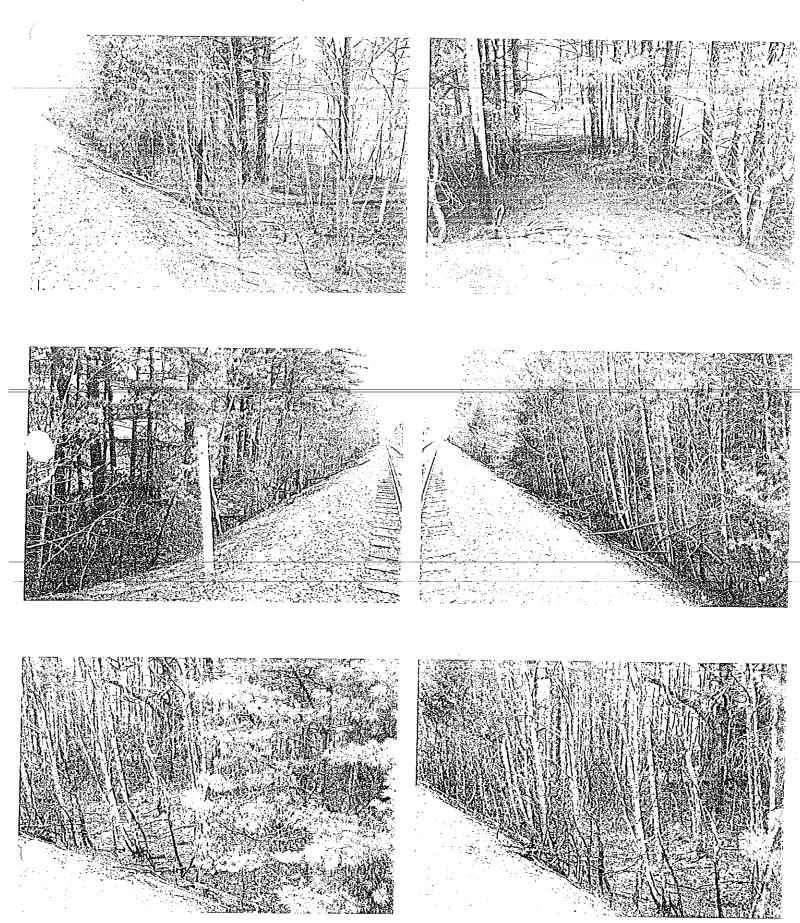


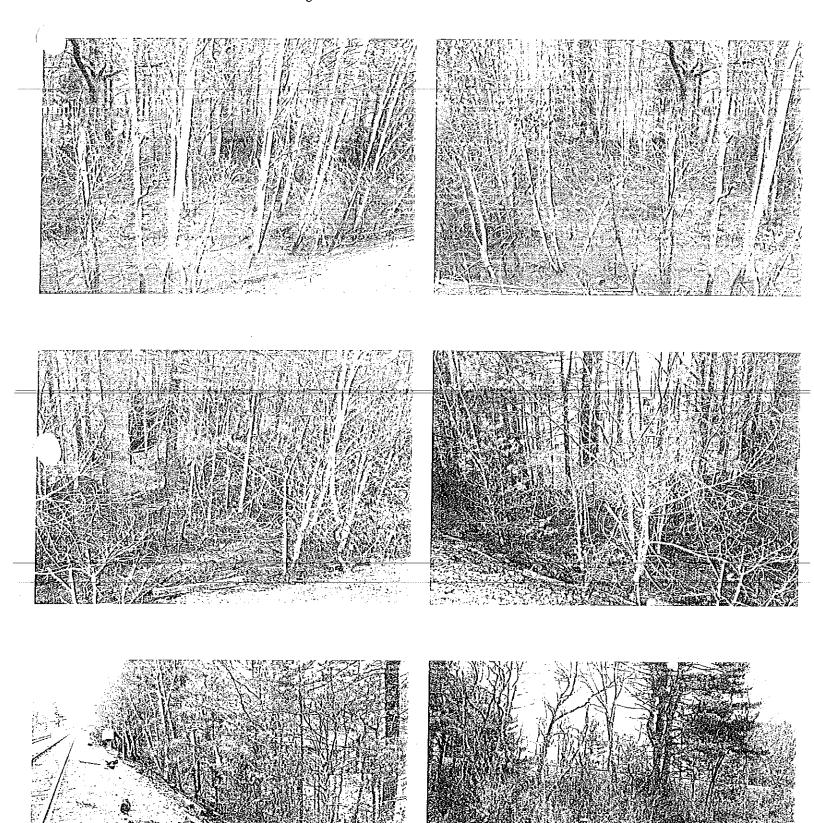


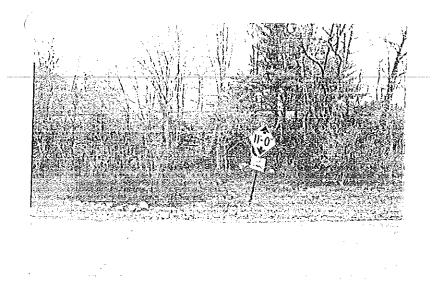












OFFICE OF STATE FIRE MARSHAL

#52 STATE HOUSE STATION AUGUSTA, ME 04333-0052



Case # FM14-037884 Cross File

INVESTIGATION REPORT SUPPLEMENT

City/Town Old Orchard Beach	York
Officer's Code/Signature	Date of Report 05/09/2014

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 gradient 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 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.

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 was assigned the primary and will document the owners of the trailers.

Photographs:

1 Pile	f 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	
ŕ	102-108	Lot O-47	
48	109-116	LOT H-8	
	117-124	Lot H-9	
		Lot H-10	
	159-171	Lot H-11	
	172	Row of trailers	©.
4		Lot H-13	
44	179-180	Overall from Lot H-11 to H-1	

After completing the digital documentation I left the campground and met with scanned from Saco Fire. He was the scene commander in Saco at the campground there. 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 me the cleared the scene.

X

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		Exam (X)	Evidence Screening	g ()	Demonstration ()
K-9 Handler Nam K-9 Name: Requesting Agency Primary Investiga	y and/or Officer	_	st Service Ranger M ager Matt Bennett	att Bennett	
Date/Time	Date/Time of	Type of	Location:	City/Tov	vn Weather
	Search	Occupancy			Conditions
1 1	05/09/2014 @	Railroad bed		Saco	Cloudy,
@1330 hours	1300 hours		Street		warm,rain
EVIDENCE SEIZ	ZED RV:		NUMBER OF IT	EMS SEIZ	ED:
None		<i>i</i>	None		
asking if I could as Old Orchard Beach that when the train brought then cast	sist his departm h. Ranger Benn in Saco to checl passed it was, to the area and	ent with the i ett asked if I c k for ignitable ot omitting di d allowed her line and gave l	Il from Maine Forest nvestigation of the recould bring selection of the recould bring selection of the recould be recounted by the selection of the command to the rail banks. The	ailroad line to the ra nett was lo c fuel from urrounding seek	e fire in Saco and all line off boking to establish a its engine. I gs and to curb. I
long burn pattern i area and once accli	n this area on tl mated I gave he	ne north side or or the comman	oden fence and shed of the tracks. I again nd to seek. There we ops of training liquid	brough ts re no positi	into the
the search on downward. The sea	rch on	s on a steep l was ap	e search off bank where proximately 100 yards s and burn patterns.	continu ds long and	ed to search
			ed two drops of train and properly made		
The absence of a po only that there is no			preclude that an ign f the search.	iitable liqu	id was not present

REMARKS: None

SEARCH WITNESSED BY: Ranger Matt Bennett

Handler Signature:

Date: 05/09/2014

ForestRangers, Gray @dot.gov rom: Saturday, May 10, 2014 4:12 PM ent: RE: Maine railroad fires Subject: DSCN2002.JPG Attachments: 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 guite 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 and 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! asked to position locomotives under a Highway bridge and stop the equipment there so I could examine the exhaust stacks from bove using a pair of binoculars. Distance from top of stacks to bridge railing was about 10 reet. Results: they were also clean of Carbon with no exception taken. MP&E Safety Inspector Region 1 Londonderry, NH. From: FRA) Sent: Friday, May 09, 2014 3:09 PM (FRA); (FRA) To: Cc: (FRA), (FRA) Subject: FW: Press inquiry: Maine railroad fires All-Just spoke with MP&E Inspector (copied) who will arrange to inspect the Pan Am and Amtrak locomotives tomorrow and report back to us on his findings.



ail - Moving America Forward

ne 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: (FRA)

Sent: Friday, May 09, 2014 2:16 PM

To stational division (FRA); Section 1997 (FRA)

Subject: RE: Press inquiry: Maine railroad fires

also spoke with states. Superintendent Mechanical for Amtrak in Boston, 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.



From: (FRA)

Sent: Friday, May 09, 2014 1:50 PM

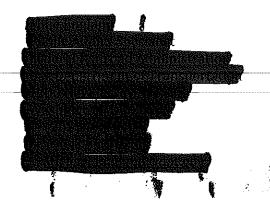
To (FRA) (FRA) (FRA)

Subject: RE: Press inquiry: Maine railroad fires

Importance: High

o we're not launching an investigation?

Best,



From: (FRA)

Sent: Friday, May 09, 2014 1:39 PM

(FRA), United Ministry (FRA), United Ministry (FRA),

Subject: RE: Press inquiry: Maine railroad fires

ust Spoke to Executive Vice President of Pan Am Railways, here is the information she provided:

At around 15:00 HRs on Thursday May 8th 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 (NFFPC), 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

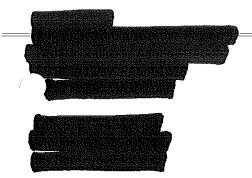
From: (FRA)

Sent: Friday, May 09, 2014 12:58 PM

To: (FRA) (FRA)

Subject: RE: Press inquiry: Maine railroad fires

Media reports indicate the a Pan Am freight train may have been responsible. (copied) is reaching out to Pan Am and will respond to this email.



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From: (FRA)

Sent: Friday, May 09, 2014 12:47 PM

ro: (FRA); (FRA); (FRA)

Subject: FW: Press inquiry: Maine railroad fires

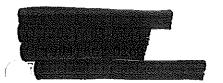
Importance: High

Hi Guys,

Please see below. Is this something that we would investigate?

Best,





From: Public Affairs (FRA)

Sent: Friday, May 09, 2014 9:36 AM

To: (FRA); (FRA); (FRA); (FRA); (FRA)

Subject: FW: Press inquiry: Maine railroad fires

From (1997)

Sent: Friday, May 09, 2014 9:35:50 AM (UTC-05:00) Eastern Time (US & Canada)

To: (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,







MAINE FOREST SERVICE FOREST RESOURCES PROTECTION SUPPLEMENTAL REPORT

Tracking Number: 14-4210-183

Subject: RDMS Wildfire Situation Reports listed by ID #

<u>TOWN</u> Scarborough	<u>RDMS ID#</u>	
	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	222 94——————————————————————————————————	
Saco Saco	22577	
Saco	22574	
Saco	22573	
Saco	22572	
Saco	22561	
Saco	22558	
Saco	22556	
Saco	22555	
Saco	22554	
Saco	22553	
Saco	22551	
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Saco	22549	
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Saco	22547	
Saco	22545	
Saco	22544	
Saco	22542	
Saco	22540	
Saco	22539	
Saco	22538	
Saco	22536	
Saco	22534	
Saco	22533	
Saco	22531	
Saco	22528	
Saco	22527	
Biddeford	22270	
Biddeford	22269	
Biddeford	22268	
Biddeford	22267	



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ou are here: Home > Assessments > Search > Details

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

Details Documents Overview View Assessments Staff (Device): 22253 ID: ____(_____ Search Assessments County: Cumberland Assessed: 05/09/2014 12:30 PM Details Subject: 42104039 Scarborough RR FIRE 1 Documents Posted: 05/09/2014 1:01 PM Review State: Last Reviewed: 07/01/2014 2:46 PM by Edit Lat, Lon: 43.558903, -70.340396 Last Edited: 07/03/2014 12:03 PM by claudette desautels 19TC39174123756 Add Assessments mgrs: Last Shared: Archived Assessments Version Control

Category: Assessor

Ranger Name:

Ranger ID Number:

Region:

District:

Town Name:

Fire Code #:

Fire Name:

Fire Start Date:

Category: Wildfire Info [coss/bide]

Wildfire Cause:

Wildfire Size (acres):

* Note:

Fuel Type:

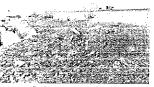
Control Stage:

Area Structures...:

Resources Committed:

Number of Crews: Number of Engines: Number of Rangers:

Growth Potential:



Sue Myers

4215

South

Scarborough

41204039

Pan Am Scarborough #1

05/08/2014

Railroad

0.10 350x20

Grass

Out None

Crews, Engines, Rangers

2

2 High

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

Details	Documents Review	Edit		Overview
				View Assessments
ID:	22254	Staff (Device):	<u> </u>	Search Assessments
County:	Cumberland	Assessed:	05/09/2014 12:24 PM	Details
Subject:	42104040 Scarborough RR Fire 2	Posted:	05/09/2014 1:01 PM	Documents
State:	Maine	Last Reviewed:	07/01/2014 2:46 PM b	Review
Lat, Lon:	43.557984, -70.341291	Last Edited:	07/03/2014 12:06 PM by Claudette.desautels	Edit
mgrs:	19TCJ9166823655	Last Shared:	n/a	Add Assessments
				Archived Assessment
				Version Control

Category: Assessor	Target.	3-5
--------------------	---------	-----

Ranger Name:Sue MyersRanger ID Number:4215Region:SouthDistrict:1

Category: General Info [1909 / 1995]

 Town Name:
 Scarborough

 Fire Code #:
 42104040

 * Note:
 Scarborough RR FIRE 2 of 2

Fire Start Date: 05/08/2014

Category: Wildfire Info [show has]

Fire Name:

Wildfire Cause:

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

* Note: along raised rail section of RR ROW through Scarborough

Marsh

Rairoad

Pan AM Scarborough #2

<u>ESTACH SETA</u>

Growth Potential:

- <u>21/3/VEuro fizio Pie</u>
- 25 69 6 620 4 1 2 250 8 22



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	e)Issessments 269	$pHS = \left[-\frac{1}{2}J_{1}0_{1}S_{1} + \frac{1}{2}J_{2}U_{2}S_{1} + \frac{1}{2}J_{2}U_{2}S_{2} + \frac{1}{2}J_$	ग्रेक्टिकाकारि	ing : Itel dictes
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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

Details	Documents Provers	Edit		Overview
				View Assessments
D:	22305	Staff (Device);	<u> </u>	Search Assessments
ounty:	York	Assessed:	05/10/2014 1:49 PM	Details
ubject:	42104041	Posted:	05/11/2014 12:55 PM	Documents
tate:	Maine	Last Reviewed:	n/a	Review
at, Lon:	43.506327, -70.390140	Last Edited:	07/02/2014 6:53 PM by claudette.desautels	Edit
grs:	19TCJ8762617983		n/a	Add Assessments
				Archived Assessments
		Paris (128)		Version Control
		and the second		

Category: Assessor		
Ranger Name:	Claudette Desautels	
Ranger ID Number:	4216	
Region:	South	
District:	1	
Category: General Info (#850/2006)		
Town Name:	Old Orchard Beach	
Fire Code #:	42104041	
Fire Name:	Pan Am OOB #1	
Fire Start Date:	05/08/2014	
Category: Wildfire Info [1980/1988]		:

Wildfire Cause:
Railroad
Wildfire Size (acres):
.10
Fuel Type:
Other (use notes)
* Note:
leaf liter 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:1Number of Engines:1Number of Rangers:1Growth Potential:High

- (1) 381 (0.034 (4.55 (3.5))
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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

Details	Cocuments	Resert Edit		Overview View Assessments
ID:	22299	Staff (Device):		Search Assessments
County:	York	Assessed:	05/10/2014 1:44 PM	Details
Subject:	42104043	Posted:	05/11/2014 12:25 PM	Documents
State:	Maine	Last Reviewed	: n/a	Review Edit
Lat, Lon:	43.505721, -70.392861	Last Edited:	07/03/2014 12:08 PM by claudette.desautels	EGIL
	19TCJ8740517919	Last Shared:	n/a	Add Assessments
				Archived Assessmen Version Controt
		ZhidasV-lier-1111	· · · · · · · · · · · · · · · · · · ·	
	: Assessor			
Ranger Na		Gregg Hesslein	:	:
Ranger ID	Number:	4210		İ
Region:		South 1	:	
District:		1		:
Category	: General Info 🗔	9 /901		: •
Town Nam		ООВ		Į.
Fire Code		42104043		
Fire Name:		Pan Am OOB #2		<u>:</u> :
Fire Start I	Date:	05/08/2014		î
Catagory	: Wildfire Info	· Livdn)	!	
Wildfire Ca		Rairoad		
Wildfire Siz		0.20	:	
Fuel Type:	o (aca).	Slash		•
Control St	age:	Out		:
	_	Threatened	;	:
Area Struc Houses The		2		:
Camps Thr		0		
•	gs Threatened:	2	·	
	gs imeateneu: Committed:		Engines, Helcopters, Rangers	:
Number of		1	inguies, recopters, reagers	
Number of		1		
		-		

1

3

High

Number of Helicopters:

Number of Rangers:

Growth Potential:

AS 613 (168 + 3.2366 37)



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

	Details	Documents Pewey	Est		Overview
:	State:	York 42104044 008 Temple st 143.506391, -70.394672	Assessed: Posted: Last Reviewed: Last Edited:	05/10/2014 1:37 PM 05/11/2014 12:56 PM n/a 07/02/2014 6:54 PM by claudette.desautels n/a	View Assessments Search Assessments Details Documents Review Edit Add Assessments
					Archived Assessment Version Control

Category: Assessor			:	٠,			
--------------------	--	--	---	----	--	--	--

Ranger Name: Claudette Desautels

Ranger ID Number: 4216
Region: South
District: 1

Category: General Info [3007/99]

 Town Name:
 Old Orchard Beach

 Fire Code #:
 42104044

 Fire Name:
 Pan Am OOB #3

 Fire Start Date:
 05/08/2014

Category: Wildfire Info | | since / fills |

Wildfire Cause: Rairoad Wildfire Size (acres): 1.00 Fuel Type: Other (a

tuel Type:

* Note:

Control Stage:

Out

Control Stage:OutArea Structures...:ThreatenedHouses Threatened:1

Camps Threatened: 0
Outbuildings Threatened: 0

Resources Committed: Crews, Engines, Rangers

Number of Crews:1Number of Engines:1Number of Rangers:1Growth Potential:High

- <u>2001/194</u> 2007/4

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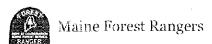
Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

Details	Documents	Peview Edit			Overview
		a type go garangan ta mangan ta mana mana mana mangan ga ga ga ga ga manangayan manangan mana manana mana mana	1111 mm 1/2 # # 1111 11/4 (A) (11/4 / A) (11		View Assessments
ID:	22304	Staff (Dev	ce):(_)	Search Assessments
County:	York	Assessed:	05/10/2014 2:04 PM		Details
Subject:	42104045	Posted:	05/11/2014 12:55 PM		Documents
State:	Maine	Last Revie	wed: n/a		Review Edit
Lat, Lon:	43.505205, -70.399870	Last Editer	: 07/02/2014 6:58 PM by	claudette.desautels	Lun
mgrs:	19TCJ8683817871	Last Share	d: n/a		Add Assessments
Market Committee		MEDIAN AND VIOLE	\ <u> </u>		Archived Assessments
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Category: Assessor (1860) / Category:		
Ranger Name:	Claudette Desautels	
Ranger ID Number:	4216	
Region:	South	
District:	1	÷
		1
Category: General Info (\$400/1011)		. i
Town Name:	Old Orchard Beach	
Fire Code #:	42104045	
Fire Name:	Pan Am OOB #4	. 1
Fire Start Date:	05/08/2014	
Category: Wildfire Info (steed / lid/s)		:
Wildfire Cause:	Raifroad	Ε.
Wildfire Size (acres):	.50	
* Note:	leaf litter fine fuels	
Fuel Type:	Other (use notes)	
* Note:	Fine fuels leaf litter	d
Control Stage:	Out	
Area Structures:	Threatened	
Houses Threatened:	1	1
Camps Threatened:	0	
Outbuildings Threatened:	0	
Resources Committed:	Crews, Engines, Rangers	
Resources Committee:	Gers, Ligates, rangers	

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Number of Crews: Number of Engines: Number of Rangers: Growth Potential:



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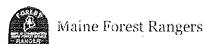
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County: Yo Subject: 42 State: Ma	ork 2104046 aine	Posted: Last Reviewed:	05/10/2014 2:09 PM 05/11/2014 12:54 PM n/a	Search Assessments Details Documents Review Edit
-	,,	Last Edited: Last Shared:	07/02/2014 7:04 PM by claudette.desautels n/a	Add Assessments Archived Assessments Version Control

Category: Assessor		
Ranger Name:	Claudette Desautels	
Ranger ID Number:	4216	
Region:	South	·
District:	1	• •
: :		-1
Category: General Info [###7746]		
Town Name:	Old Orchard Beach	!
Fire Code #:	42104046	
Fire Name:	Pan Am OOB #5	
Fire Start Date:	05/08/2014	i;
Category: Wildfire Info (1984/1996)		- :
Wildfire Cause:	Rairoad	
Wildfire Size (acres):	.30	* 1
Fuel Type:	Other (use notes)	
* Note:	leaf little fine fuels	
Control Stage:	Out	
Area Structures:	Threatened	*.
Houses Threatened:	1	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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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

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	ID:	22302	Staff (Device):	(Search Assessments
	County:	York	Assessed:	05/10/2014 2:16 PM	Datails
	Subject:	42104047	Posted:	05/11/2014 12:54 PM	Documents
	State:	Maine	Last Reviewed:	n/a	Review
	Lat, Lon:	43.504275, -70.404921	Last Edited:	07/02/2014 7:08 PM by claudette.desautels	Edit
	mgrs:	19TCJ8642817775	Last Shared:	n/a	Add Assessments
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Ranger Name:

Claudette Desautels

Ranger ID Number:

4216

Region:

South

District:

1

Category: General Info [700+700]

Town Name:

Old Orchard Beach

Fire Code #:

42104047

Fire Name:

Pan Am OOB #6

Fire Start Date:

05/08/2014

Category: Wildfire Info | Labour/Point |

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:

Camps Threatened:

1

Outbuildings Threatened:

Resources Committed:

Crews, Engines, Rangers

Number of Crews: Number of Engines:

Number of Rangers:

1

Growth Potential:

High

 ^{26/41/201 (1994)}

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Category Ranger Na Ranger ID Region: District:		Claudette Desaut 4216 South 1	els	
Category Town Nam Fire Code : Fire Name: Fire Start I	¥:	Old Orchard Beac 42104048 Pan Am OOB #7 		
Category Wildfire Ca Wildfire Siz Fuel Type: * Note:		Ratroad 2.10 Other (use notes) leaf titter fine fuel		
Control Sta Area Struc Houses The	tures: reatened:	Out Threatened 1	3	

Crews, Engines, Helicopters, Rangers

2

2

1

3

High

<u>3,000423447 24 143</u>

Outbuildings Threatened:

Resources Committed: Number of Crews:

Number of Helicopters:

Number of Engines:

Number of Rangers:

Growth Potential:



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County:	York	A	ssessed:	05/10/2014 2:29 PM	Datars
Subject:	42104049	P	osted:	05/11/2014 12:53 PM	Documents
State:	Maine	L	ast Reviewed:	n/a	Review
Lat, Lon:	43,503105, -70,413971	L	ast Edited:	07/02/2014 7:20 PM by claudette.desautels	Edit
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Category: Assessor	
Ranger Name:	Claudette Desautels
Ranger ID Number:	4216
Region:	South
District:	1
, Category: General Info (Sabar/Bl/k)	
Town Name:	Old Orchard Beach
Fire Code #:	42104049
Fire Name:	Pan Am OOB #8
Fire Start Date:	05/08/2014
Category: Wildfire Info 1:thow/ids	
Wildfire Cause:	Rairoad
Wildfire Size (acres):	3.00
Fuel Type:	Other (use notes)
* Note:	leaf litter fine fuel

High

Control Stage:
Area Structures...:
Houses Threatened:
Camps Threatened:
Outbuildings Threatened:
Resources Committed:
Number of Crews:
Number of Engines:
Number of Helicopters:
Number of Rangers:
Sumber of Rangers:

6.363.756 × 7.46.85.

Growth Potential:



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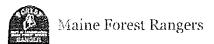
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ID;	22582	Staff (Device):	(:-
County:	York	Assessed:	05/10/2014 1:13 PM
Subject:	Saco-5/8/14-RR2-woods-100%	Posted:	05/14/2014 10:56 AM
State:	Maine	Last Reviewed	: n/a
Lat, Lon:	43.502625, -70.417692	Last Edited:	07/03/2014 12:11 PM by claudette desautels
mgrs:	19TCJ8539217609	Last Shared:	n/a
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Ranger Na		Matt Bennett	
Ranger Na Ranger ID	me: Number:	4213	
Ranger Na Ranger ID Region:	me:	4213 South	
Ranger Na Ranger ID	me: Number:	4213	
Ranger Na Ranger ID Region: District:	me: Number:	4213 South	
Ranger Na Ranger ID Region: District:	me: Number: : General Info (#bor/%d-)	4213 South	
Ranger Na Ranger ID Region: District: Category	me: Number: : General Info (#60/154-) e:	4213 South	
Ranger Na Ranger ID Region: District: Category Town Nam	me: Number: : General Info (#60/154-) e:	4213 South	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code :	me: Number: : General Info (#ac-/*a-) e:	4213 South 1 Saco 42104050 Pan Am Saco #1	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code : Fire Name:	me: Number: : General Info (#ac-/*a-) e:	4213 South 1 Saco 42104050	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code : Fire Name:	me: Number: : General Info (#ac-/*a-) e:	4213 South 1 Saco 42104050 Pan Am Saco #1	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code : Fire Name:	me: Number: : General Info (#ass/#sas) e: #: Date: : Wildfire Info (#ass/#sas)	4213 South 1 Saco 42104050 Pan Am Saco #1	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I	me: Number: : General Info (#mar/hd-) e: #: Date: : Wildfire Info (shar/hds) use:	4213 South 1 Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type:	me: Number: : General Info (#88/184-) e: #: Date: : Wildfire Info (*88/1842) use: :e (acres):	4213 South 1 Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control St.	me: Number: : General Info (#as/#d-) e: #: Date: : Wildfire Info (*ana/#da) use: :e (acres):	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control Sta	me: Number: : General Info (das / hd-) e: #: Date: : Wildfire Info (ana / hda) use: use: use (acres):	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained None	oftwood
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control Start Area Struct Resources	me: Number: : General Info (#as / hd-) e: #: Date: : Wildfire Info (*ana / hda) use: :e (acres): age: tures: Committed:	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained None Crews, Engines, H	
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control Sta Area Struc Resources Number of	me: Number: : General Info (#as/fed-) e: #: Date: : Wildfire Info (*ans/feda) use: :e (acres): age: tures: Committed: Crews:	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained None Crews, Engines, F	oftwood
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control Sta Area Struc Resources Number of	me: Number: : General Info (#as/fed-) e: #: Date: : Wildfire Info (*ans/feds) use: :e (acres): age: tures: Committed: Crews: Engines:	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained None Crews, Engines, F 000 000	oftwood
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control Sta Area Struct Resources Number of Number of	me: Number: : General Info (#mar/hd-) e: #: Date: : Wildfire Info (*mar/hdz) use: :e (acres): age: tures: Committed: Crews: Engines: Helicopters:	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained None Crews, Engines, F 000 000	oftwood
Ranger Na Ranger ID Region: District: Category Town Nam Fire Code a Fire Name: Fire Start I Category Wildfire Ca Wildfire Siz Fuel Type: Control Sta Area Struc Resources Number of	me: Number: : General Info (#60/194-) e: #: Date: : Wildfire Info (*ana / 1945) use: :e (acres): dage: tures: Committed: Crews: Engines: Helicopters: Rangers:	Saco 42104050 Pan Am Saco #1 05/08/2014 Rairoad 0.10 Duff, Immature S Contained None Crews, Engines, F 000 000	oftwood



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Category: Assessor

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ID: 22581 Staff (Device):	Details	Documents Reven			Overview View Assessments
	County: Subject: State: Lat, Lon:	York Saco-5/8/14-RR-spot-grass-100% Maine 43.502752, -70.417770 19TC)8538617623	Assessed: Posted: Last Reviewed: Last Edited:	05/10/2014 1:12 PM 05/14/2014 10:52 AM n/a 07/03/2014 12:13 PM by claudette.desautels	Datais Documents Review Edit Add Assessments Archived Assessments

Ranger Name: Ranger ID Number: Region: District:	Matt Bennett 4213 South 1	
District:	1	
Category: General Info (1866-1994)		
Town Name:	Saco	
Fire Code #:	42104051	
Fire Name:		
	-05/08/2014	
VII	,,	
Category: Wildfire Info [show/hite]		1:
Wildfire Cause:	Rakroad	:
Wildfire Size (acres):	.06	
Fuel Type:	Grass	
Control Stage:	Contained	
Control Bragel	Contained	
Area Structures:	Threatened	
Houses Threatened:	1	- 11
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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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

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Subject:	Saco-5/8/14-RR-spot-grass-100%	Posted:	05/14/2014 10:48 AM	Documents
State:	Maine	Last Reviewed	,	Review Edit
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Category: Assessor		
Ranger Name:	Matt Bennett	
Ranger ID Number:	4213	
Region:	South	
District:	1	
		:
Category: General Info (1996/1996)		
Town Name:	Saco	
Fire Code #:	42104052	:
Fire Name:	Pan Am Saco #3	:
Fire Start Date:	05/08/2014	
Category: Wildfire Info (Allow / High)		:
TAPE ISSUE CONTRACT	Dailes and	:

High

Category: Wildfire Info (Abov/Hille)	
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:



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County: Y Subject: S State: M Lat, Lon: 4	22294 /ork Gaco-5/8/14-RR-16-Woodaine I3.501998, -70.424506 9TC18484017549		Staff (Device): Assessed: Posted: Last Reviewed: Last Edited: Last Shared:	05/09/2014 5 05/14/2014 5 n/a		tte.deszutels	
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Category: Assessor

Ranger Name: Ranger ID Number:

Region:

District:

Category: General Info

Town Name:

Fire Code #:

Fire Name: * Note:

Fire Start Date:

Category: Wildfire Info

Wildfire Cause: Wildfire Size (acres):

* Note:

Fuel Type: * Note:

Control Stage:

* Note:

Area Structures...: Resources Committed:

Number of Crews: Number of Engines:

Number of Helicopters: Number of Rangers:

Growth Potential:

Matt Bennett

4213

South

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42104053

Pan Am Saco #4

At Mie Marker 210

05/08/2014

Rairoad

16

Mostly/Entirely on City property

Mature Hardwood, Mature Softwood, Other (use notes)

Ratroad Ties

Contained

98% (2) hot spots found 5/9/14

None

Crews, Engines, Helcopters, Rangers

000 000 1

2 High

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Ranger Name;	Matt Bennett	
Ranger ID Number:	4213	
Region:	South	
District:	1	
Category: General Info 🔡 🕬	the 1	:
Town Name:	Saco	
Fire Code #:	42104054	
Fire Name:	Pan Am Saco #5	÷
-Fire-Start-Date:	05/08/2014	
<u> </u>		
Category: Wildfire Info Proceed	(+)	:
Wildfire Cause:	Rairoad	
Wildfire Size (acres):	.06	
Free Trees	Brush Cross	

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:

Number of Engines: 000 Number of Helicopters: 1 Number of Rangers: 2 Growth Potential: High

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Lat, Lon: 43	aine 3.501001, -70.428166 9TCJ8454217443		Last Reviewed: Last Edited: Last Shared:	n/a 07/03/2014 12:23 PM by claudette.desautels n/a
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Category: Assessor

Ranger Name:

Matt Bennett

Ranger ID Number:

4213

Region: District: South

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:

Rairoad

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:

Houses Destroyed:

Camps Destroyed:

0

0

Outbuildings Destroyed:

* Note:

(2) snowmobiles, (1) aluminum motor boat

Resources Committed: Number of Crews:

Crews, Engines, Helicopters, Rangers

000

Number of Engines:

000

Number of Helicopters:

1 2

Number of Rangers: Growth Potential:

High

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County: Yo	rk		Assessed:	05/10/2014 11:53 AM
Subject: Sac	:o-5/8/14-RR-1-woods-	100%	Posted:	05/14/2014 10:15 AM
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	500277, -70.430607		Last Edited:	07/03/2014 12:25 PM by claudette.desaute
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	e to entame	Cit here to	<u>en:4102</u>	Citk here to enhage





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:	Rairoad
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





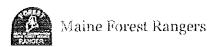
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ID: 22573	Staff (Device):
County: York	Assessed: 05/10/2014 11:43 AM
Subject: Saco-5/8/14-RR2-woods-100%	Posted: 05/14/2014 10:04 AM
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Lat, Lon: 43.500439, -70.430150	, . ,
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Category: Assessor	
Ranger Name:	Matt Bennett
Ranger ID Number:	4213
Region:	South
District:	1
Category: General Info (1999) (1991)	
Town Name:	Saco
Fire Code #:	42104057
Fire Name:	Pan Am Saco #8
Fire Start Date:	05/08/2014
nie Staft Date:	05/00/2014
Category: Wikifire Info [sec. / wik]	
Wildfire Cause:	Rairoad
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
•	0
Outbuildings Damaged :	1
•	

Number of Engines:	000
Number of Helicopters:	1
Number of Rangers:	2
Growth Potential:	High



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ID: 2			Staff (Device):	(:)	~~
County: Y	'ork		Assessed:	05/10/2014 11:42 AM	
· ·	Saco-5/8/14-RR1-grass-10	00%	Posted:	05/14/2014 9:59 AM	
•	laine		Last Reviewed:		
	3.499694, -70.431107		Last Edited:	07/03/2014 12:31 PM by claudette.desautels	
·	9TCJ8430217302		Last Shared:	n/a	
					: .
Category:	Assessor	1			
Ranger Nan	ne:		Matt Bennett		
Ranger ID I	Yumber:		4213		
Region:			South		
District:			1		
Category	General Info	-/g- 3			:
. –		ereta p	Saco		
Town Name Fire Code #			42104058		1
: Fire Name:			Pan Am Saco #9		<u>:</u>
Fire Start D	ate:		05/08/2014		
					: .
Category:	Wildfire Info (1997)	sile I			٠.
Wildfire Cau	ise:		Railroad		. !
Wildfire Size	e (acres):		0.10		:
Fuel Type:			Brush, Grass		÷
Control Sta	ge:		Contained		
Area Struct	ures:		Threatened, Dam	aged	
Houses Thre			1		i.
Camps Three			0		: ,
Outbuilding	s Threatened:		1		÷
Houses Dam	naged:		0		
Camps Dama	aged:		0		
Outbuilding	s Damaged :		1		
* Note:			easy up car port		
Resources C	ommitted:		·	felicopters, Rangers	
Number of C			000		
Number of E	_		000		
Number of H			1		
Number of R	=		2		
Growth Pote	ential:		High		

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

Details	Facements	- Preview	Sat		
ID:	22561		Etaff (Davica):	()	_
County:			Assessed:	05/10/2014 11:32 AM	
	Saco-5/8/14-RR5-woods-1	00%	Posted:	05/13/2014 5:30 PM	
State:	Maine	.0076	Last Reviewed:		
	43.499344, -70.433027		Last Edited:	07/03/2014 12:33 PM by claudette.desautels	
	19TCJ8414617266		Last Shared:	n/a	
	There to enhance	Cirk here to e		Cock have to enlarge	i
	Here to entoue				
Cost	here to enline	Critines to a		agenerated a familiar and the second Constitution of Constitut	
Category	: Assessor (sinhy sae)				
Lucegory					

Ranger Name: Matt Bennett
Ranger ID Number: 4213
Region: South
District: 1

Category: General Info

Town Name: Saco
Fire Code #: 42104059
Fire Name: Pan Am Saco #10
Fire Start Date: 05/08/2014

Category: Wildfire Info

Wildfire Cause: Rairoad

Wildfire Size (acres):0.50Fuel Type:Grass, Immature HardwoodControl Stage:ContainedArea Structures...:Threatened, DamagedHouses Threatened:2Camps Threatened:0Outbuildings Threatened:1

0

 Camps Damaged:
 0

 Outbuildings Damaged:
 1

 Resources Committed:
 Crews, Engines, Helcopters, Rangers

Houses Damaged:

Number of Crews: 000
Number of Engines: 000
Number of Helicopters: 1
Number of Rangers: 2
Growth Potential: High

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Details Encoments Review	Epst		Overview
			View Assessments
ID: 22558	Staff (Device): ()	Search Assessments
County: York	Assessed: 05/10/2014 11:31 AM		Detais Documents
Subject: Saco-5/8/14-RR1-grass-100%	Posted: 05/13/2014 5:19 PM		Review
State: Maine	Last Reviewed: n/a		Edit
Lat, Lon: 43.499150, -70.433295	Last Edited: 07/03/2014 12:36 PM by cla	audette.desautels	Add Assessments
mgrs: 19TCJ8412417245	Last Shared: n/a		V00 V22C22HEUD
			Archived Assessmen
in the second se			
Category: Assessor	Matt Bennett		
Category: Assessor Ranger Name: Ranger ID Number:	4213		
Category: Assessor Ranger Name: Ranger ID Number: Region:	4213 South	- - - - - - - -	
Category: Assessor Ranger Name: Ranger ID Number: Region:	4213		
Category: Assessor Ranger Name: Ranger ID Number: Region: District: Category: General Info	4213 South		
Category: Assessor Ranger Name: Ranger ID Number: Region: District:	4213 South		
Category: Assessor Ranger Name: Ranger ID Number: Region: District: Category: General Info	4213 South 1		

Category: Wildfire Info (1996/1996)

Wildfire Cause: Rairoad

.10 Wildfire Size (acres): Fuel Type: Grass, Immature Hardwood

Control Stage: Contained

None Area Structures...:

Resources Committed: Crews, Engines, Helicopters, Rangers

Number of Crews: 000 000 Number of Engines: Number of Helicopters: 1 Number of Rangers: 2 Growth Potential: Low





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

ID:	22556	Staff (Device):()
County:	York	Assessed: 05/10/2014 11:30 AM
Subject:	Saco-5/8/14-RR1-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:	19TC)8412417245	Last Shared: n/a
Categor	y: Assessor (1) and the	
Ranger N		Matt Bennett
	Number:	4213
Region:		South
District:		1
Category	y: General Info	
Town Nan		Saco
Fire Code	#:	42104061
Fire Name		Pan Am Saco #12
Fire Start	Date:	05/08/2014
Cataaass	u Milder Tres into its 1	
	y: Wildfire Info show / i de	Raikoad
Nildfire Ci Nildfire Si	ause: ize (acres):	.10
vaunre 31 Fuel Type:		Grass, Immature Hardwood
Control Si		Contained
Area Struc		None
tesources tumber of	Committed:	Crews, Engines, Helicopters, Rangers 000
	f Engines:	000
	f Helicopters:	1
	Rangers:	2
,		Low
Frowth Po		

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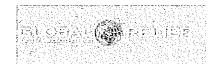
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Details Documents Presies:	Edil Land Land Land	Overview
		View Assessments
ID: 22555	Staff (Device):()	Search Assessments
County: York	Assessed: 05/10/2014 11:29 AM	Datais
Subject: Saco-5/8/14-RR1-woods-100%	Posted: 05/13/2014 5:09 PM	Documents
State: Maine	Last Reviewed: n/a	Review
Lat, Lon: 43.498986, -70.433614	Last Edited: 07/03/2014 12:38 PM by claudetto.desautels	Edit
mgrs: 19TCJ8409817227	Last Shared: n/a	Adá Assessments
THE SER WAS A SECURE OF THE SECURE OF THE		Archived Assessment
		Version Control
Category: Assessor		
Ranger Name:	Matt Bennett	
Ranger ID Number:	4213	
Region:	South	
District:	1	
Category: General Info [990 / 894]	:	
Town Name:	Saco	
Fire Code #:	42104062	
Fire Name:	Pan Am Saco #13	
Fire Start Date:	05/08/2014	
A		
Category: Wildfire Info (sasse/left)		
Wildfire Cause:	Raitroad	
Wildfire Size (acres):	.10	
Fuel Type:	Grass, Immature Hardwood	
Control Stage:	Contained	
Area Structures:	None .	
Area Structures: Resources Committed:	None Crews, Engines, Helcopters, Rangers	
Resources Committed:		
Resources Committed: Number of Crews:	Crews, Engines, Helicopters, Rangers	
Resources Committed:	Crews, Engines, Helicopters, Rangers 000 000	
Resources Committed: Number of Crews: Number of Engines:	Crews, Engines, Helicopters, Rangers 000	



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Details	Exaguments Frequesic	E 58	
ID:	22554	Staff (Device):	
County:	York	Assessed:	05/10/2014 11:28 AM
Subject:	Saco-5/8/14-RR1-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:	19TC)8409817227	Last Shared:	nfa
	y: Assessor (18 and 1821)	Math Dangath	
Ranger Na		Matt Bennett 4213	
Ranger IC Region:) Matunet:	South	
District:		1	
Dance.		_	:
Category	y: General Info (1869/8/8)		
Town Nan	ne:	Saco	
Fire Code	#:	42104063	
Fire Name	1	Pan Am Saco #1	4
Fire Start	Date:	05/08/2014	
Category	/: Wildfire Info (show / a %)		
Wildfire C	ause:	Ralroad	
Wildfire Si	ize (acres):	.10	
Fuel Type:	•	Grass, Immature	Hardwood
Control S	tage:	Contained	
Area Stru	ctures:	None	
Resources	Committed:	Crews, Engines, I	Helicopters, Rangers
Number of	f Crews:	000	
Number of	f Engînes:	000	
Number of	f Helicopters:	1	
Number of	f Rangers:	2	
Growth Po	otential:	Low	



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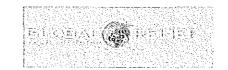
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	F-16-24/A/A-A	
	2553	Staff (Device):()
County: Yo		Assessed: 05/10/2014 11:27 AM
Subject: Sa	co-5/8/14-RR1-woods-100%	Posted: 05/13/2014 4:59 PM
State: Ma	ine	Last Reviewed: n/a
Lat, Lon: 43	.499086, -70.433589	tast Edited: 07/03/2014 12:40 PM by claudette.desautels
mgrs: 19	TCJ8410017238	Last Shared: n/a
	Assessor	Make Connects
Ranger Name		Matt Bennett
Ranger ID N	imber:	4213
Region:		South 1
District:		1
Category: (General Info (1969/1993)	
Town Name:		Saco
ire Code #:		42104064
ire Name:		Pan Am Saco #15
ire Start-Da	te :	05/08/2014
Category: \	Nildfire Info (scale/)ida}	
Vildfire Caus		Ralfroad
Vildfire Size		.10
uel Type:		Grass, Immature Hardwood
ontrol Stag	e:	Contained
rea Structu	res:	None
esources Co	ommitted:	Crews, Engines, Helicopters, Rangers
	ews:	000
umber of Ci	ıgines:	000
	elicopters:	1
lumber of Ci lumber of Er lumber of He		
lumber of Er		2



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

ID: 22551	Staff (Device): ((
County: York	Assessed: 05/10/2014 11:20 AM
Subject: Saco-5/8/14-RR1-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.desaute
mgrs: 19TC)8402817223	Last Shared: n/a
Category: Assessor	
Ranger Name:	Matt Bennett
Ranger ID Number:	4213
Region:	South
District:	1
0.4	
Category: General Info (1959/996)	
Fown Name:	Saco
Fre Code #:	42104065
ire Name:	Pan Am Saco #16
Sua Charle Dakor	0E/09/2014
Fire-Start-Date:	05/08/2014
	-05/08/2014-
Category: Wildfire Info (1994/1991)	.05/08/2014 Railroad
Gre-Start-Date: Category: Wildfire Info (1984/1991) Vildfire Cause: Vildfire Size (acres):	
Category: Wildfire Info (1956) / 1955 [Vildfire Cause:	Raiiroad
Category: Wildfire Info (1966)/1995 ! Vildfire Cause: Vildfire Size (acres):	Railroad .10
Category: Wildfire Info (1966, /1965) Nildfire Cause: Vildfire Size (acres): Guel Type: Control Stage:	Raiiroad .10 Grass, Immature Hardwood Contained
Category: Wildfire Info (1904/1991) Nildfire Cause: Nildfire Size (acres): Guel Type: Control Stage: Area Structures:	Raiiroad .10 Grass, Immature Hardwood Contained Threatened
Category: Wildfire Info (1904/1991) Nildfire Cause: Nildfire Size (acres): Guel Type: Control Stage: Area Structures: Houses Threatened:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1
Category: Wildfire Info (1904/1991) Vildfire Cause: Vildfire Size (acres): Guel Type: Control Stage: Area Structures: Jouses Threatened: Gamps Threatened:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1
Category: Wildfire Info (1904/1991) Wildfire Cause: Wildfire Size (acres): Guel Type: Control Stage: Area Structures: Jouses Threatened: Camps Threatened: Outbuildings Threatened:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1 0
Category: Wildfire Info (1900 / 1901) Wildfire Cause: Wildfire Size (acres): Guel Type: Control Stage: Area Structures: Houses Threatened: Camps Threatened: Outbuildings Threatened: Resources Committed:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1 0 0 Crews, Engines, Helicopters, Rangers
Category: Wildfire Info (1904/1905) Vildfire Cause: Vildfire Size (acres): Guel Type: Control Stage: Area Structures: Houses Threatened: Camps Threatened: Cutbuildings Threatened: Resources Committed: humber of Crews:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers
Category: Wildfire Info (1904, 1905) Nildfire Cause: Vildfire Size (acres): Guel Type: Control Stage: Area Structures: Houses Threatened: Camps Threatened: Dutbuildings Threatened: Resources Committed: Aumber of Crews: Kumber of Engines:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers 000
Category: Wildfire Info (1904/1905) Vildfire Cause: Vildfire Size (acres): Guel Type: Control Stage: Area Structures: Houses Threatened: Camps Threatened: Cutbuildings Threatened: Resources Committed: humber of Crews:	Railroad .10 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers

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Details	Documents	Fleues: B鐵 	
ID: 2	2550	Staff (Device):	
County: Y	'ork	Assessed: 05/10/20	014 11:19 AM
Subject: S	aco-5/8/14-RR1-woods-1	00% Posted: 05/13/20	014 4:42 PM
	laine	Last Reviewed: n/a	
Lat, Lon: 4	3.498440, -70.434816	Last Edited: 07/03/20	014 12:45 PM by claudette.desautels
	9TCJ8400017168	Last Shared: n/a	
Category:	Assessor	:	·
Ranger Nam	ie;	Matt Bennett	
Ranger ID N	kumber:	4213	
Region:		South	· :-
District:		1	
Catagonia	Conoral Enfo	as fig. 4	
	General Info (1994) (1)		
Town Name:	1	Saco	
Town Name: Fire Code #:	1	Saco 42104066	· · · · · · · · · · · · · · · · · · ·
Town Name:		Saco	· · · · · · · · · · · · · · · · · · ·
Town Name: Fire Code #: Fire Name: Fire Start Da	ste:	Saco 42104066 Pan Am Saco #17 05/08/2014	
Town Name: Fire Code #: Fire Name: Fire Start Da Category:	ster Wildfire Info (1404/4	Saco 42104066 Pan Am Saco #17 05/08/2014	
Town Name: Fire Code #: Fire Name: Fire Start Da	ster Wildfire Info (1904/5 se;	Saco 42104066 Pan Am Saco #17 05/08/2014	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus	ster Wildfire Info (1904/5 se;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type:	ster Wildfire Info (2004/5 se; (acres):	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag	ster Wildfire Info (2800/16 se; (acres); ge;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag	ster Wildfire Info (2004/16 se; (acres); ge;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Structu Houses Thre	ter Wildfire Info (2904/3 se; (acres); ge; ures:	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Structu Houses Three Camps Three	ter Wildfire Info (2904/3 se; (acres); ge; ures:	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened 1	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Structu Houses Threa Outbuildings	wildfire Info (1904/19 se; (acres); ge; ures: atened; stened; s Threatened;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened 1	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Structu Houses Threa Camps Threa Outbuildings Resources Co	wildfire Info (1904/19 se; (acres); ge; lres; atened; sthreatened; ommitted;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened 1 0 0	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Structu Houses Three Camps Three Outbuildings Resources Co Number of C	wildfire Info (1966) / 6 se; (acres); ge; ures; atened; stened; streatened; ommitted; rews; ngines;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened 1 0 0 Crews, Engines, Helicopters 000 000	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Struct Houses Threa Outbuildings Resources Co Number of C Number of H	wildfire Info (1904/19 se; (acres); ge; ures: atened; atened; sthreatened; ommitted; rews; ngines; elicopters;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened 1 0 0 Crews, Engines, Helicopters 000 000	
Town Name: Fire Code #: Fire Name: Fire Start Da Category: Wildfire Caus Wildfire Size Fuel Type: Control Stag Area Structu Houses Three Camps Three	wildfire Info (1904/) se; (acres); ge; ures,: atened: atened: strineatened: ommitted: rews; inglines; elicopters; angers;	Saco 42104066 Pan Am Saco #17 05/08/2014 Rairoad .10 Grass, Immature Hardwood Contained Threatened 1 0 0 Crews, Engines, Helicopters 000 000	



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.	22540	Chatte (Davidson)	
ID:	22549	Staff (Device):()	
County:		Assessed: 05/10/2014 11:17 AM	
-	Saco-5/8/14-RR-,2-woods-100%	Posted: 05/13/2014 4:31 PM	
State:	Maine	Last Reviewed: n/a	
•	43.498431, -70.435225	Last Edited: 07/03/2014 12:44 PM by claudette.desautels	
mgrs:	19TCJ8396717168	Last Shared: n/a	
			: .
	y: Assessor		
Ranger N		Matt Bennett	
Ranger IC) Number:	4213	
Region: District:		South 1	
DISTIRC		1	
Category	y: General Info		
Town Nan	ne:	Saco	1
Fire Code	#:	42104067	:
Fire Name	•	Pan Am Saco #18	. !
Fire Start	Date:	05/08/2014	
Category	y: Wildfire Info (standing)		.:
Wildfire C		Ratroad	:
	ize (acres):	.20	
Fuel Type:		Grass, Immature Hardwood	
Control Si		Contained	
Area Struc	rturae :	Threatened	:
Houses Th		1	
Camps Thi		0	
	igs Threatened:	0	٠
	Committed:	Crews, Engines, Helicopters, Rangers	٠.
Resources		000	
	f Crews:		
Number of	•	000	
Number of Number of	•	000 1	
Number of Number of	f Engînes: f Helicopters:		

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

County: York	ID: 22	2548	Staff (Device): ()
Subject: Saco-5/8/14-6R-1-woods-100% Posted: 05/13/2014 4:26 PM State: Mahe Last Reviewed: n/a Lat, Lon: 43.497822, -70.435377 Last Edited: 07/03/2014 12:46 PM by claudette.desautet ast Shared: n/a Category: Assessor Ranger Name: Matt Bennett Ranger ID Number: 4213 Region: South District: 1 Category: General Info Fown Name: Saco Gire Code #: 42104068 Fire Stane: Pan Am Saco #19 -05/08/2014 Category: Wildfire Info Similar Size (acres): 10 suid Type: Grass, Immature Hardwood Control Stage: Contained Last Shared: 1 Threatened Louse Structures: Threatened: 1 Category: Cews, Engines, Helcopters, Rangers Lamber of Helicopters: 1 Crews, Engines, Helcopters, Rangers Lamber of Helicopters: 1			
State: Maine Last Reviewed: n/a Last Cont 43.497822, -70.435377 Last Edited: 07/03/2014 12:46 PM by claudette.desautet mgrs: 19TCIB395317100 Last Shared: n/a Category: Assessor Ranger Name: Matt Bennett Ranger ID Number: 4213 Region: South District: 1 Category: General Info fown Name: Saco rice Code #: 42104068 rice Name: Pan Am Saco #19 05/08/2014 Category: Wildfire Info Category: Wildfire Info Category: Wildfire Size (acres): 10 uel Type: Grass, Immature Hardwood Contained Co	-		• • •
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Category: Assessor Ranger Name: Ranger ID Number: Region: Category: General Info Color of Category: General Info Color Name: Gric Code #: Gric Code			, , , , , , , , , , , , , , , , , , , ,
Ranger Name: Ranger ID Number: Region:			
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tanger ID Number: teglon: South South Sategory: General Info Sate / Mile Saco Sac			Matt Bennett
segion: sistrict	-		
Astegory: General Info (Same / India) own Name: Saco ire Code #: 42104068 ire Name: Pan Am Saco #19 ire Start-Date: 05/08/2014 ire Start-Date: Rairoad fildfire Cause: Rairoad fildfire Size (acres): .10 ortal Stage: Contained ire Structures: Threatened ouses Threatened: 1 amps Threatened: 0 utbuildings Threatened: 0 esources Committed: Crews; unber of Crews; unber of Engines: 0000 umber of Helicopters: 1	-	WII	
Category: General Info Sown Name: Saco 42104068 Fire Code #: Fire Name: Pan Am Saco #19 O5/08/2014 Category: Wildfire Info Fiddire Cause: Fiddire Size (acres): Fideional Size (acres): Fiddire Size (acres): Fiddire Size (acres): Fiddire Size (acres): Fideional Size (acres): Fi	_		
rown Name: fire Code #: fire Code #: fire Name: fire-Start-Date: Category: Wildfire Info (sheet/fidet) Wildfire Cause: Wildfire Size (acres): Left Type: Contained Frea Structures: Frea Structures: Threatened Couses Threatened:			
ire Code #: 42104068 ire Name: 05/08/2014- Category: Wildfire Info (shee/fide) Vildfire Cause: Rairoad Vildfire Size (acres): uel Type: ontrol Stage: Contained rea Structures: threatened: ouses Threatened: outbuildings Threatened: outbuildings Threatened: esources Committed: umber of Crews: umber of Engines: O5/08/2014- Rairoad Rairoad Contained Rairoad Airoad	Category: (General Info (See / Yes)	
Free Name: Free Start-Date: Category: Wildfire Info [1860] Wildfire Cause: Wildfire Size (acres): Free Structures: Free Struct	own Name;		Saco
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Category: Wildfire Info (abov/fide) Vildfire Cause: Rairoad Vildfire Size (acres): .10 uel Type: Grass, Immature Hardwood control Stage: Contained rea Structures: Threatened ouses Threatened: 1 amps Threatened: 0 utbuildings Threatened: 0 esources Committed: Crews, Engines, He©copters, Rangers umber of Crews: 000 umber of Helicopters: 1	ire Name:		Pan Am Saco #19
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kildfire Cause: kildfire Size (acres): uel Type: ontrol Stage: Contained Threatened ouses Threatened: amps Threatened: utbuildings Threatened: esources Committed: cumber of Crews: umber of Engines: ouses Indiana Rairoad Alioad Grass, Immature Hardwood Contained Threatened Outained Threatened 0 Crews, Engines, Heicopters, Rangers 000 umber of Helicopters: 1	ire-Start-Da		
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rea Structures: Ouses Threatened: amps Threatened: Outbuildings Threatened: esources Committed: umber of Crews: Outbuildings: Outbuildings Threatened: Outbuildings	Category: \ Vildfire Caus Vildfire Size	se:	Ratroad .10
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umber of Engines: 000 umber of Helicopters: 1	ategory: \ lildfire Caus lildfire Size uel Type: ontrol Stag rea Structu ouses Threa amps Threa utbuildings	se: (acres): re: res: atened: tened: Threatened:	Rairoad .10 Grass, Immature Hardwood Contained Threatened 1 0
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rowth Potential: Moderate	Category: \ Vildfire Caus Vildfire Size uel Type: Control Stag area Structu louses Threa amps Threa outbuildings esources Co umber of Cr umber of Er umber of He	se: (acres): res: atened: tened: Threatened: ommitted: rews: agines:	Rairoad .10 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Heicopters, Rangers 000

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Outbuildings Threatened: Resources Committed:

Number of Crews:

Number of Engines: Number of Helicopters:

Number of Rangers:

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

Details	Documents Preview	Edit	Overview
State:	22547 York Saco-5/6/14-RR-1-woods-100% Maine 43.498171, -70.435448 19TCJ8394817139	Staff (Device): () Assessed: 05/10/2014 11:13 AM Posted: 05/13/2014 4:10 PM Last Reviewed: n/a Last Edited: 07/03/2014 2:16 PM by claudette.desautels Last Shared: n/a	Vew Assessments Search Assessments Details Documents Review Edit Add Assessments Archived Assessment Version Control
Categor	y: Assessor (seme/ see)		
Ranger N	ame:	Matt Bennett	
Ranger II) Number:	4213	
Region	•	South	
District:		1	
6 . f			
	y: General Info (1998/1991)	_	:
Town Nan		Saco	
Fire Code		42104069 Pan Am Saco #20	
rire Maine	i	ran An 3aco +20	
Fire Start	Date:	05/08/2014	
			:
-	y: Wildfire Info (1990)/909 (: :
Wildfire Ca		Railroad	
	ize (acres):	1.00	
Fuel Type:		Grass, Immature Hardwood	
Control St		Contained	
Area Struc		Threatened	
Houses Th	ireatened:	2	•
Camps Thi		0	

Crews, Engines, Helcopters, Rangers

000 000

1

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Wildfire Cause:

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

Details Cocuments Fred	ied Edil
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: 19TC)8375317079	Last Shared: n/a
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	rick here to enlarge Continent to enlarge
Category: Assessor (1909) Joseph	
anger Name:	Matt Bennett
anger ID Number:	4213
egion:	South
istrict:	1
ategory: General Info (2007/1004)	
own Name:	Saco
re Code #:	42104070
re Name:	Pan Am Saco #21
re Start Date:	05/08/2014
ategory: Wildfire Info	

Railroad

Wildfire Size (acres):

1.00

Fuel Type:

Grass, Immature Hardwood

Control Stage: Area Structures...: Contained Threatened

Houses Threatened:

4

Camps Threatened:

7

Outbuildings Threatened:

0 0

Resources Committed:

Crews, Engines, Hefcopters, Rangers

Number of Crews: Number of Engines:

000

Number of Engines: Number of Helicopters: 000 1

Number of Rangers: Growth Potential:

2 High

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

ID: 22544	Staff (Device);()
County: York	Assessed: 05/10/2014 11:02 AM
Subject: Saco-5/8/14-RR3-woods-100%	Posted: 05/13/2014 3:23 PM
State: Maine	Last Reviewed: n/a
.at, Lon: 43.497604, -70.437845	Last Edited: 07/03/2014 2:20 PM by claudette.desautels
ngrs: 19TCJ8375317079	Last Shared: n/a
ategory: Assessor	
Ranger Name:	Matt Bennett
langer ID Number:	4213
tegion:	South
listrict:	1
Category: General Info (1994/1991)	
own Name:	Saco
ire Code #:	42104071
re Name:	Pan Am Saco #22
re Start-Date:	05/08/2014
in State Date:	
ategory: Wildfire Info (piless / hide)	Rairoad
Category: Wildfire Info (paless / hide) Vildfire Cause:	Rairoad .30
ategory: Wildfire Info (pales / hide) fildfire Cause: fildfire Size (acres):	. —
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lategory: Wildfire Info (pales / hide) /ildfire Cause: /ildfire Size (acres): uel Type: ontrol Stage:	.30 Grass, Immature Hardwood
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ategory: Wildfire Info (pales / hide) fildfire Cause: fildfire Size (acres): uel Type: ontrol Stage: rea Structures: ouses Threatened:	.30 Grass, Immature Hardwood Contained Threatened
ategory: Wildfire Info (pales / hite) fildfire Cause: fildfire Size (acres): rel Type: pontrol Stage: rea Structures: pouses Threatened: amps Threatened:	.30 Grass, Immature Hardwood Contained Threatened
ategory: Wildfire Info (phos / hite) fildfire Cause: fildfire Size (acres): uel Type: ontrol Stage: rea Structures: ouses Threatened: amps Threatened: utbuildings Threatened:	.30 Grass, Immature Hardwood Contained Threatened 1
ategory: Wildfire Info (chee / hite) fildfire Cause: fildfire Size (acres): fildfire Cause: fildfire Caus	.30 Grass, Immature Hardwood Contained Threatened 1 0
ategory: Wildfire Info (chec./hite) fildfire Cause: fildfire Size (acres): fildfire Size (a	.30 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers 000
ategory: Wildfire Info (1984 / 1984) fildfire Cause: fildfire Size (acres): uel Type: ontrol Stage: rea Structures: ouses Threatened: amps Threatened: utbuildings Threatened: esources Committed: umber of Crews: umber of Helicopters:	.30 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers 000 000
Category: Wildfire Info (1986) / hide) Vildfire Cause: Vildfire Size (acres): Usel Type: Vintrol Stage: View Structures: Viouses Threatened: Vi	.30 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers 000

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

	vz Edit
ID: 22542	Staff (Device):
County: York	Assessed: 05/10/2014 11:01 AM
Subject: Saco-5/8/14-RR2-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: 19TC)8369717081	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 #:	42104072
Fire Name:	Pan Am Saco #23
Fire Start Date:	05/08/2014
Category: Wildfire Info Phony like	
Wildfire Cause:	Rairoad
Wildfire Size (acres):	.20
Fuel Type:	Grass, Immature Hardwood
Control Stage:	Contained
Area Structures:	Threatened
Houses Threatened:	1
Camps Threatened:	0
Outbuildings Threatened:	2
Anthonial thicarchick	Crews, Engines, Helcopters, Rangers
Resources Committed:	· · · · · · · · · · · · · · · · · · ·
Resources Committed: Number of Crews:	000
Number of Crews:	000 000
Number of Crews: Number of Engines:	000
Number of Crews: Number of Engines: Number of Helicopters:	000 1

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D: 22540 County: York Subject: Saco-5/8/14-RR1-woods-100% State: Maine at, Lon: 43.497177, -70.439067 ngrs: 19TCJ8365317034	Staff (Device): (
County: York Subject: Saco-5/8/14-RR1-woods-100% State: Maine at, Lon: 43.497177, -70.439067	Assessed: 05/10/2014 11:00 AM Posted: 05/13/2014 3:03 PM Last Reviewed: n/a Last Edited: 07/03/2014 2:23 PM by claudette.desautels
Subject: Saco-5/8/14-RR1-woods-100% State: Maine at, Lon: 43.497177, -70.439067	Posted: 05/13/2014 3:03 PM Last Reviewed: n/a Last Edited: 07/03/2014 2:23 PM by claudette.desautels
State: Maine .at, Lon: 43.497177, -70.439067	Last Reviewed: n/a Last Edited: 07/03/2014 2:23 PM by claudette.desautels
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ngrs: 19TCJ8365317034	Last Shared: n/a
	
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ategory: Assessor	
anger Name:	Matt Bennett
anger ID Number:	4213
egion: istrict:	South 1
weeve,	*
ategory: General Info 🕒 🖂 🗇 🗎	
own Name:	Saco
re Code #:	42104073
re Name:	Pan Am Saco #24
re Start Date:	05/08/2014
ategory: Wildfire Info (since (side)	
ildfire Cause:	Railroad
ildfire Size (acres):	.10
rel Type:	Grass, Immature Hardwood
ontrol Stage:	Contained
rea Structures:	Threatened
ouses Threatened:	1
imps Threatened:	0
ıtbuildings Threatened:	1
esources Committed:	Crews, Engines, Helicopters, Rangers
imber of Crews:	000
ımber of Engines:	000
imber of Helicopters:	1
mber of Rangers: owth Potential:	2 Moderate

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

Details	Decuments F	Rewest 1	200	
ID:	22539		Staff (Device):	
County:	York		Assessed:	05/10/2014 10:55 AM
Subject:	Saco-5/8/14-RR3-woods-100	19%	Posted:	05/13/2014 2:57 PM
State:	Maine		Last Reviewed:	n/a
Lat, Lon:	43.496644, -70.439672		Last Edited:	07/03/2014 2:25 PM by claudette.desautels
mgrs:	19TCJ8360416975		Last Shared:	n/a
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D. W. C.	here to enlarge	Citations		Gita harang entarge
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Category: Assessor (1994/1991)

Ranger Name:

Ranger ID Number:

Region:

District:

Category: General Info (2009/884)

Town Name: Fire Code #:

Fire Name: Fire Start Date:

Category: Wildfire Info

Wildfire Cause: Wildfire Size (acres):

Fuel Type: Control Stage:

Area Structures...: Houses Threatened: Camps Threatened:

Railroad

Grass, Immature Hardwood

Contained

Threatened, Damaged

0

1

Matt Bennett 4213

South

1

Saco

42104074 Pan Am Saco #25

05/08/2014

Outbuildings Threatened: 0 Houses Damaged: 0 Camps Damaged: 0 Outbuildings Damaged : 1 Resources Committed: Crews, Engines, Helcopters, Rangers Number of Crews: 000 000 Number of Engines: Number of Helicopters: 1 Number of Rangers: 2 Growth Potential: High

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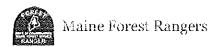
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Assessment Details: Rangers / Maine Forest Service / Wildfire Situation Report

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	y: Assessor	
Ranger Na		Matt Bennett
_	Number:	4213
Region:		South
District:		1
Categore	u General Info (30 7/39)	
Jacegory Fown Nam		Cara
INIUM Nom	ie:	Saco
	#.	43104075
Fire Code		42104075
Fire Code Fire Name:		Pan Am Saco #26
Fire Code Fire Name:		
fre Code fre Name: fre Start	Date:	Pan Am Saco #26
fire Code fire Name: fire Start Category	Date:	Pan Am Saco #26 05/08/2014
ire Code ire Name: ire Start Category Vildfire Ca	Date: r: Wildfire Info (185%/1886) nuse:	Pan Am Saco #26 05/08/2014 Railroad
fire Code fire Name: fire Start Category Vildfire Ca Vildfire Si	Date: r: Wildfire Info (1994/1996) suse: ze (acres):	Pan Am Saco #26 05/08/2014 Railroad .20
fire Code fire Name: fire Start Category Vildfire Ca Vildfire St Guel Type:	Date: r: Wildfire Info (1994/2006) nuse: ze (acres):	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood
fire Code fire Name: fire Start Category Vildfire Ca Vildfire St Guel Type:	Date: r: Wildfire Info (1994/2006) nuse: ze (acres):	Pan Am Saco #26 05/08/2014 Railroad .20
fire Code fire Name: fire Start Category Vildfire Ca Vildfire Si cuel Type: Control St urea Struc	Date: :: Wildfire Info [15504/1656] suse: ze (acres): age: :tures:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood
ire Code ire Name: ire Start Category Vildfire Ca Vildfire Si uel Type: Control St rea Struc	Date: :: Wildfire Info (1999/1996) suse: ze (acres): age:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained
fire Code fire Name: fire Start Category Vildfire Ca Vildfire Si uel Type: Control St rea Struct louses Th	Date: : Wildfire Info (1994/1996) suse: ze (acres): age: tures: reatened:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened
fire Code fire Name: fire Start Category Vildfire Ca Vildfire Si uel Type: Control St area Struc louses Th camps Thr	Date: : Wildfire Info (1994/1996) suse: ze (acres): age: tures: reatened:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened
fire Code fire Name: fire Start Category Vildfire Signel Type: Control Stare Iouses The Camps Thr Outbuildin	Date: : Wildfire Info (1994/1996) suse: ze (acres): age: tures: reatened: eatened:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened 1
Fire Code Fire Name: Fire Start Category Wildfire Ca Wildfire Si Fuel Type: Control St Area Struc Houses Th Camps Thr Outbuildin	Date: ": Wildfire Info [155%/2666] nuse: ze (acres): age: ctures: reatened: eatened: gs Threatened: Committed:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened 1 0
Fire Code Fire Name: Fire Start Category Wildfire Ca Wildfire Si Fuel Type: Control St Area Struc Houses Thr Camps Thr Camps Thr Outbuildin Lesources	Date: The Wildfire Info (1950-1966) The Wildfire Info (1950-	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened 1 0 0 Crews, Engines, Helicopters, Rangers
Fire Code Fire Name: Fire Start Category Wildfire Ca Wildfire Si Fuel Type: Control St Area Struc Houses Thr Camps Thr Outbuildin Lesources Kumber of	Date: The Wildfire Info (1950-1966) The Wildfire Info (1950-	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened 1 0 Crews, Engines, Helicopters, Rangers 000
Fire Code Fire Name: Fire Start Category Wildfire Ca Wildfire St Fuel Type: Control St Area Struc Houses Th Camps Thr Outbuildin Resources Vumber of	Date: : Wildfire Info (1999/1996) suse: ze (acres): age: :tures: reatened: eatened: gs Threatened: Committed: Crews: Engines: Helicopters:	Pan Am Saco #26 05/08/2014 Railroad .20 Grass, Immature Hardwood Contained Threatened 1 0 0 Crews, Engines, Helicopters, Rangers 000 000

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TD.			
ID:	22536	Staff (Device):	(`::)
County:	York	Assessed:	05/10/2014 10:53 AM
Subject:	Saco-5/8/14-RR1-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		n/a
Categor Ranger N	y: Assessor	Matt Bennett	
vanger re		race bennete	
ll range) Number:	4213	
_	O Number:	4213 South	
Region:	O Number:	4213 South 1	·
Region:) Number:	South	
Region: District:	o Number: y: General Info (Into 1914)	South	
Region: District: Categor	y: General Info (1994 1994)	South	
Region: District: Categor Town Nai	y: General Info (1994) (1994) ne:	South 1	
Region: District: Categor Town Nar Fire Code	y: General Info (fire a fire) ne: #:	South 1 Saco	
Region: District: Categor Town Nar Fire Code	y: General Info (1994) (1994) ne: #:	South 1 Saco 42104076	
Region: District: Categor Town Nar Fire Code Fire Name Fire Start	y: General Info (1994) (1994) ne: #: - - Date:	South 1 Saco 42104076 Pan Am Saco #27	· · · · · · · · · · · · · · · · · · ·
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor	y: General Info (1994 (1995) ne: #: : Date: y: Wildfire Info (1994/1995)	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014	
Region: District: Categor Town Nai Fire Code Fire Name Fire Start Categor Wildfire C	y: General Info (1994 1994) ne: #: Date: y: Wildfire Info (1994 1994)	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad	· · · · · · · · · · · · · · · · · · ·
Region: District: Categor Town Nai Fire Code Fire Name Fire Start Categor Wildfire C	y: General Info (1994 / 1994) ne: #:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20	; ;
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Fuel Type	y: General Info (1994 / 1994) ne: #: Date: y: Wildfire Info (1994 / 1994) ause: ize (acres):	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H	; ;
Region: District: Categor Town Nai Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Fuel Type Control S	y: General Info (1997/1993) ne: #:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H	; ;
Region: District: Categor Fown Nan Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Fuel Type Control S Area Stru	y: General Info (2004/2014) ne: #:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature F Contained Threatened	; ;
Region: District: Categor Fown Nan Fire Code Fire Start Categor Wildfire C Wildfire S Fuel Type Control S Area Stru Houses Ti	y: General Info (2004/1954) ne: #:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature F Contained Threatened 1	; ;
Region: District: Categor Town Nari Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Fire Type Control S Area Stru Houses Ti Camps Th	y: General Info (1994/1994) #: Date: y: Wildfire Info (1994/1994) ause: ize (acres): itage: ctures: ireatened: reatened:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature F Contained Threatened 1	; ;
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Fuel Type Control S Area Stru Houses Ti Camps Th Outbuildin	y: General Info (1994/1994) ne: #: Date: y: Wildfire Info (1994/1994) ause: ize (acres): itage: ctures: nreatened: reatened: ngs Threatened:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H Contained Threatened 1 0 0	Jardwood .
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Fire Type Control S Area Stru Houses Ti Camps Th Outbuildire Lesources	y: General Info (1994/1994) ne: #: Date: y: Wildfire Info (1994/1994) ause: ize (acres): stage: ctures: nreatened: reatened: ngs Threatened:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H Contained Threatened 1 0 0 Crews, Engines, H	; ;
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor Wildfire C Wildfire S Firel Type Control S Area Stru Houses Ti Camps Th Outbuildir Resources Humber o	y: General Info (1994/1994) ne: #:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H Contained Threatened 1 0 0 Crews, Engines, H 000	Jardwood .
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor Wildfire S Fuel Type Control S Area Stru Houses Ti Camps Th Dutbuildir Resources Humber o	y: General Info (1994 (1994)) ne: #: Date: y: Wildfire Info (1994 (1994)) ause: ize (acres): tage: ctures: nreatened: reatened: reatened: ic Committed: f Crews: f Engines:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H Contained Threatened 1 0 0 Crews, Engines, H 000 000	Jardwood .
Region: District: Categor Town Nar Fire Code Fire Name Fire Start Categor Wildfire S Fuel Type Control S Area Stru Houses Ti Camps Th Dutbuildir Resources Humber o Humber o	y: General Info (1994 (1994)) ne: #: Date: y: Wildfire Info (1994 (1994)) ause: ize (acres): itage: ctures: nreatened: reatened: reatened: f Crews: f Engines: f Helicopters:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature F Contained Threatened 1 0 0 Crews, Engines, H 000 000 1	Jardwood .
Town Natifice Code Fire Name Fire Start Categor Wildfire C Wildfire S Fuel Type Control S Area Stru Houses Ti Camps Th Outbuildia Resources Number o Number o	y: General Info (1994/1994) ne: #:	South 1 Saco 42104076 Pan Am Saco #27 05/08/2014 Rairoad .20 Grass, Immature H Contained Threatened 1 0 0 Crews, Engines, H 000 000	Jardwood .

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Details	Locuraents	Ferrer	Eat		
ID:	22270		Staff (Device):	(`_`)	
County:			Assessed:	05/09/2014 1:44 PM	
-	42104082 8iddeford RR Fire	*	Posted:	05/09/2014 5:41 PM	
_	Maine	.a.		07/01/2014 2:32 PN	
			Last Edited:	7	
-	43.496597, -70.452468			07/03/2014 2:34 PM by claudette.desautels	
mgts:	19TCJ8256916988		Last Shared:	n/a	
	Section Control Control				
Category	: Assessor				
Ranger Na	me:		Sue Myers		i
Ranger ID	Number:		4215		
Region:			South		
District:			1		11
Category	: General Info 600-75	eis i			
Town Name			Biddeford		
Fire Code #			42104082		:
Fire Name:	* •		Pan Am Biddefor	đ #1	. :
Fire Start D	Date:		05/08/2014	u // 4	. •
					.:
Category	: Wildfire Info Sor/#	56)			
Wildfire Ca	use:		Railroad		
Wildfire Siz	e (acres):		.01		
Fuel Type:			Duff		4
Control Sta	age:		Out		1
Area Struc	tures:		None		
Houses Thr			0		
Camps Thre			0		
	gs Threatened:		0		
Houses Dar	=		0		
Camps Dam	naged:		0		
Outbuilding	gs Damaged :		0		
Houses Des	stroyed:		0		
Camps Desi	troyed:		0		
	gs Destroyed:		0		
Resources (Committed:		Crews, Engines		:
Number of			0		
Number of			1		
Number of			0		
Number of	=		2		
Number of	Helicopters:		0		

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Details	Elocuments	Ffettett	<u>6</u> 58		
County: You Subject: 42: State: Mai	104083 Biddeford RR Fir ine	e 2	Assessed: Posted: Last Reviewed	05/09/2014 1:53 PM 05/09/2014 5:40 PM : 07/01/2014 2:41 PM b	
	496533, -70.457127 FCJ8219216988		Last Edited: Last Shared:	07/03/2014 2:35 PM by claudette	.desautels
1748 VS		AP Comment of the com	Last Sildleu.	n/a	
	<u> </u>				
Category: A	ssessor How / High	3			
Ranger Name	:		Sue Myers		: -
Ranger ID Nu	mber:		4215		
Region:			South		: 1
District:			1		:
: Catanami C	onough Turfo	e con e B			11
	eneral Info (1949)	-41 (E. A	6/44-64		* * * * * * * * * * * * * * * * * * * *
Town Name:			Biddeford		
Fire Code #:			42104083 Pan Am Biddefor	.d. #5	
Fire Name:			Pair Aili biddeitii	U #2	
Fire Start Dat	e:		05/08/2014		**
Category: W	/ildfire Info	Rine]			
Wildfire Cause		·	Railroad	·	*.
Wildfire Size (0.01		
* Note:			20x10		1
Fuel Type:			Grass		
Control Stage	:		Out		
Area Structur			None		
Houses Threat			0		
Camps Threat			0		-
Outbuildings 1			0		•
Houses Damag			0		
Camps Damag			0		
Outbuildings f			00		
Houses Destro			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 0 2					
Number of Helicopters:						
Number of Rangers:						
Growth Potential:	Moderate					
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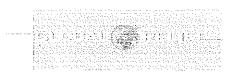
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Details	Émitarhenis Precey	Ead]
ID;	22268	Staff (Device):	<u> </u>	
County:	York	Assessed:	05/09/2014 1:57 PM	
Subject:	42104084 Biddeford RR FIRE 3	Posted:	05/09/2014 5:40 PM	
State:	Maine	Last Reviewed:	07/01/2014 2:43 PM by	
Lat. Lon:	43.496533, -70.457127	Last Edited:	07/03/2014 2:36 PM by claudette.desautels	
mgrs:	19TCJ8219216988	Last Shared:	n/a	
Category Ranger Na	: Assessor (filt to APIde) me:	Sue Myers		
	Number:	-4 215		
Region:		South		
District:		1		•
Category	: General Info (Alos / ada)			
Town Name		Biddeford		
Fire Code #	#:	42104084		:
Fire Name:		Pan Am Biddeford	#3	
				į
Fire Start D	Pate:	05/08/2014		:
Category	Wildfire Info (space/policy			
Wildfire Car		Rairoad		:
Wildfire Siz		0.20		
* Note:	c (au c).	160x50		
Fuel Type:		Grass		
Control Sta		Out		:
Area Struct		Threatened		
Houses Thr		2		
Camps Thre		0		
-		0		
Houses Dan		0		
Camps Dam	-	0		
•	· · · · · · · · · · · · · · · · · ·	0		
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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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Details	Crocuments	Protect Feb.
ID: 2	22267	Staff (Device): ([.])
County: \	⁄ork	Assessed: 05/09/2014 2:37 PM
Subject: 4	12104085 Biddeford RR FII	RE 4 Posted: 05/09/2014 5:39 PM
State:	Maine	Last Reviewed: 07/01/2014 2:44 PM b
Lat, Lon: 4	13.493177, -70.468593	Last Edited: 07/03/2014 2:38 PM by claudette.desautels
mgrst I	.9TCJ6125916631	Łast Shared: n/a
¥10.0		
	Assessor to entitle	}
	Assessor 1750 Print	Sue Myers
Category: Ranger Nan Ranger ID I	Assessor 1750 Print	Sue Myers
Category: Ranger Nan Ranger ID I Region:	Assessor (1750-1766)	Sue Myers 4215 South
Category: Ranger Nan Ranger ID I	Assessor (1750-1766)	Sue Myers 4215
Category: Ranger Nan Ranger ID.I Region: District:	Assessor (Doc. 1866) ne: Yumber:	Sue Myers 4215 South 1
Category: Ranger Nan Ranger ID.I Region: District:	Assessor Day Indiana. Number: General Info (Mar/	Sue Myers 4215 South 1
Category: Ranger Nan Ranger ID I Region: District: Category:	Assessor Decline ne: Number: General Info dec/	Sue Myers
Category: Ranger Nan Ranger ID.I Region: District: Category: Town Name	Assessor Decline ne: Number: General Info dec/	Sue Myers 4215 South 1 Falls) Biddeford
Category: Ranger Nan Ranger ID.! Region: District: Category: Town Name Fire Code #	Assessor (Disc. 1868) ne: Number: General Info (1867)	Sue Myers 4215 South 1 Felds: Biddeford 42104085
Category: Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Name:	Assessor () to link ne: Number: General Info () (daw/) :	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014
Category: Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Name:	Assessor (Displayed Property Commence) When the Commence of th	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014
Category: Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Name: Fire Start D	Assessor (Displayed between the common terms of the common terms o	Sue Myers 4215 South 1 (add) Biddeford 42104085 Pan Am Biddeford #4 05/08/2014
Category: Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Name: Fire Start Di Category: Wildfire Cau	Assessor (Displayed between the common terms of the common terms o	Sue Myers 4215 South 1 (edd) Biddeford 42104085 Pan Am Biddeford #4 05/08/2014
Category: Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Name: Fire Start D. Category: Wildfire Cau Wildfire Size	Assessor (Displayed between the common terms of the common terms o	Sue Myers 4215 South 1 (add) Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 Rairoad 0.10
Category: Ranger Nan Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Name: Fire Start D. Category: Wildfire Cau Wildfire Size * Note:	Assessor (Disc. Prix ne: Number:	Sue Myers 4215 South 1 (edd:) Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 Railroad 0.10 30x15
Category: Ranger ID.I Region: District: Category: Town Name Fire Name: Fire Start D. Category: Wildfire Cau Wildfire Size * Note: Fuel Type:	Assessor (Charleton) ie: General Info (Charleton) ie: wildfire Info (Charleton) se: e (acres):	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 Rairoad 0.10 30x15 Brush Out Threatened
Category: Ranger ID.I Region: District: Category: Town Name: Fire Code # Fire Start D. Category: Wildfire Cau Wildfire Size * Note: Fuel Type: Control Sta Area Struct	Assessor Distriction ne: Number: General Info (Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 Raikoad 0.10 30x15 Brush Out Threatened 2
Category: Ranger ID.I Region: District: Category: Town Name Fire Code # Fire Start D Category: Wildfire Cau Wildfire Cau Wildfire Size * Note: Fuel Type: Control Sta Area Struct Houses Thre	Assessor Declaration Decla	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 Will 1 Rairoad 0.10 30x15 Brush Out Threatened 2 0
Category: Ranger ID.I Region: District: Category: Town Name: Fire Code # Fire Start D. Category: Wildfire Cau Wildfire Size * Note: Fuel Type: Control Sta Area Struct Houses Thre Dutbuilding	Assessor Discription ne: Number: General Info	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 ***********************************
Category: Ranger ID.I Region: District: Category: Town Name: Fire Code # Fire Name: Fire Start D. Category: Wildfire Cau Wildfire Size * Note: Fuel Type: Control Sta Area Struct: Houses Thre Outbuilding Houses Dam	Assessor Discription ne: Wumber: General Info	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 Rairoad 0.10 30x15 Brush Out Threatened 2 0 0 0
Category: Ranger ID.I Region: District: Category: Town Name: Fire Code # Fire Name: Fire Start D. Category: Wildfire Cau Wildfire Cau Wildfire Size * Note: Fuel Type: Control Sta Area Struct Houses Thre Outbuilding Houses Dam Camps Dam Camps Dam Camps Dam	Assessor Discription ne: Wumber: General Info	Sue Myers 4215 South 1 Biddeford 42104085 Pan Am Biddeford #4 05/08/2014 ***********************************

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:	High

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ID: 22534	Staff (Device): (
County: York	Assessed: 05/10/2014 10:52 AM
Subject: Saco-5/8/14-RR2-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: 19TCJ8357616996	Last Shared: n/a
Category: Assessor	Matt Bennett
Ranger ID Number:	4213 South
Region: District:	1
ostrict:	1
Category: General Info (1999) / 1991)	
Town Name:	Saco
Fire Code #:	42104077
Fire Name:	Pan Am Saco #28
fre Start Date:	05/08/2014
A PROLET WAS A STATE OF THE STA	
Category: Wildfire Info (slow/hds)	
Vildfire Cause:	Railroad
Nildfire Size (acres):	.20
uel Type:	Grass, Immature Hardwood
Control Stage:	Contained
Area Structures:	Threatened
louses Threatened:	1
Camps Threatened:	0
Outbuildings Threatened:	0
tesources Committed:	Crews, Engines, Helicopters, Rangers
lumber of Crews:	000
lumber of Engines:	000
kumber of Helicopters:	1
	2
lumber of Rangers: Browth Potential:	Moderate



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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
mgrs: 19TCJ8353117016	Last Shared: n/a
Category: Assessor	
Ranger Name:	Matt Bennett
Ranger ID Number:	4213
Region:	South
District:	1
Category: General Info Technologic	
Fown Name:	Saco
Fire Code #:	42104078
Fire Name:	Pan Am Saco #29
Tre Start Date:	05/08/2014
Category: Wildfire Info (1984/1984)	
	Railroad
Nildfire Cause: Nildfire Size (acres):	.10
vigine size (acres).	Grass, Immature Hardwood
and Types	Contained
Control Stage:	
Control Stage: Area Structures:	Threatened
Control Stage: Area Structures: Jouses Threatened:	1
Control Stage: Area Structures: Houses Threatened: Camps Threatened:	1 0
Tuel Type: Control Stage: Area Structures: Houses Threatened: Camps Threatened: Outbuildings Threatened:	1 0 0
Control Stage: Area Structures: Houses Threatened: Camps Threatened: Outbuildings Threatened: tesources Committed:	1 0 0 Crews, Engines, Helicopters, Rangers
Control Stage: Area Structures: Houses Threatened: Camps Threatened: Outbuildings Threatened: Resources Committed: Humber of Crews:	1 0 0 Crews, Engines, Helicopters, Rangers 000
Control Stage: Area Structures: Houses Threatened: Camps Threatened: Outbuildings Threatened: Resources Committed: Rumber of Crews: Rumber of Engines:	1 0 0 Crews, Engines, Helicopters, Rangers 000
Control Stage: Area Structures: Houses Threatened: Camps Threatened: Dutbuildings Threatened: Resources Committed: Rumber of Crews; Rumber of Helicopters:	1 0 0 Crews, Engines, Helicopters, Rangers 000 000
Control Stage: Area Structures: Houses Threatened: Camps Threatened: Outbuildings Threatened: Resources Committed: Rumber of Crews: Rumber of Engines:	1 0 0 Crews, Engines, Helicopters, Rangers 000

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

	Documents	Freelige	#(#) 	
ID: 22!	531			
County: Yo				05/10/2014 10:48 AM
•	:o-5/8/14-RR-,1-woods-	-100%		05/13/2014 2:10 PM
State: Mai			Last Reviewed:	
•	496536, -70.441610 FCJ6344716966			07/03/2014 2:31 PM by claudette.desautels n/a
Category: A			Matt Bennett	
Ranger ID Nu			4213	
			South	
Region:				
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Assessm	ent Details: Rangers / Maine	Forest Service ,	/ Wildfire Situation Report	7
Details	Erocuments Preview	F/#		Overview
				View Assessments
ID:	22528		(Search Assessments
County:	York	Assessed:	05/10/2014 10:45 AM	Deta/s
Subject:	Saco-5/8/14-RR-,1-woods-100%	Posted:	05/13/2014 1:59 PM	Documents
State:	Maine	Last Reviewed	: n/a	Review Edit
Lat, Lon:	: 43.496335, -70.443231	Last Edited:	07/03/2014 2:31 PM by claudette, desautels	COR
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Ranger N		Matt Bennett		•
_	D Number:	4213		
Region:		South		
District:		1		

Category: General Info (1989) 1981

Town Name: Fire Code #:

Fire Name: Fire Start Date:

Category: Wildfire Enfo (show / Mile)

Wildfire Cause: Wildfire Size (acres):

Fuel Type: Control Stage:

Area Structures...:

Resources Committed: Number of Crews: Number of Engines:

Number of Helicopters:

Number of Rangers: Growth Potential:

Saco

42104080 Pan Am Saco #31 05/08/2014

Rairoad

.10

Grass, Immature Hardwood

Contained

None

Crews, Engines, Helicopters, Rangers

000 000

Moderate



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

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:	19TC)8330216908	Last Shared: n/a
Categor	y: Assessor	
Ranger N	ame:	Matt Bennett
Ranger II) Number:	4213
Region:		South
District:		1
Catogori	y: General Info (1996)	
Town Nar		Saco
Fire Code		42104081
Fire Name		Saco 42104081 Pan Am Saco #32 05/08/2014
Fire Start		05/08/2014
Category	y: Wildfire Info (#bay/###)	
Wildfire C	ause:	Rairoad
Wildfire Si	ize (acres):	.06
Fuel Type:		Grass
Control S	tage:	Contained
Area Stru	ctures:	Threatened
Houses Th	reatened:	1
Camps Th	reatened:	0
Outbuildir	igs Threatened:	1
	Committed:	Crews, Engines, Helcopters, Rangers
Number of		000
Number of	=	000
	f Helicopters:	1
Number of	=	2
Growth Po	otential:	High
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Assessment Details: Rangers / Maine Forest Service / Inspection Notice

Details	Documents	Rimen	E64	Leavest annual Leaves
ID:	22617		Staff (Device):	(1000)
County:	OTHER		Assessed:	05/08/2014 5:50 PM
Subject:	Pan Am Locomotive 307		Posted:	05/14/2014 12:08 PM
State:	Maine			: 05/15/2014 11:19 AM b
Lat, Lon:	43.201386, -70.870565		Last Edited:	07/01/2014 12:55 PM by art.favoie
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Category	: Assessor (1866) (1964)			

Ranger Name: Ranger ID Number:

Region: District:

Category: General Info

Responsible Party: Responsible party same as land owner?:

On-Site Intervention?:

Inspection Town:

* Note:

4213 South

S1

Matt Bennett

Dover, NH Pan Am

Yes

Yes

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?:

* Note:

Complaint Number:

Critical Area?:

Biddeford Maine.

Yes

As a result of several fires along the rairoad tracks.

144210183

No

Category: Inspection Info

Type of Inspection:

* Note:

Approved Spark Arrester-RR:

* Note:

Spark Arrester-RR

Visual inspection of westerly side of train.

1

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 was 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 cofect scrapings from inside the exhaust port, and photograph all sides of the port. The carbon cofected was 2-3 mm in size and roughly 1mm thick (visibly larger than allowable). Pan Am mechanic, assisted with lighting on all aspects of the

roof top train inspection.

0

Not Approved Spark Arrester-RR: * Note:

I also observed, below the eductor tube, a bose piece of metal. It was roughly 6 inches long and about an inch wide. It had jagged edges, as though it had been tom 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 boomotive 307 was free of carbon particles, other than a greesy sooty firm. The walkways on either side of the boomotive was free of carbon deposits.

Category: Additional Info

Action Required/Remarks:

* Note:

Will contact landowner

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 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; spaling. I took photos. Many of the locomotives wheels had similar marks on them from spaling. 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 balast.

Time on Inspection (mins) :

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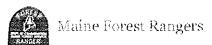
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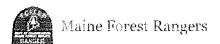
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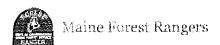
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ID:	23038	, = 10, r., i.,	Staff (Device):	<u> </u>
County:	York		Assessed:	05/31/2014 1:40 PM
Subject:	Saco RR Evidence Spaling		Posted:	06/02/2014 4:26 PM
State:	Maine		Last Reviewed:	n/a
Lat, Lona	43.502403, -70.418777		Last Edited:	07/01/2014 2:34 PM by matthew.bennett
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Assessment Details: Rangers / Maine Forest Service / Inspection Notice

County: Subject: State: Lat, Lon:	23036 York Saco RR Evidence Brake Shoe Maine 43.502403, -70.418777 19TCJ8530417586	Staff (Device): Assessed: Posted: Last Reviewed: Last Edited: Last Shared:	05/31/2014 1:38 PM 06/02/2014 4:21 PM : n/a 07/01/2014 2:26 PM by matthew.bennett
Subject: State: Lat, Lon:	Saco RR Evidence Brake Shoe Maine 43.502403, -70.418777	Posted: Last Reviewed: Last Edited:	06/02/2014 4:21 PM : n/a 07/01/2014 2:26 PM by matthew.bennett
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Welcome matthew.bennett (



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You are here: Home > Assessments > View > Details

Response to Complaint?:

Complaint Number:

Print This Page

Assessment Details: Rangers / Maine Forest Service / Inspection Notice

Details	Documents	Beview The Comment of the Comment	EØ:	
ID:	23808	TO THE STANDARD STANDARD STANDARD STANDARD	Staff (Device):	
County:	York		Assessed:	06/28/2014 9:17 AM
Subject:	OOB Evidence #1		Posted:	06/29/2014 1:42 PM
State:	Maine		Last Reviewed	
Lat, Lon:	43.503640, -70.410491		Last Edited:	06/29/2014 2:19 PM by matthew.bennett
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Category	: Assessor 1000 / 10	X 1		
Ranger Na			Matt Bennett	
Ranger ID	Number:		4213	1.
Region:			South	:
District:			S1	::
Category	: General Info 👍 🐇	1. No. 2. 7		
Inspection		· · ·	Old Orchard Bee	ch
Responsib			Unknown	:
	tervention?:		Yes	
OIL OILG HE				

evidence collected

Yes 144210183

Category: /	lanciaibb.	Info
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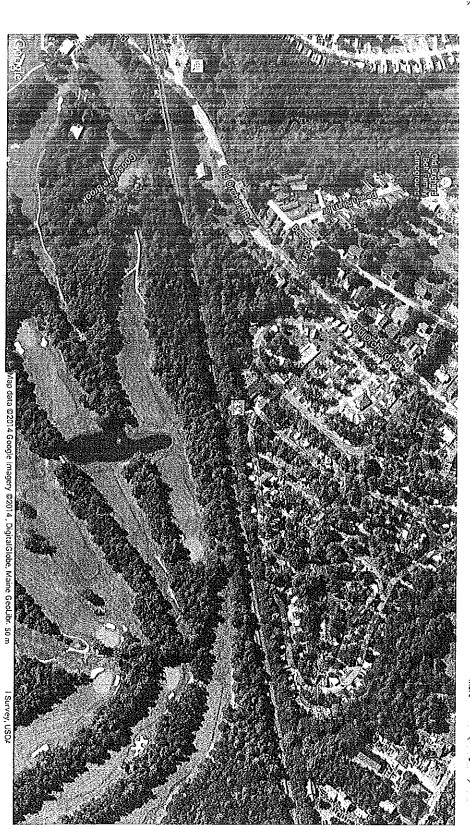
Time on Inspection (mins) :

240

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Program: Rangers



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MAY 8th 1:30 PM Freight TRAIN going DOWN trusch

Freight Taran going Down truck, often time of 2-3 min. Smoke on horizon that the train was Leaven behind. TRATAL WAS Geing Howards 003.

STATEMENT OF THE STATEMENT OF

On Thursday, May 8, 2014, I was on the dock at Bayley's Lobster Pound a in Scarborough, having lunch with my husband and friend 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.



STATEMENT OF COMMUNICATION

On May 8th, my wife and I were having lunch with a friend from 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.



ଏହ∵ 8th Fire

O: Constitution of a property of the property of the constitution

Thu, May 15, 2014 at 2:34 PN

Just returned home

I visited friends in 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. 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



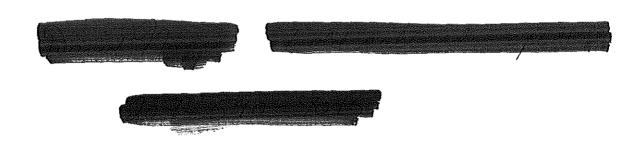
While sitting at home in his house, saw smoke and called 911 at 1322. The time was still on his phone which also showed he was on the 911 call for 3 minutes. When had hung up the phone with 911, he went out back and saw sheds on fire. A freight train had just gone through.

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. 3 somen \ 11:30

5-10-14

setting at house setting in house saw, smoke Called 911. after he hung up, he came out back & saw sheds on fine was feight train he saw the



RXR sprayed for posticides will ignite at 1009

O.O.B

May 87#

MAY 8TH

I WAS WOIZKING AT LOT

ON DATE ABOVE, I SAW

BOTH GILFORD & AMTRACK

TRAINS PASS AROUNDS

1:00 P.M TS 2:00 PM

AND I WAVED TO BOTH

TRAINS AND SAW NO

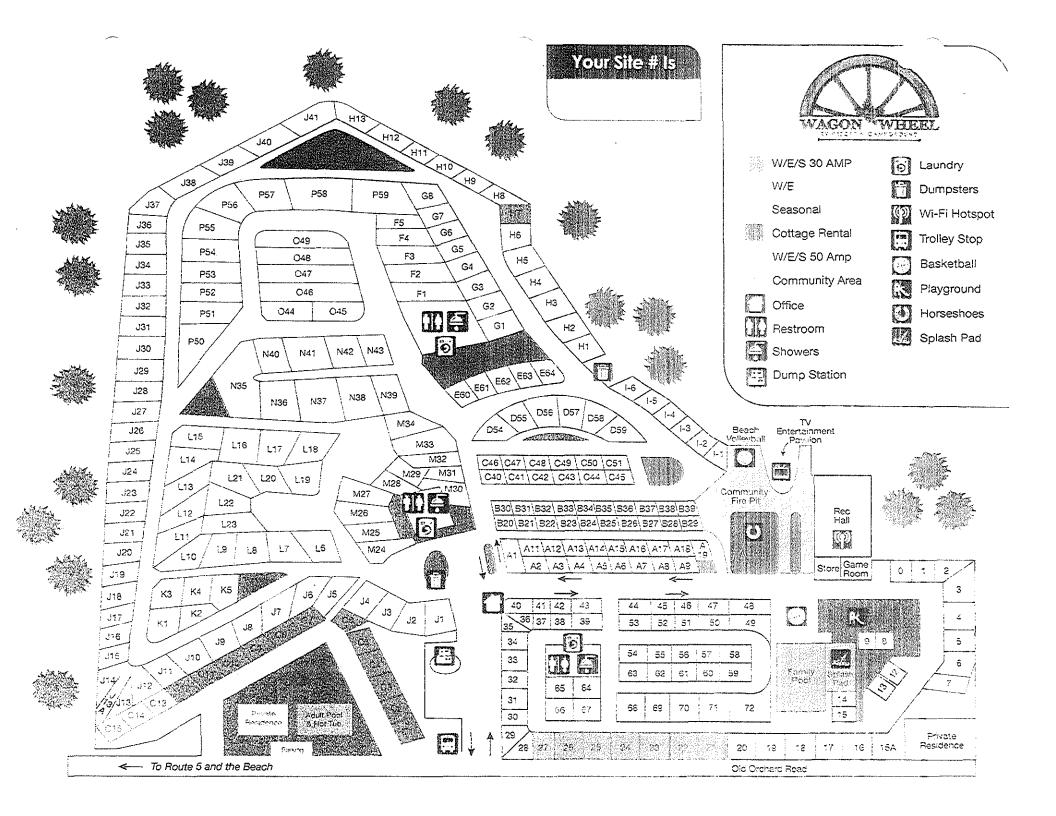
EPANICS.

5/23/2014

SITTING ON THE 3Rd FLOOR DECK @ 110 FIRST ST. O.O.B I OBSERVED A FERING TRAIN GO BY AND THOUGHT I SAW SPARKS COMING GROW THE TRAIN, (EAST BOUND).

Sometime Berwech 11:00 pm 12:00 pm





Wagon Wheel Guest in the Park on '

. . .

	WAGON	N WHEEL RV RE	SORT - DA	MAGE ASSESSME		
Site	Name	Co	ontact#	Insurance Company	Appraised Clean U	p Moving To Not Returning No Contac
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НЗ		Total ,	****	Von		
H4		. Total			Yes	
H5		Total !			Yes	
H6		Total				L ?
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H9		Total				X
H10		Total				
G5		Partial				
G6		Partial				
G7		Partial			Yes	Staying
G8	· -	Total			Yes	
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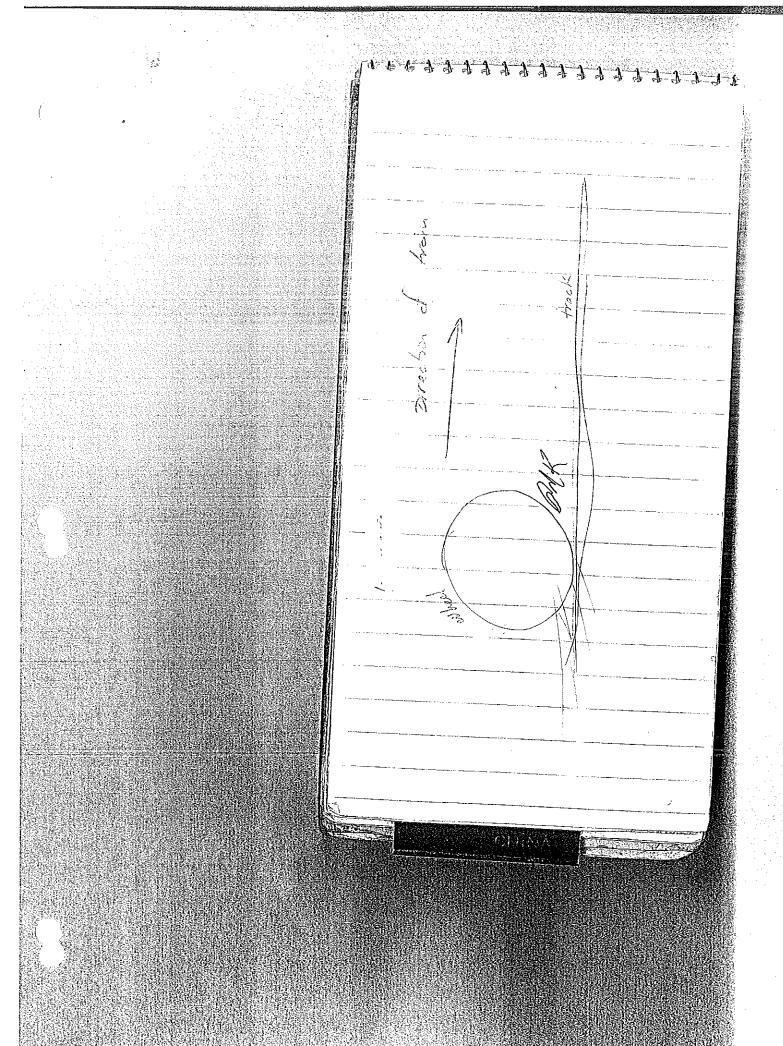
Date of Incident - Thursday May 8th

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. 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.

1 am writing you a simple letter with the details surrounding the fire as I saw it on May 8th 2014 at the Wagon Wheel RV Park in OOB in the early afternoon. I was outside at lot i 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 1 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) 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 2nd 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 2nd 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 2nd train would have undoubtedly seen the smoke bellowing up from those ditches especially since that 2nd 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.

Brusem 1-10pm + 1-1,5 fine Started be hind seasonal units next to them Lorack First the posseager train went by no sino, Shin the funder traph gotow allention as fund it sounded different like Schapping, then followed by a Rubhn-smell Fthin we noticed what looked light spetting lunburs in the our other auchting started all the dead lians by hear in fine Park next to track, + Hod To Sake buildings I Called 911 (a) 1:24pm after the LP Tanks shouted to Inolifled, the Park Manage at the same time De I called 911.

MY NAME IS I I WAS RIDING MY BIKE NEAR MY SITE AT WAGON WHEEL CAMPGROUND. I WAS LOOKING TOWARD A FRIEND OF MINES 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 NOTICEN THERE WERE BRUSH FIRES APPROXIMATELY EVERY 15 FT OR SO ALONG THE EDGE OF THE TRAIN TRACKS FOR ABOUT 50-60 YOS. I IMPSEDIATELY RODE TO THE OFFICE TO NOTHEN THEM OF THE SITUATION AND RETURNED OF CAMPERS MUSELF AND TWO LANDSCAPERS WENT CAMPER TO CAMPER IN THE > KOOKING 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 PANAM LOGO ON ONE OF THE CARS (WHICH I THOUGHT WAS AN AIR LINE). PIETER 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 TRAID AND THE REST OF THE TRAIN PASSING



We WERE WORKING at WHOON WHERE COMPONORNA Near siles 1. We Bloke FOR LUNCH W NOON and ARE LUNCH NEAR THE KIDS POOL. WE RETURN 10 WAK around 12:30-12:48 pm at 5:1/e NON PUSSENGER Main HUD RECENTLY POSSED BY. at about IM WE could smell smake and see PLUACS COMING FROM THE BOCK EDGE OF THE PROPEN US WE WALKED WOSER WE Noticed SEVERAL small GROUND FIRES OLONG THE TROIN TRACKS WERE SPREADING and MIGRALING TOWORDS THE CAMPGROW Detting siles We scrambled to battle 140585 and locate taps TO ExtiNGUISH THE FLAME after wetting THE GROUND 00 10 PRECENT THE FIRE FROM GPREADING, We notified more CROUNDFINES FUNITHER DOWN THE MACKS IN BOST Directions. We FOLLOWED THE FLAMES TOWARD . THE STONE and GROWNDS naintenance area of THE COMP GROUND. THE WIND WAS BLOWING in THE same Direction TOWARDS THE HOUSES BEYOR THE CAMPOROUNDS proporty Live, we continued to Betthe THE FIRE UNIL SOME FIRE FIXHERS took coninol of the area perino these HOMES. WE RETURNED TO THE INSIDE OF THE Camp GROUND RO MIGGING OUR SIERS Back 10 5/105 . ai This sime we were instructed to vacate the area

Fire at Wagon Wheel Compground

and I were doing debris Clean up at the Wogon Wheel compground the day of the fire. We had just storted claiming up after our lunch break when our equipment ran out of gas: I went hack to the truck to get the can and left raking. When I got took As I was going to the truck I heard a truin go by and noticed it was a freight train when I got back to the work site asked if I smelt smoke which I did we looked toward the from truck and noticed smoke. We ran to the arm and sow flames creeping from the arm near the tracks toward the fence that surrounded the camp ground. We grabbed with foses from the trailers and started to spray through the fence to try and contain the fire

Statement taken at the Wagon Wheel Campground.

t 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 Camponaund. 1:15-1:30 9

likes to court oil tankers being towed raw sparks flying saw fire on tracks went back to get phone.

seen others in area & some Trying to extinguish tracks fires once propane started exploding he left.

June 26, 20/4 To whomit may concern: 1. Our camper Is located at the far Wagon Wheel Camquound 3" Old Orchard Road Old Openard Death, ME UYU64 On Thusday May 8 th 2014 feest cefter leenthe I started to vale my looch yourd which backs -1 " " Hests between our you and the tracks. I took a wheelbarrow full of pine needles to the front first as a freight twain war plessing by. I returned to the back and immediately noticed puffs of white smoke coming from the backside of the Sence Stook my & ft step ladder to fince and Climbed up to Chech what was going on, I noted a brush fine along the tracks as for as I could see. I grathed my gardon has and attempted to put out five. I ded not Call 911. Ivotelling my area was first



Mithym a few minutes a fineman arriver
in his hermal car went to his trunk
In his gear. He took my here cent clembed
over the dance. I stayed and helped not
the hore for about 10 minutes. I stoned
on my court side at the lence.
in his personal car, went to his truend for his gear; He took my hore cent clembed wer the fonce. I stayed and helped with the hore for about 10 minutes. I stayed on my awa side of the fence. er) arrived and in beared me to evacuate.
indianed me to evacuate.
I have their letter has been heldeil
I hope this letter har beleful Thunks to all verponders!
yours truly
the second secon
B. I dictated this letter to my wife for the sake of legibility.
the sake of lagitichty.

phone:

Thur. May 8th

At 1:15pmI 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 force. I backed away and cacled 911 as the flames moved towards my trailer. The fire moved from piles of leaves to trailers.

1:12

a fright train go by. Sounded as if it was moving at normal speed.

I jumped in the can and drave to front office to Kell!

Come back down back voad and watch fire more up the road from leaf siles to hailers and then steeted back down to the other trailers to the right of an trailer facing the road.

47 When I was in the trailer I heard

I was working from my living (upstairs). I watched the frieight train go by Through 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 flaves at the end of the fence and 1/2 way up the drive way. I could see a lot of smoke up the tracks. I ran out I net up withe a ups man delivering a package that had grubbed a bucket of water. I grabbed the hose and took it to him. I went and the tracks and could see smoke coming from both directions.

I called 911 at 1:25 pm
I called my hisband at 1:31 pm
I called 911 again at 1:34 pm
I called 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 '.'... abuting the tracks Slope. I ran in the house and called 911. If the As I was calling 911 I looked out my window and saw my heighbor's Feace abuting the track Slope on fire about 80' from my property line at '?. It took approximately 10 minutes For the Saw Fire Dept truck to arrive, but not at my house. They engaged at, where

The fire in my backyard burned out of control For approximately I how 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 61 from my abuting the train slope.

To whom it may concern,

My statement of the fire at

on Thursday May 8th 2014.

Thank God I had the day off and had decided to clean out my garage at my home at 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 ! 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,

Tel#.

At 1313, Mr. concluded his meeting at the 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. . 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. and the other members had gone inside of the and grabbed all the fire extinguishers. They used these to try and extinguish some of the fire.

Meeting went outside to have a smoke this area is right near track, saw train go by going slow lengene 1 engene 4 flot cars up lumber from box law sparks comming from middle of train, saw few packets of smoke from leaves, equited, saw-fere all the every down the tracks, Called 911. Fine dept arrived, went ienside & got fire extenguishers to use on fire.

.

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,



- Martinese Benneth risker genaretrieren bennetigingen bit aan va

New Power Point

Tue, May 20, 2014 at 10:32 AM

To: "ranger.matthew.bennett@gmail.com" <ranger.matthew.bennett@gmail.com> 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.

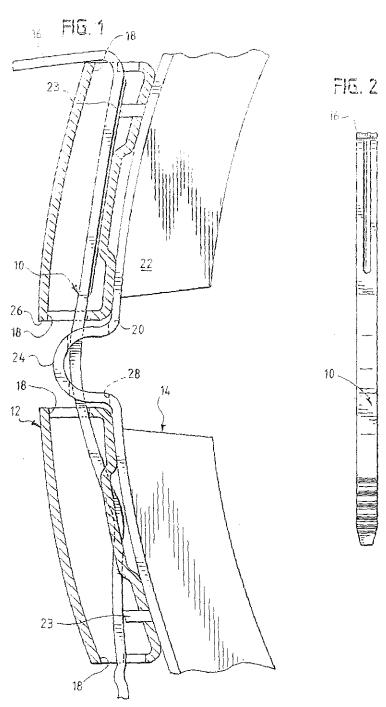
The very last slide shows an unmarked truck equipped with rail-wheels that was next to Main Street, Saco. You can see the Saco RR Station to the right of the truck. It looked like someone was just sitting in the truck viewing the tracks that lead to Old Orchard Beach. We observed the truck throughout 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.

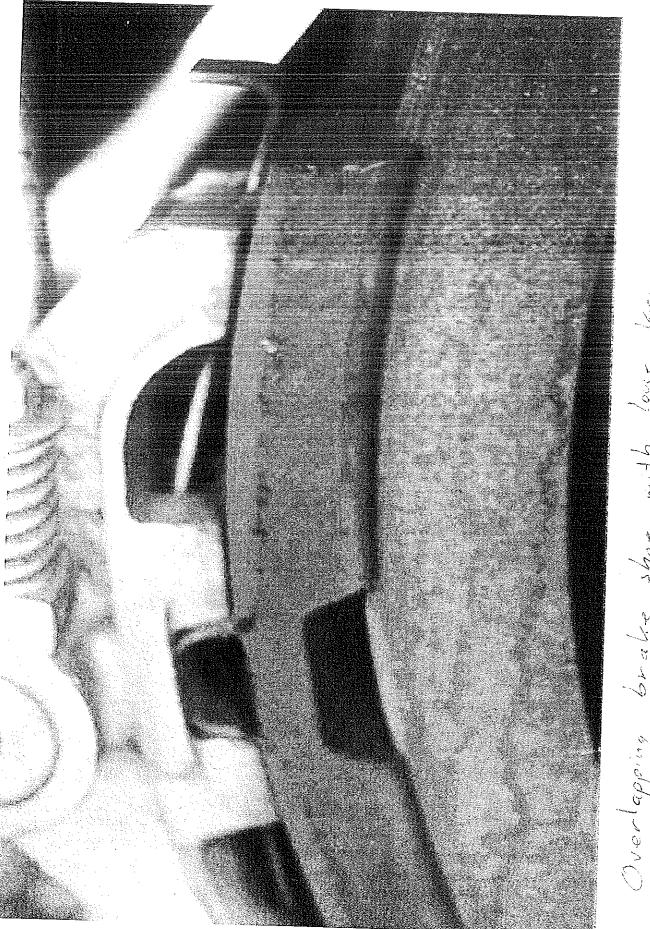
I hope this information may be of some use to you.

Respectfully,

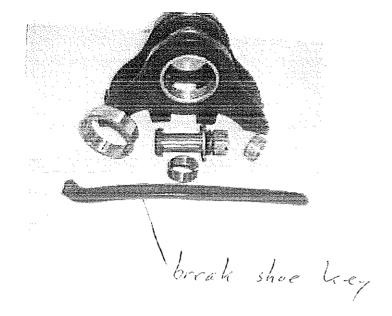


Ballast Tamper.ppt 5907K





Provided by http://rpca.com/Defects/defect-51.jpg



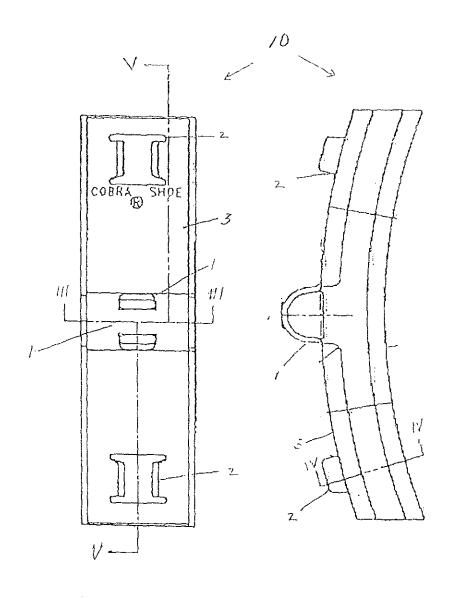
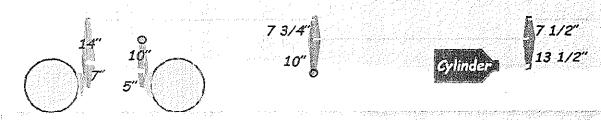


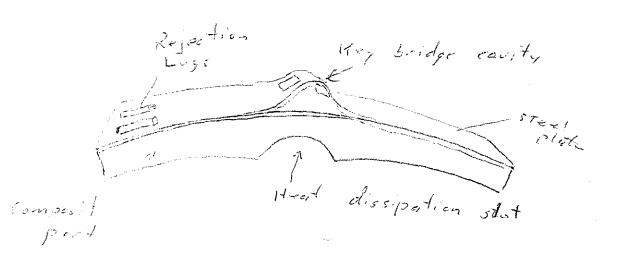
FIGURE 1 FIGURE 2

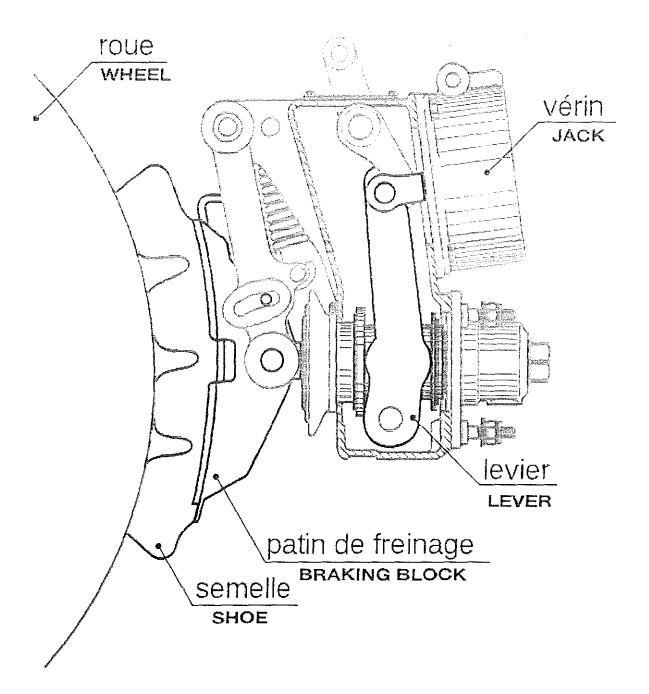
PROVEDED AY



Push rods
Pull rods
Levers
Brake shoes
O 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.







CITY OF BIDDEFORD FIRE DEPARTMENT





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.

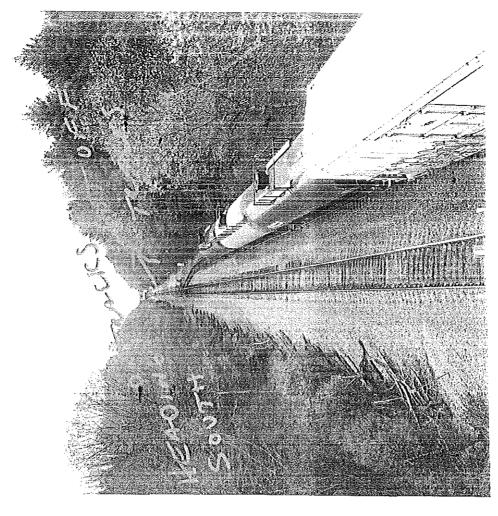
I notified that I was driving to the Precourt St. (Biddeford Connector) bridge for a better vantage point to potentially view any fires, if in that area. No fire or smoke was seen from the area I was located. I was on the Precourt St. Bridge for approximately 5 minutes before departing the area.

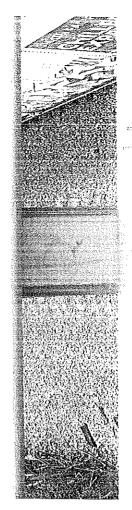
While on the bridge, I noticed a stopped train on the Easterly side of the Precourt St. Bridge. The cars appeared to be black tank cars. While looking westerly, I noticed a vehicle's headlights on the tracks heading east. The vehicle appeared to have turned off of the tracks in the area of the Alfred St. (Rt. 111) bridge, which is approximately 1200 yards from my location.

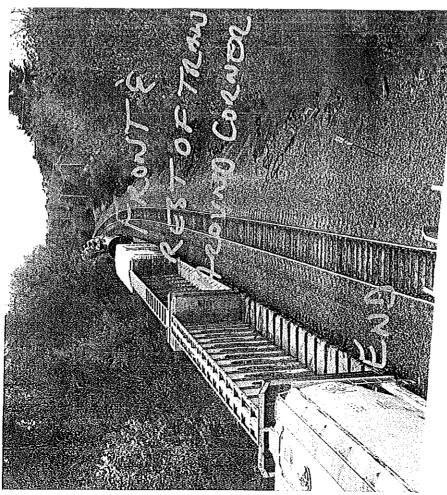
Prior to departing the area, the train began moving, heading in the easterly direction.

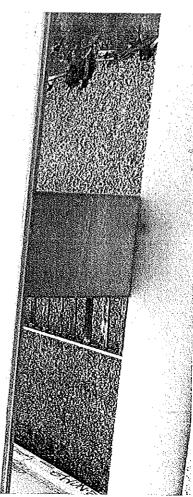
Respectfully Submitted,











Amtrak Police Department Statement incident #14-006892

Portland ME crew base

Portland ME 04102) give this statement to pf 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.

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.





()



Pan Am Railways

Office: 978-663-1150 Fax: 978-663-1174

MEMORANDUM

To:

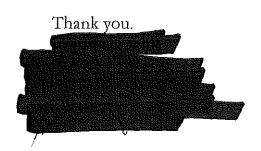
From: Date: 5/15/14

Subject: Follow up conversation with FRA

inspector regarding 307

inspection on 5/10/14

On 5/13/14 I placed a call to FRA inspector to inquire about the inspection preformed 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.



Pellecchia, John

rom:

Sent:

Wednesday, May 14, 2014 10:11 AM

To: Cc:

Subject:

FRA inspection of Engine 307

As info on Sat. 5/10/2014 I went to Portsmouth Yard with maintainer to meet and FRA inspector 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 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 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. 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. In 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



From:
Sent: Wednesday, May 14, 2014 3:03 PM
To:
Cc:

Engine 307

John

Subject:

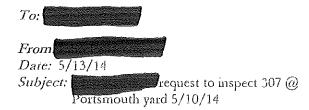
On Saturday May 10, 2014 myself along with and met with an inspector for the FRA. Matt was informed to inspect the engine MEC 307 in Portsmouth by his supervisor to see if the was any evidence as to it possibly causing a brush fire in Old Orchard, ME. At approximately 0900 Matt performed an inspection of the exhaust stack, turbo and wheels and brake's. There where 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 run the engine through its notches while myself 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.



Pan Am Railways

Office:	
Fax:	

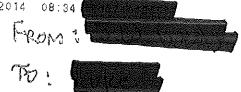
MEMORANDUM



On Friday 5/09/14 I received a call from FRA inspector . 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 meet FRA inspector at the engine 307 at 0900hrs on the morning of 5/10/14 to answer any questions he may have, as well as to observe. I also sent Portland to assist in running the locomotive through the notches for FRA inspector Post inspections on Saturday morning, I received a call from both Mr. and stating the inspections went good and that FRA inspector was sastified with the inspection. I requested both Mr. and Mr. give me a write up regarding

what transpired and I will forward to you/Pam when I receive them.





At Approximately, 1330 hrs on thursday, May 8,2014 We were Running west as Do-I mousing Through out or opening Beach /Saco Area.

OLD OPLIAND BEACH/SINCO APPLA.

OUR ENGINE WAS THE 307, FRUIT ETST SO I WAS
POSITIONED ON THE "SOVIN SIDE." Shortly AFTER
PASSING OWER THE GOOGEFARE BROKE ENLYCET AND ROAD
Bridge There Are A NUMBER OF houses SET BALK.
From The Franks Through A Buffer of Lisads.
As We PASSED ONE OF Them, Scightly EAST OR
PHILEPOST 210, Through The Trees I SAW A PILE OF
BANIS And LEAVES IN ONE OF These Houses yourd.
THE BRUSH And LEAVES IN ONE OF These Houses yourd.
THE BRUSH A BE WAS DEFINITELY SHOLDERING AND
Shoke WAS EMULTING 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 Fine
Druger AND WONDERSON IF THAT WAS BEING RIRED
ON PURPOSE OR NOTE

Shortly Themsontied as I was about to report This To DISTRICT 2. Colled VS and I reported The Aforementioned and gave the Location of This Scenngly unattended fire.

ALSO, I was trumpe There was A Typical Afterwood SeaBreeze in That ARRA which could Have Easily Blown Tobose EMBERS ACROSS THE TRACKS TO WHERE THE MAJOR FIRE TOOK Place.

AND AFTER String AN ARRIVE PICTORE 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. Sincepel.

In refrence to the fire in Old Orchard,

s we were moving west, I saw no signs

fire on the right of way, However my

ngineer made refrence to an un attended fire

saw in a backyard, we wiere contacted

saw in a backyard, we wiere contacted

Trackmen were at

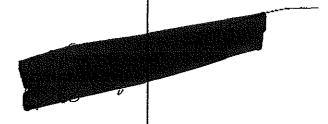
District 1 That some Trackmen were going

213 A/R Branch, and Said they were going

inspect our train, so I decided I would get

inspect our train, so I decided I would get

oblems.



To whom it May Coneum (a)

Op May 8, 2014 I (a)

For Defects, We SAW None,

I was patrol Fam on That Da

Got a Call for a report of

Fire along The Right Of Way

Between Cof 211 4 Cof 2091.

I used The High Rail Truck

1571 to Transport Various possessed & Forth on the Hi-runt

Was back & Forth on the Hi-runt

on The Seene



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.



ALRIVED @ 1715 HORS, QUICK CHECK OF TOP OF LOCOMOTIVE FOR SAFETY/DAMAGE

PURPOSES. AWAIT APRIMAL ON OF FIRE FOREST PANGERS +

SUPERVISOR

5-8-14 1915Hes

Rometell toral

rom:

ænt:

Tuesday, May 13, 2014 12:06 PM

To:

Cc:

Subject:

Re:

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.

Sent from my Verizon Wireless 4G LTE DROID

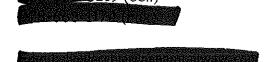


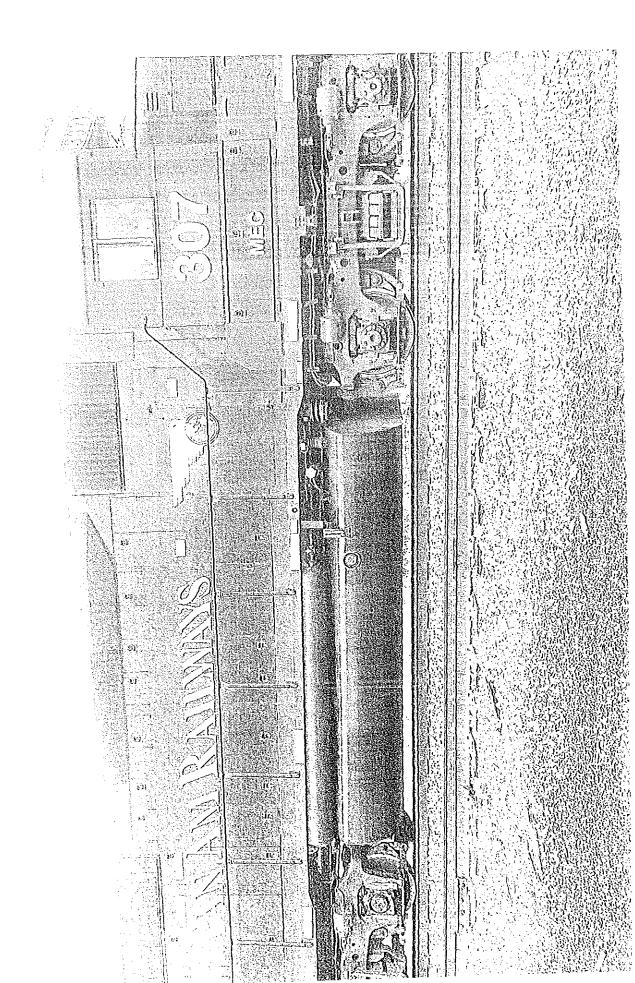
In this photo the forest ranger questioned the piece of metal near the turbo fans. Could this piece of metal get cherry red hot and become dislodged and cause a fire? I didn't think so but wasn't sure.

Best Regards,

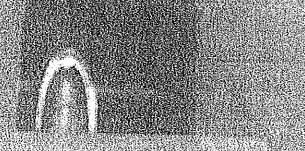
Pan Am Railways

N. Billerica Ma.

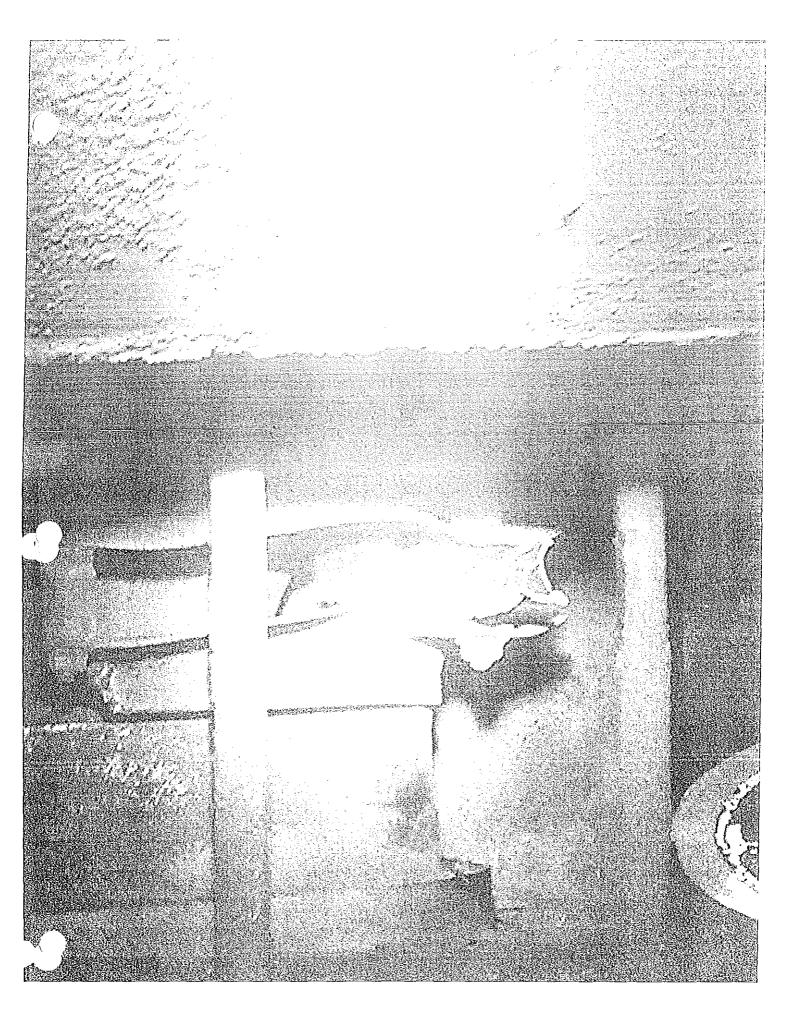








CHECKER & C. STREET WAS EXPENDED AND A STREET



KGYXRWRGYX_20140508_1405.txt

ASUS41 KGYX 081405 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 1000 AM EDT THU MAY 08 2014

 $\begin{array}{l} \mathtt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081500-04018} \\ \mathtt{MAINE} \end{array}$

NHZ002-005-008-009-011-012-014-081500-NEW HAMPSHIRE

CITY PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY LEBANON MT WASHINGTON	SKY/WX MOSUNNY SUNNY SUNNY MOSUNNY SUNNY SUNNY FAIR SUNNY SUNNY SUNNY SUNNY MOSUNNY	TMP 62 62 61 62 60 55 57 58 60 55 30	DP 33 32 31 29 30 30 30 29 27 29 21	RH WIND 33 NW3 32 VRB3 33 CALM 31 N5 30 CALM 38 NE6 35 CALM 34 CALM 34 CALM 36 CALM 36 CALM	PRES REM. 30.18S 30.18S 30.19S 30.17F 30.19F 30.18F 30.17F 30.17F 30.19F 30.17F 30.19F N/A WCI	ARKS
\$\$						

VTZ005-007-008-081500-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A SUNNY SUNNY	TMP 52 55 57	DP 32 29 34	RH WIND 46 MISG 36 CALM 41 NW7	PRES 30.18 30.23F 30.19F	REMARKS
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MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081500-SOUTHERN NEW ENGLAND AND NY

CITY BOSTON WORCESTER NANTUCKET PROVIDENCE	SKY/WX PTSUNNY SUNNY MOSUNNY MOSUNNY	58 3 60 4	2 37 33 39 12 51	WIND E8 VRB3 SW13 S7	PRES 30.20R 30.17F 30.20S 30.18F	REMARKS
1101252	••			Page 1		

KGYXRWRGYX_20140508_1405.txt

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
\$\$					

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081500-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMF AIR		WIND DIR/S	P/G		PRES	WAVE HT/PER
	(UTC)	(F)		(DEG/	KT/K	T)	(MB)	(FT/S)
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	<u>1</u> / 4
CASHES LEDGE BUO	1400	47	46	320/	6/	6	1021.6s	1/5
22				•				•

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.

KGYXRWRGYX_20140508_1510.txt

ASUS41 KGYX 081510 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 1100 AM EDT THU MAY 08 2014

 $\begin{array}{l} \mathtt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081600-04000} \\ \mathtt{MAINE} \end{array}$

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 PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY	SKY/WX PTSUNNY SUNNY SUNNY PTSUNNY SUNNY SUNNY FAIR SUNNY SUNNY MOSUNNY	TMP 66 65 66 65 64 63 61 64 63	DP 27 29 30 29 23 27 24 27 25 27	RH WIND 23 W6 25 CALM 26 VRB3 25 NW3 21 VRB3 25 NE5 22 CALM 27 VRB5 25 VRB5 24 W5	PRES 30.16F 30.16F 30.18F 30.16F 30.17F 30.16F 30.17F 30.16F 30.17F	REMARKS
LEBANON MT WASHINGTON \$\$	SUNNY MOSUNNY	63 32	26 21	24 VRB3 64 W28		WCI 18

VTZ005-007-008-081600-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A MOSUNNY SUNNY	TMP 60 59 60	DP 25 18 34	RH WIND 26 MISG 20 CALM 37 NW9	PRES 30.16F 30.21F 30.19S	REMARKS
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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	
			Dag	o 1	

Page 1

KGYXRWRGYX_20140508_1510.txt

HARTFORD DRIZZLE 51 49 92 S5
ALBANY PTSUNNY 61 45 55 SE8
NEW YORK CITY LGT RAIN 57 52 83 E7 30.17F FOG 30.16s 30.16s \$\$

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081600-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP ATR SEA	WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)	(MB)	(FT/S)
MOUNT DESERT ROC	1500	47		1020.98	
MATINICUS ROCK	1500	50	280/ 5/ 6	1021.55	
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
\$\$. ,		•

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.

KGYXRWRGYX_20140508_1605.txt

ASUS41 KGYX 081605 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 1200 PM EDT THU MAY 08 2014

 $\begin{array}{l} \texttt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081700-maine} \end{array}$

NHZ002-005-008-009-011-012-014-081700-NEW HAMPSHIRE

VTZ005-007-008-081700-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A MOSUNNY MOSUNNY	TMP 64 61 62	26 23	RH WIND 23 MISG 23 N9 36 NW13	PRES 30.13F 30.19F 30.17F	REMARKS
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MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-081700-SOUTHERN NEW ENGLAND AND NY

CITY BOSTON WORCESTER NANTUCKET	SKY/WX PTSUNNY CLOUDY MOSUNNY	TMP DF 58 35 60 41 62 39	42 E9 49 SW8 42 SW14	PRES 30.18F 30.16F 30.19F	REMARKS
PROVIDENCE	CLOUDY	61 48	62 SW10	30.17F	
			0244	7	

Page 1

KGYXRWRGYX_20140508_1605.txt

52 49 89 CALM 62 45 53 S6 55 51 86 CALM HARTFORD DRIZZLE 30.17s FOG 30.15F 30.15F ALBANY PTSUNNY NEW YORK CITY CLOUDY \$\$

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081700-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP	WIND \ DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)	(MB)	(FT/S)
MOUNT DESERT ROC	1600	50		1020.2F	
MATINICUS ROCK	1500	50	280/ 5/ 6	1021.55	
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		1021.4F	
JEFFREYS LEDGE	1500	48	, ,	N/A	1/4
CASHES LEDGE BUO	1600	48 47	310/ 2/ 4	1021.2F	•
\$\$			•		

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.

KGYXRWRGYX_20140508_1705.txt

ASUS41 KGYX 081705 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 100 PM EDT THU MAY 08 2014

 $\begin{array}{l} \mathtt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-081800-04018} \\ \mathtt{MAINE} \end{array}$

NHZ002-005-008-009-011-012-014-081800-NEW HAMPSHIRE

CITY PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY LEBANON	SKY/WX PTSUNNY MOSUNNY MOSUNNY PTSUNNY MOSUNNY MOSUNNY FAIR SUNNY SUNNY SUNNY	TMP 65 68 70 69 68 65 66 67 65	DP 31 29 33 29 24 27 27 25 30 22	RH WIND 27 S13 23 VRB3 25 CALM 22 CALM 19 VRB5 24 W8 21 NW7 23 N9 21 NE7 25 CALM 19 CALM	PRES 30.12F 30.10F 30.13F 30.11F 30.12F 30.10F 30.09F 30.12F 30.12F 30.13F 30.11F	REMARKS

VTZ005-007-008-081800-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON ¢¢	SKY/WX N/A SUNNY PTSUNNY	TMP 66 63 64	121	RH WIND 22 MISG 20 MISG 26 NW13	PRES 30.11F 30.16F 30.16F	REMARKS
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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	
				Dago	1	

Page 1

KGYXRWRGYX_20140508_1705.txt

53 50 89 CALM 66 47 50 SE5 **HARTFORD** DRIZZLE 30.16F FOG 30.12F ALBANY PTSUNNY 54 NEW YORK CITY CLOUDY 50 86 NE12 30.15s FOG \$\$

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-081800-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP AIR SEA	WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)	(MB)	(FT/S)
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
\$\$					

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.

KGYXRWRGYX_20140508_1805.txt

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	010 012	013 010 0.			0 0
CITY PORTLAND 6HR MIN TEMP:	MOSUNNY	63 30	RH WIND 28 S12 68;	PRES 30.12S	REMARKS
SANFORD BAR HARBOR WISCASSET 6HR MIN TEMP:	MOSUNNY SUNNY SUNNY 54; 6HR	66 30 64 28 68 27 MAX TEMP:	26 E13 25 N9 21 VRB3 69;	30.10S 30.10F 30.11F	
ROCKLAND FRYEBURG 6HR MIN TEMP:	SUNNY	72 22	15 E8	30.11S 30.09F	
LEWISTONAUBURN AUGUSTA 6HR MIN TEMP:	SUNNY SUNNY 52; 6HR	68 27 68 21 MAX TEMP:	21 NW8G17 16 MISG 68;	30.10S 30.10F	
WATERVILLE BANGOR 6HR MIN TEMP:	SUNNY MOSUNNY 51; 6HR	66 27 66 19 MAX TEMP:	22 CALM 16 NW16G25 67;	30.06F 30.11F	
GREENVILLE 6HR MIN TEMP:	N/A 45; 6HR	56 24 MAX TEMP:	29 NW13G24 57;	30.125	
MILLINOCKET 6HR MIN TEMP:	SUNNY 50; 6HR	62 21 MAX TEMP:	20 NW13G18 62;	30.13F	
HOULTON 6HR MIN TEMP:	PTSUNNY 46; 6HR	60 22 MAX TEMP:	23 NW14G20 60;	30.11F	
PRESQUE ISLE 6HR MIN TEMP:	SUNNY 45; 6HR	55 18 MAX TEMP:	22 N18G24 55;	30.16S	
FRENCHVILLE 6HR MIN TEMP:	SUNNY 40; 6HR	52 19 MAX TEMP:	27 MISG 53;	30.145	
CARIBOU 6HR MIN TEMP:	SUNNY 43; 6HR	55 19 MAX TEMP:	24 NW16G25 56;	30.13s	
\$\$					
NHZ002-005-008- NEW HAMPSHIRE	-009-011-	-012-014-08	31900-		
CITY PORTSMOUTH ROCHESTER 6HR MIN TEMP:			RH WIND 27 SE15 21 NW12 71;	PRES 30.10F 30.09F	REMARKS
NASHUA MANCHESTER 6HR MIN TEMP:	SUNNY PTSUNNY 49; 6HR		23 CALM 21 W5 70;	30.11F 30.08F	
CONCORD	MOSUNNY	70 25	18 CALM Page 1	30.09F	

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KGYXRWRGYX_20140508_1805.txt
              47; 6HR MAX TEMP: 71;
6HR MIN TEMP:
                                              30.08F
                         68
                             27
                                 21 CALM
               MOSUNNY
LACONIA
                            20
                                 15 SW7
                                              30.095
                         69
PLYMOUTH
               FAIR
                         67 22
                                 18 NW8G17
                                              30.12s
               SUNNY
BERLIN
               38; 6HR MAX TEMP:
6HR MIN TEMP:
                                 68;
                                              30.12s
                         67 27
                                 22 N7
               SUNNY
WHITEFIELD
               40; 6HR MAX TEMP: 68;
6HR MIN TEMP:
                         69 32 25 MISG
                                              30.10F
               MOSUNNY
JAFFREY
               48; 6HR MAX TEMP: 69;
6HR MIN TEMP:
                                 17 NE8
                                              30.09F
                         71 24
               MOSUNNY
LEBANON
              44; 6HR MAX TEMP: 71;
GHR MIN TEMP:
$$
```

MT WASHINGTON NOT AVBL

VTZ005-007-008-081900-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A MOSUNNY PTSUNNY	TMP 69 66 66	25 24	RH WIND 19 MISG 20 NW12 22 NW14	PRES 30.10F 30.16S 30.15F	REMARKS
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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 53	30.15F F	FOG
ALBANY	PTSUNNY	68	48	48 SE8	30.10F	
NEW YORK CITY	DRZL/FOG	54	50	87 NE10	30.13F \	/SB 1
\$\$						

ANZO81-ANZO82-ANZ150-NHZO14-MEZO23>029-081900-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP AIR SEA	WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)		(FT/S)
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
\$\$					

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. Page 2

KGYXRWRGYX_20140508_1910.txt

ASUS41 KGYX 081910 **RWRGYX** WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 300 PM EDT THU MAY 08 2014

MAINE

CITY PORTLAND SANFORD BAR HARBOR WISCASSET ROCKLAND FRYEBURG LEWISTONAUBURN AUGUSTA WATERVILLE BANGOR GREENVILLE	SKY/WX MOSUNNY MOSUNNY SUNNY SUNNY MOSUNNY SUNNY SUNNY SUNNY SUNNY SUNNY MOSUNNY MOSUNNY	TMP 62 63 66 68 59 72 70 69 66 57	21	29 31 22 25 41 15 18 15 20 13 24	WIND \$14 E9G18 N7G17 \$W9 \$13 VRB6 N12G20 NW9G22 N9 N18G25 N15G21	PRES 30.11F 30.09S 30.10F 30.11S 30.08F 30.09F 30.09F 30.05F 30.11S 30.11F	REMARKS
Mar. 11 1 - 1 - 1 - 1							
MILLINOCKET	SUNNY	63	22	20	NW9G18 N16G26	30.13s 30.11s	
HOULTON PRESQUE ISLE	MOSUNNY MOSUNNY	60 55	18		NW15G26	30.113	
FRENCHVILLE CARIBOU \$\$	NOT AVBL PTSUNNY	55	21	26	N17G24	30.13s	
		40 0	1 4 ^	020	20		

NHZ002-005-008-009-011-012-014-082000-NEW HAMPSHIRE

CITY PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY	SKY/WX PTSUNNY MOSUNNY PTSUNNY MOSUNNY MOSUNNY FAIR MOSUNNY MOSUNNY SUNNY	TMP 65 71 73 72 71 70 66 69 71 73	DP 33 27 34 31 24 28 24 19 21 33 33	RH WIND 29 SE14 19 VRB3 24 CALM 22 VRB6 17 VRB6 21 NE7 17 NW7 16 NW10G22 16 NW13 24 VRB5	PRES 30.09F 30.08F 30.06F 30.08F 30.07F 30.11F 30.11F	REMARKS
LEBANON MT WASHINGTON	MOSUNNY PTSUNNY	73 37	23 27	15 N9 65 W24G30	30.07F N/A	
\$\$						

VTZ005-007-008-082000-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A PTSUNNY PTSUNNY	TMP 69 67 68	DP 27 24 29	20 19	WIND MISG NE8 N10	PRES 30.09F 30.13F 30.12F	REMARKS
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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	
1 KOVEDERCE	02				Da	na 1		

Page 1

KGYXRWRGYX_20140508_1910.txt

HARTFORD CLOUDY 56 53 90 SE7
ALBANY PTSUNNY 70 49 47 VRB6
NEW YORK CITY DRZL/FOG 53 50 89 NE8 30.12F 30.07F 30.12F VSB 1 \$\$

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082000-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP ATR SEA	WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)	(MB)	(FT/S)
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
\$\$			•		•

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.

KGYXRWRGYX_20140508_2010.txt

ASUS41 KGYX 082010 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 400 PM EDT THU MAY 08 2014

 $\begin{array}{l} \mathtt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082100-04018} \\ \mathtt{MAINE} \end{array}$

NHZ002-005-008-009-011-012-014-082100-NEW HAMPSHIRE

CITY PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY LEBANON MT WASHINGTON	SKY/WX CLOUDY MOSUNNY PTSUNNY PTSUNNY PTSUNNY FAIR MOSUNNY PTSUNNY PTSUNNY PTSUNNY PTSUNNY	TMP 63 73 73 72 71 67 71 72 37	DP 31 33 34 30 25 20 21 20 35 24 25	RH WIND 30 SE14 30 SE14G21 24 VRB5 20 VRB3 17 VRB3 17 N7 14 E10 17 N16 16 VRB5G17 26 VRB5 16 N6 60 NW21G26	PRES 30.08F 30.08S 30.06F 30.05F 30.05F 30.10F 30.10F 30.06F 30.05F N/A	REMARKS
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VTZ005-007-008-082100-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A PTSUNNY PTSUNNY	TMP 67 66 67	DP 24 24 29	RH WIND 19 MISG 20 VRB5 24 NW13	PRES 30.07F 30.12F 30.11F	REMARKS
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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	
110170-					-	

Page 1

KGYXRWRGYX_20140508_2010.txt

58 53 84 S6 71 49 45 SW7 54 50 86 NE12 30.12s 30.05F 30.11F FOG HARTFORD CLOUDY PTSUNNY ALBANY NEW YORK CITY DRIZZLE

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082100-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME	TEMP AIR SEA	WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)	(MB)	(FT/S)
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
\$\$			• •		•

.....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.

KGYXRWRGYX_20140508_2110.txt

ASUS41 KGYX 082110 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 500 PM EDT THU MAY 08 2014

 $\begin{array}{l} \mathtt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082200-041NE} \end{array}$

NHZ002-005-008-009-011-012-014-082200-NEW HAMPSHIRE

CITY PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY LEBANON MT WASHINGTON	SKY/WX CLOUDY PTSUNNY PTSUNNY PTSUNNY PTSUNNY FAIR PTSUNNY PTSUNNY PTSUNNY PTSUNNY MOSUNNY PTSUNNY	TMP 58 62 74 73 72 71 65 66 72 71 37	DP 34 33 35 29 21 19 18 23 31 27	RH WIND 40 E16 33 SE13G21 24 S5 19 N6 14 NW3 15 N7 14 N3 16 N8 19 NE13 22 CALM 16 N6 65 N16	PRES 30.09R 30.07F 30.05F 30.05S 30.05S 30.10S 30.10S 30.10S 30.05F 30.06R	REMARKS
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VTZ005-007-008-082200-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A CLOUDY CLOUDY	TMP 66 66 65	DP 22 23 30	RH WIND 18 MISG 19 N7 27 N12	PRES 30.08R 30.13R 30.12R	REMARKS
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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	
				, ,,,		

KGYXRWRGYX_20140508_2110.txt

53 77 S8 49 45 CALM 52 94 NE12 HARTFORD 60 **PTSUNNY** 30.10s 71 54 30.06R ALBANY **PTSUNNY** NEW YORK CITY CLOUDY 30.11s FOG

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082200-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME		WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)		(MB)	(FT/S)
MOUNT DESERT ROC		51	(OCG/RT/RT)	1019.1F	(13/3)
MATINICUS ROCK	2100	50	200/ 16/ 16	1019.4F	
PORTLAND WX BUOY	2100	51 49		1018.7F	1/12
WELLS	2100	53 49	180/ 8/ 10		ŕ
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
\$ \$					•

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.

KGYXRWRGYX_20140508_2210.txt

ASUS41 KGYX 082210 RWRGYX WEATHER ROUNDUP FOR MAINE AND NEW HAMPSHIRE NATIONAL WEATHER SERVICE GRAY ME 600 PM EDT THU MAY 08 2014

 $\begin{array}{l} \mathtt{MEZ002-005-006-010-012-015-018-020-021-024-026-027-029-082300-04010E} \end{array}$

CITY PORTLAND SANFORD BAR HARBOR WISCASSET ROCKLAND	SKY/WX PTSUNNY PTSUNNY SUNNY PTSUNNY PTSUNNY	TMP 59 61 63 59 57	DP 33 32 25 34 32	RH WIND 37 S12 33 S6 23 N12G17 39 S6 38 S7	PRES 30.09R 30.09S 30.09S 30.11R 30.10S	REMARKS
FRYEBURG	PTSUNNY	70	22	16 N10	30.07R	
LEWISTONAUBURN	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 PRESQUE ISLE FRENCHVILLE CARIBOU \$\$	SUNNY PTSUNNY MOSUNNY PTSUNNY	56 54 50 53	18 18 19 22	22 N16 24 NW17 29 N10 29 N15G22	30.14R 30.17S 30.16R 30.15R	

NHZ002-005-008-009-011-012-014-082300-NEW HAMPSHIRE

CITY PORTSMOUTH ROCHESTER NASHUA MANCHESTER CONCORD LACONIA PLYMOUTH BERLIN WHITEFIELD JAFFREY LEBANON MT WASHINGTON	SKY/WX PTSUNNY PTSUNNY PTSUNNY PTSUNNY CLOUDY FAIR PTSUNNY PTSUNNY MOSUNNY PTSUNNY CLOUDY	TMP 56 60 72 72 72 70 64 64 69 72 37	DP 34 31 41 28 22 21 19 23 41 22 27	RH WIND 43 SE12 33 SE9 32 SE10 19 VRB5 15 N9 15 NW9 15 CALM 17 NW7 21 N6 36 VRB3 15 NE5 65 NW15G21	PRES 30.09S 30.09R 30.06R 30.04S 30.05S 30.07R 30.11R 30.11R 30.06R 30.07R N/A	REMARKS
\$\$						

VTZ005-007-008-082300-VERMONT

CITY ST JOHNSBURY MONTPELIER BURLINGTON \$\$	SKY/WX N/A CLOUDY CLOUDY	•	21 26	RH WIND 18 MISG 23 N7 25 N13	PRES 30.09R 30.14R 30.12S	REMARKS
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MAZ007-012-024-CTZ003-RIZ002-NYZ038-NYZ072-082300-SOUTHERN NEW ENGLAND AND NY

CITY SKY/WX BOSTON PTSUNNY WORCESTER MOSUNNY NANTUCKET CLOUDY PROVIDENCE CLOUDY	TMP DP 56 42 59 50 55 52 61 53	RH WIND 59 E15 72 SW8 89 W8 75 W7	PRES 30.10F 30.09S 30.12S 30.11S e 1	REMARKS
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KGYXRWRGYX_20140508_2210.txt

52 77 SW8 48 42 SW6 50 86 NE10G21 HARTFORD **PTSUNNY** 30.09F 72 54 ALBANY PTSUNNY 30.05F NEW YORK CITY CLOUDY 30.10F FOG

ANZ081-ANZ082-ANZ150-NHZ014-MEZ023>029-082300-COASTAL MARINE OBSERVATIONS

STATION/POSITION	TIME		WIND DIR/SP/G	PRES	WAVE HT/PER
	(UTC)	(F)	(DEG/KT/KT)	(MR)	(FT/S)
MOUNT DESERT ROC		49	(DEG) KI/KI/	1019.15	(11/3)
MATINICUS ROCK	2200	50	210/ 14/ 14	1019.45	
PORTLAND WX BUOY	2200	51 49	190/ 8/ 8		1/3
WELLS	2200	54 48	220/ 12/ 14	1018.4F	•
ISLE OF SHOALS	2200	51	130/ 15/ 16	1018.35	
JEFFREYS LEDGE	2100	48		N/A	1/13
CASHES LEDGE BUO	2200	50 48	170/ 10/ 10	1019.2F	1/4
<u> </u>					

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.

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 8th.

<u>Fuel model 1 (grass group)</u>: 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.

<u>Fuel model 6 (shrub group)</u>: 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.

<u>Fuel model 8 (timber group)</u>: 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.

<u>Fuel model 9 (timber group)</u>: 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.

<u>Fuel model 10 (timber group)</u>: 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

Dregg a. Wesslein District Forest Ranger



Inputs: SURFACE, SPOT, IGNITE		
Description	Pan	Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory		THE TAX PLANTS
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 li	-	r J
Calculations are only for the direction of t	-	-
Fireline intensity, flame length, and spread for the direction of the spread calculation		•
Wind is blowing upslope [SURFACE].		-
O / / X7	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
Output Variables) fatings 4.4	OP3
Surface Rate of Spread (maximum) (ch/h) [SUKFAC	∟E]
Flame Length (ft) [SURFACE] (continued	l on next pag	ge)

BehavePlus 5.0.5	Sun, Jun 29, 2014 at 14:19:40	Page 2
Spot Dist from a Wind Dr Firebrand Ht from a Burni	Input Worksheet (continued) riven Surface Fire (mi) [SPOT] ing Pile (ft) [SPOT] m a Firebrand (%) [IGNITE]	
Notes		
		1

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

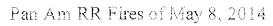
1

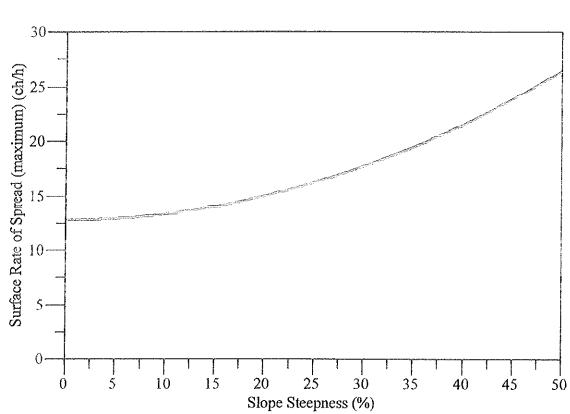
Short grass (S)

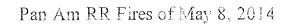
Description		Pan	Am	RR	Fi	res	3 0	f	Мау	8,	2014
Fuel/Vegetation, Surface/Understory											
Fuel Model			6								
Fuel/Vegetation, Overstory											
Downwind Canopy Height	ft		0								
Fuel Moisture											
1-h Moisture	%		5								
10-h Moisture	%		6								
100-h Moisture	%		7								
Live 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 Terrain											
Slope Steepness	%		0,	10,	20	, :	30,	4	0,	50	
Ridge-to-Valley Elevation Difference	ft	(2								
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	imno	nod l	CLID	E A C	ופוי					
Calculations are only for the direction o		-		•							
Fireline intensity, flame length, and spre				L	KrF	ICE	, J.				
for the direction of the spread calcula											
Wind is blowing upslope [SURFACE].	_			1.							
V 1					,						
Output Variables											
•	/b) [S1]	RFAC	EI								
Surface Rate of Spread (maximum) (ch	μ	T/T X X/									

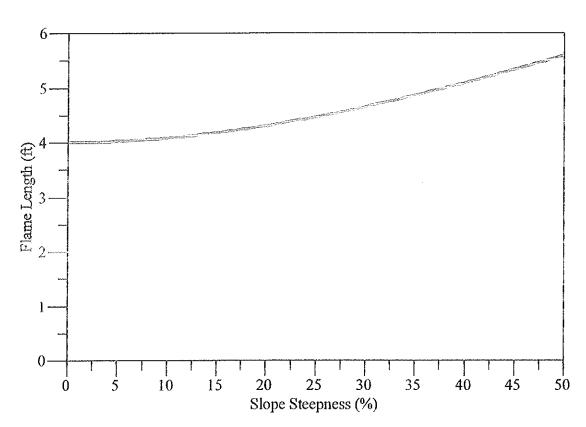
BehavePlus 5.0.5	Sun, Jun 29, 2014 at 12:01:43	Page
	Input Worksheet (continued)	
Spot Dist from a Burn		
	urning Pile (ft) [SPOT]	
Probability of Ignition	from a Firebrand (%) [IGNITE]	
s		
· · · · · · · · · · · · · · · · · · ·		

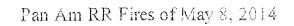
Slope	ROS	Flame	Pile Burn	Pile Burn	Firebrand
	(max)	Length	Spot Dist	Firebrand Ht	Ignition
%	ch/h	ft	mi	ft	%
0	12.8	4.0	0.0	12.2	60
10	13.4	4.1	0.0	12.2	60
20	15.0	4.3	0.0	12.2	60
30	17.8	4.7	0.0	12.2	60
40	21.6	5.1	0.0	12.2	60
50	26.5	5.6	0.0	12.2	60

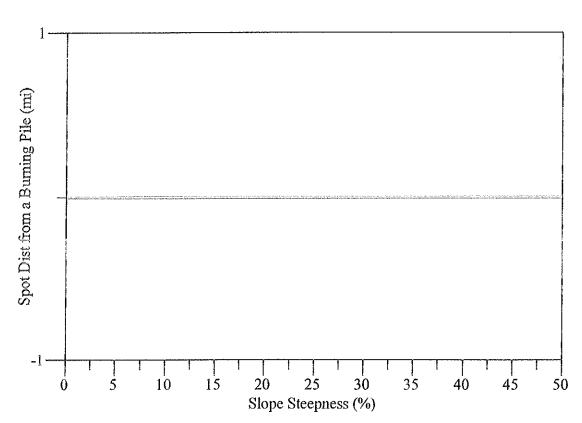


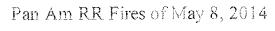


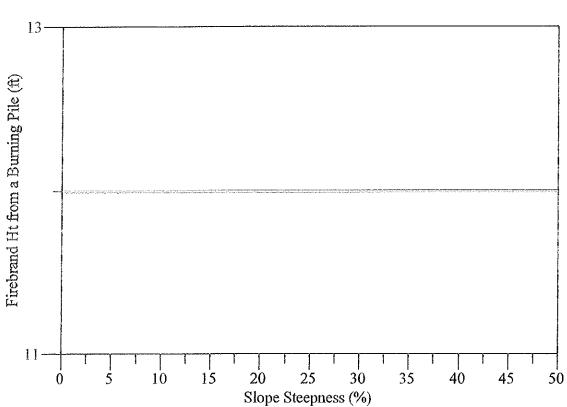


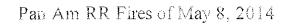


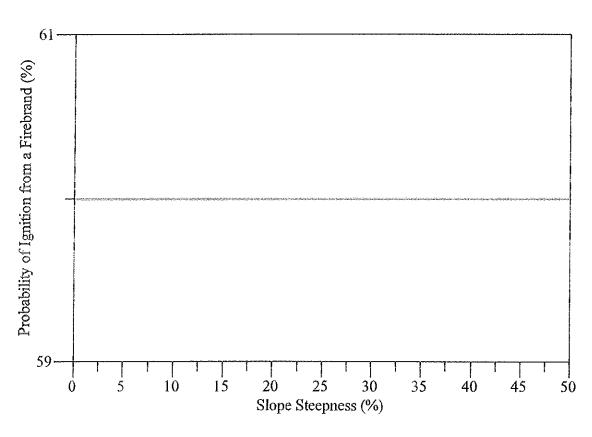


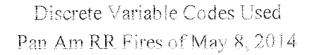












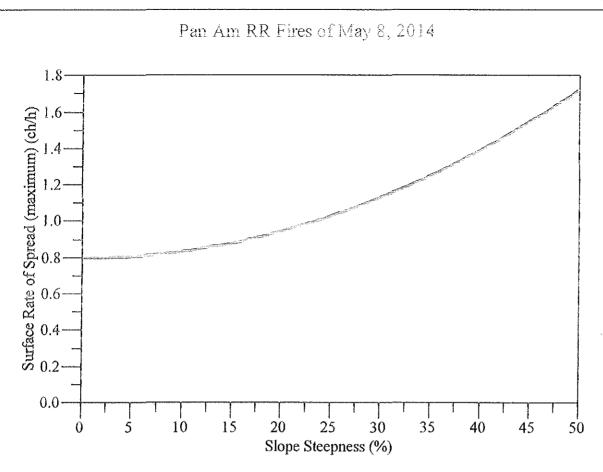
Fuel Model

6 Dormant brush, hardwood slash (S)

Description	Pan	Am RR Fires of May 8, 201
Fuel/Vegetation, Surface/Understory		
Fuel Model		8
Euel/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 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
Flame Height from a Burning Pile	ft	1
Run Option Notes	limate IC town	and folipe A Opi
Maximum reliable effective wind speed	•	-
Calculations are only for the direction of		• •
Fireline intensity, flame length, and spre for the direction of the spread calcula		•
Wind is blowing upslope [SURFACE].		
Output Variables		
verby and a minority		
Surface Rate of Spread (maximum) (ch.	/h) [SURFA	.CEI

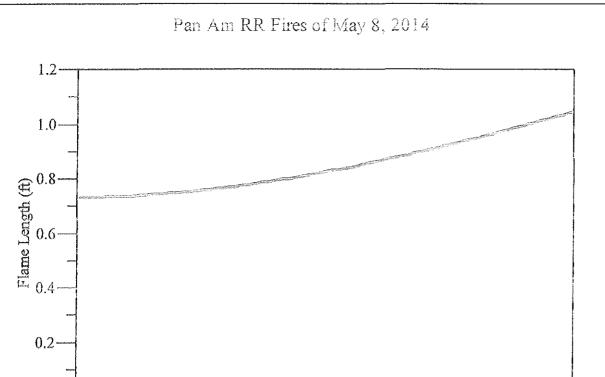
BenavePlus 5.0.5	Sun, Jun 29, 2014 at 12:01:02	Page 2
Firebrand Ht from a B	Input Worksheet (continued) ing Pile (mi) [SPOT] urning Pile (ft) [SPOT] from a Firebrand (%) [IGNITE]	
Notes		
		,

Slope	ROS	Flame	Pile Burn	Pile Burn	Firebrand
	(max)	Length	Spot Dist	Firebrand Ht	Ignition
%	ch/h	ft	mi	ft	%
0	8.0	0.7	0.0	12.2	60
10	8.0	8.0	0.0	12.2	60
20	0.9	8.0	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



0.0

5



20 25 30 Slope Steepness (%) 35

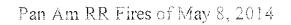
40

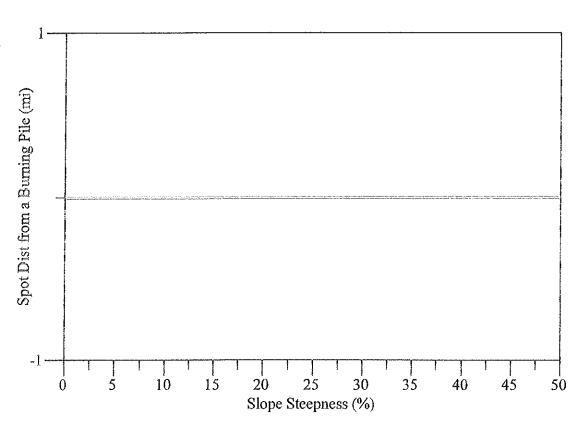
45

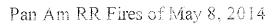
50

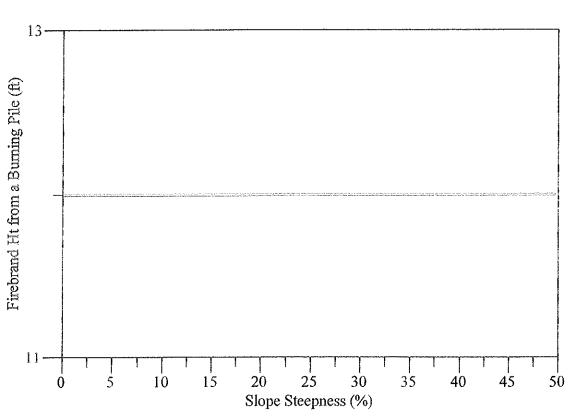
15

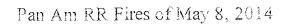
10

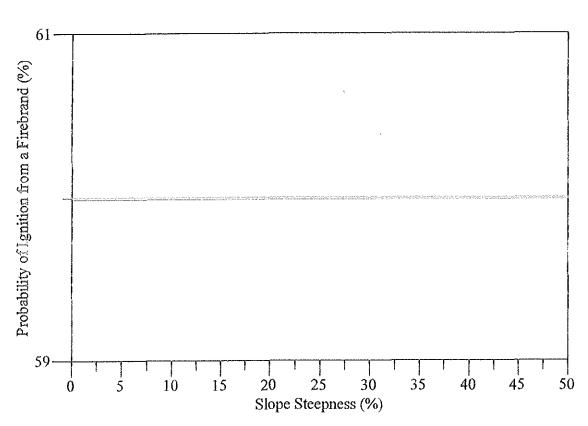












Discrete Variable Codes Used Pan Am RR Fires of May 8, 2014

Fuel Model

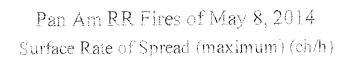
8

Short needle litter (S)

Inputs: SURFACE, SPOT, IGNITE Description	D	an Am RR Fires of May 8, 2014
Fuel/Vegetation, Surface/Understory	<u>L</u>	an Am IN FILES OF May 6, 2014
Fuel Model		9
Fuel/Vegetation, Overstory		"
Downwind Canopy Height	ft	0
Fuel Moisture	2.0	
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
Day Ontion Motor		
Run Option Notes Maximum reliable effective wind speed	limit IQ i	nnosed [SLIREACE]
Calculations are only for the direction o		
Fireline intensity, flame length, and spre		
for the direction of the spread calcula		
Wind is blowing upslope [SURFACE].	_	•
Output Variables		
Surface Rate of Spread (maximum) (ch	/h) [SUR	FACE]
Flame Length (ft) [SURFACE]	ed on nex	

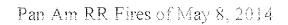
Spot Dist from a Burning Pile (mi) [SPOT]
Firebrand Ht from a Burning Pile (ft) [SPOT]
Probability of Ignition from a Firebrand (%) [IGNITE]

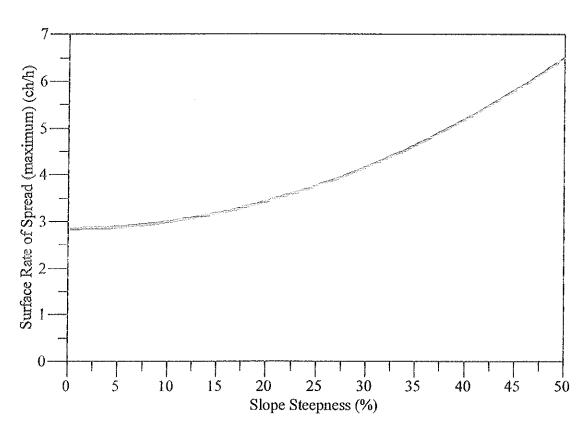
Notes		
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An		

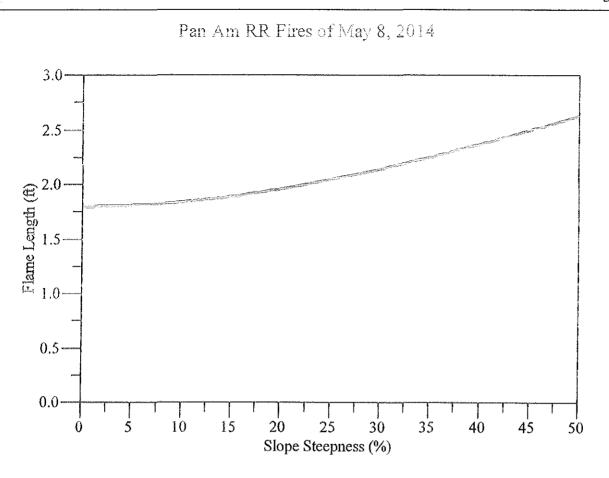


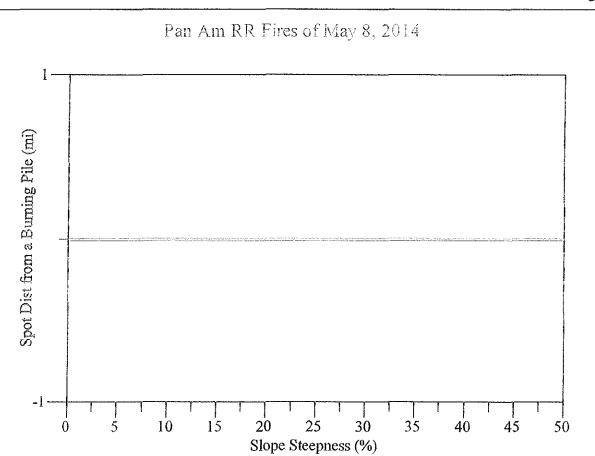
20-ft	Slope Steepness						
Wind	%						
mi/h	0	10	20	30	40	50	
0	0.9	1.1	1.5	2.2	3.2	4.6	
2	1.1	1.3	1.7	2.5	3.5	4.8	
4	1.7	1.8	2.2	3.0	4.0	5.3	
6	2.4	2.6	3.0	3.7	4.7	6.1	
8	3.4	3.5	3.9	4.7	5.7	7.0	
10	4.5	4.7	5.1	5.8	6.8	8.2	

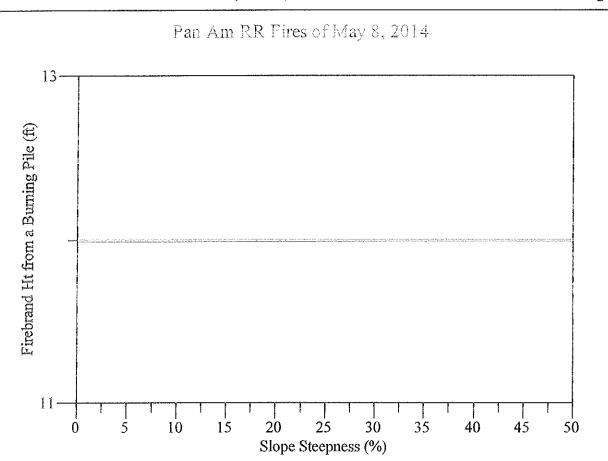
Slope	ROS	Flame	Pile Burn	Pile Burn	Firebrand
	(max)	Length	Spot Dist	Firebrand Ht	Ignition
%	ch/h	ft	mi	ft	%
0	2.9	1.8	0.0	12.2	60
10	3.0	1.8	0.0	12.2	60
20	3.4	2.0	0.0	12.2	60
30	4.2	2.1	0.0	12.2	60
40	5.2	2.4	0.0	12.2	60
50	6.5	2.6	0.0	12.2	60

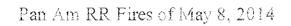


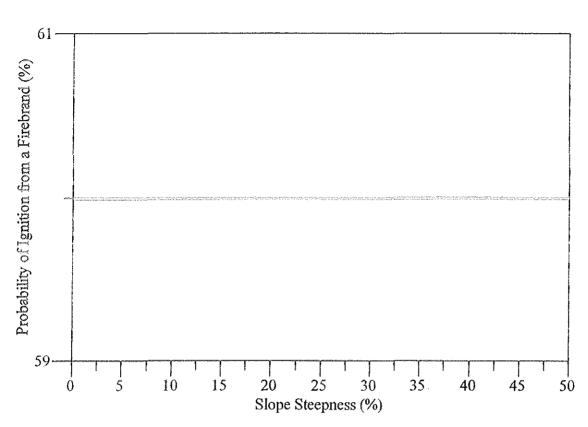












Discrete Variable Codes Used Pan Am RR Fires of May 8, 2014

Fuel Model

9

Long needle or hardwood litter (S)

Description		an Am RR Fires of May 8, 201
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	1' ', TO '	1 FOX IND A GOVE
Maximum reliable effective wind speed		
Calculations are only for the direction o		
Fireline intensity, flame length, and spre for the direction of the spread calcula		
Wind is blowing upslope [SURFACE].	-	a Aodj.
which is blowing upslope [SORTACE].		
Output Variables		
Surface Rate of Spread (maximum) (ch	/h) [SUR	FACE]
Flame Length (ft) [SURFACE]	,	
(continu	ed on next	t page)

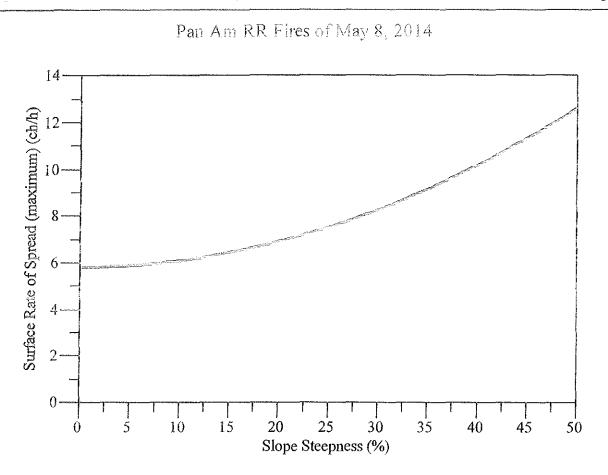
Input Worksheet (continued)

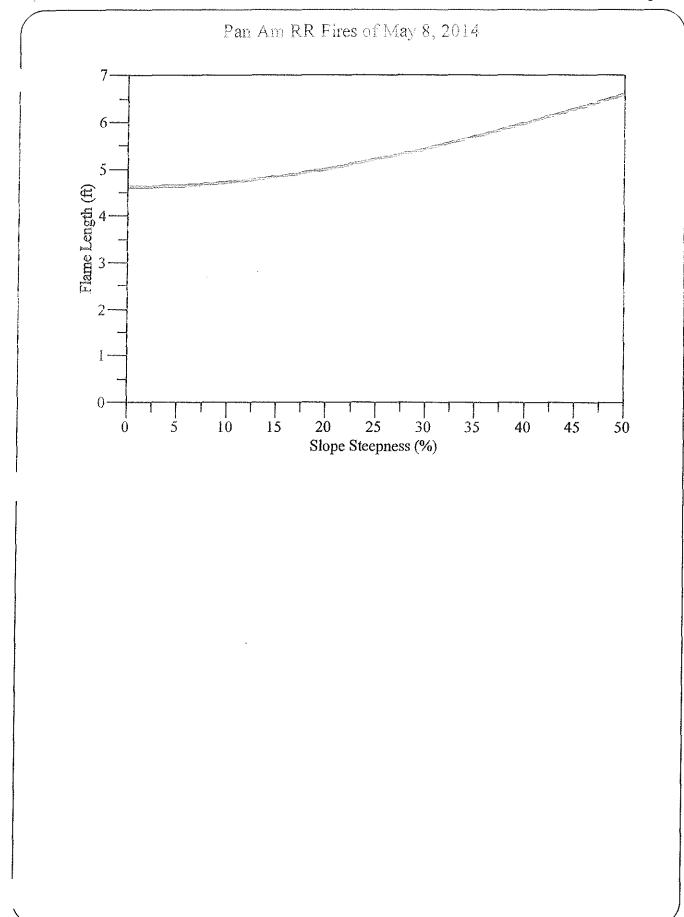
Spot Dist from a Burning Pile (mi) [SPOT]
Firebrand Ht from a Burning Pile (ft) [SPOT]
Probability of Ignition from a Firebrand (%) [IGNITE]

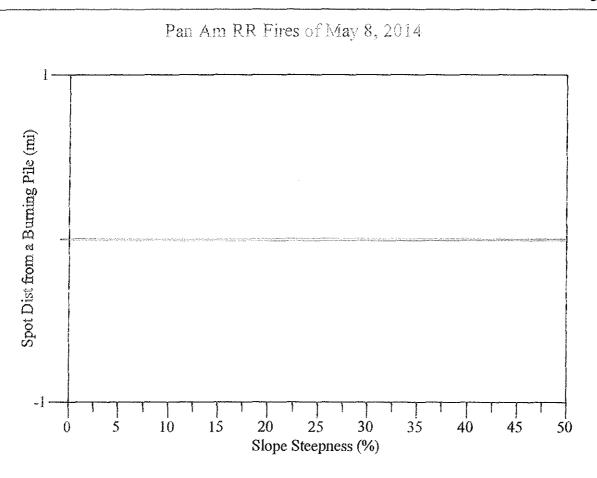
Notes	
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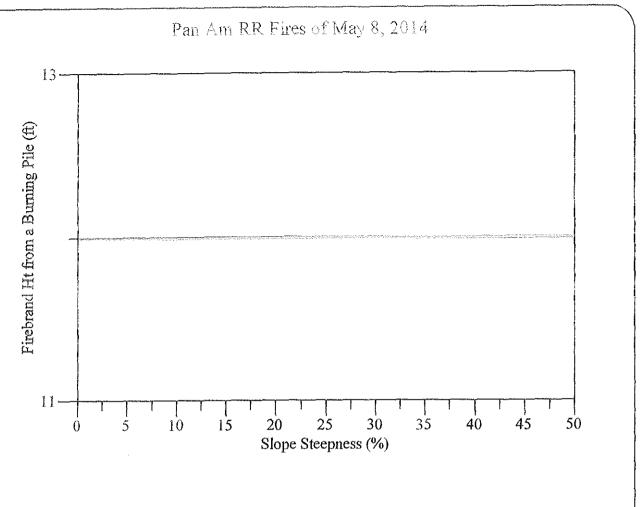
Pan Am RR Fires of May 8, 2014

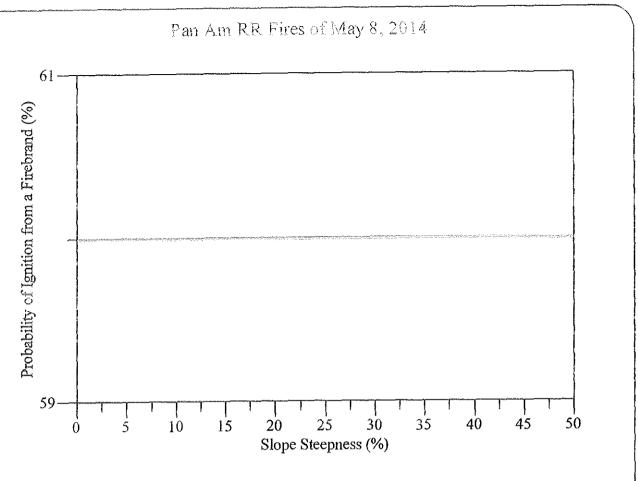
Slope	ROS	Flame	Pile Burn	Pile Burn	Firebrand
-	(max)	Length	Spot Dist	Firebrand Ht	Ignition
%	ch/h	ft	mi	ft	%
0	5.8	4.6	0.0	12.2	60
10	6.1	4.7	0.0	12.2	60
20	6.9	5.0	0.0	12.2	60
30	8.3	5.4	0.0	12.2	60
40	10.2	6.0	0.0	12.2	60
50	12.6	6.6	0.0	12.2	60











Discrete Variable Codes Used Pan Am RR Fires of May 8, 2014

Fuel Model

10 Timber litter and understory (S)

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Biddeford Police Department Arrest Report

Page: 1 05/27/2014

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 Cou

Court Date: Reporting Officer: Booking Officer:

Approving Officer:





Bail For Court: District Court

Defendant Held Without Bail ***NONE***

Defendant Held Without Bail

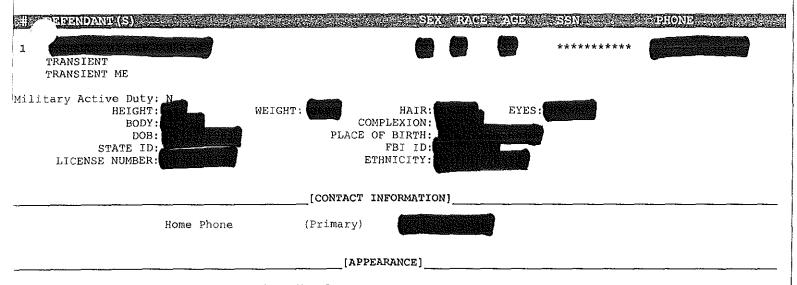
Bail Set By: No bail allowed

Signature:

Bail Unpaid:

Released To: YORK COUNTY JAIL Released: 05/13/2014 @ 1350

Signature:

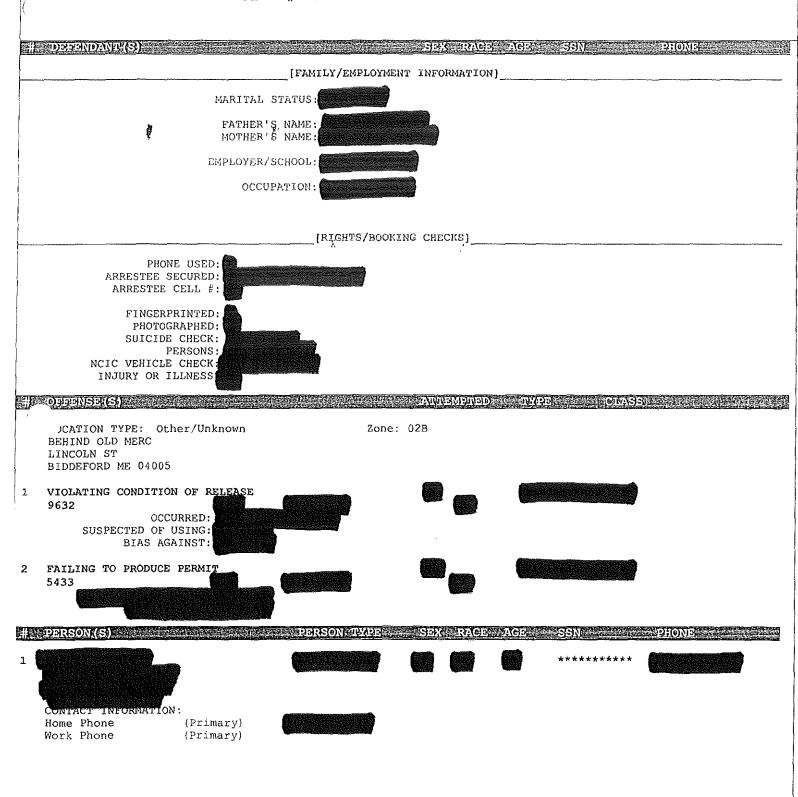


GLASSES WORN: NO

Biddeford Police Department Arrest Report

Page: 2 05/27/2014

Arrest #: 14-878-AR Call #: 14-17012



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 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, and 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. who were both in violation of were issued verbal warnings not to return. explained to me that he had started the campfire to stay warm and spend some time with At this approximate time, I learned through Biddeford Police Dispatch tha 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 whose date of birth is 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 During a search of person, incident to arrest, I located a copy of his bail conditions in his jacket pocket. old me that he was aware of the conditions. 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 hours. 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 with the Boston & Maine Railroad Police issued a Warning Notice for trespass as well (See Attached). was subsequently transported to the York County Jail.

Biddeford Police Department

NARRATIVE FOR

Page: 1

Attachments:

USAC: Violating Conditions of Release

Un AC: Failure to Produce Permit (Campfire)

ninal History

BMRRPD warning Notice

Biddeford Police Department

NARRATIVE FOR

Ref: 14-878-AR

Entered: 05/13/2014 @ 1238

Modified: 05/14/2014 @ 0724 Modified ID: 32277

Approved: 05/14/2014 @ 0731 Approval ID: 32277

Entry ID: 10069

Page: 2

FCP001 07/02

Maine Forest Service DEPARTMENT OF CONSERVATION OPEN BURNING PERMIT

•					₹el	ephone Number :	
Permission is hereby granted to:	_ ,	Permittee	<u> </u>		Address		<u> </u>
ro kindle: CAMPFIRE	SLASH (BRUSH	☐ GRASS	& PASTURE	☐ BLUEBER	RRY LAND	
OTHER	<i>Y</i>	Automobile	Da	te of Burn:		Hours to I	Зurn:
Location of Open Burning:				a Anna and Andrews			
Means of Travel:						Number in	Party:
8	oat or Vehicle Re	egistration (Re	quired for Campf				
./				QUIREMEN'		1	/
Specific Number: ADULTS V	PORTABLE	PUMP & HOSI	E	Alling	_ CHARGED GAF	NDEN HOSE	
BACK PUMP	HAND TOOL	.s	OT!	HER:	Specify		
This permit is granted in the good fallable for suppression costs if the fir existing laws and regulations of the statutes, the out-of-door burning of prohibited in all areas of the State. a Class E crime.	e escapes due to Maine Forest Se plastic, rubber, l	o negligence of ervice, Departn Styrofoam, me	r not following the ment of Environm tals, food wastes it of door burning	e safety requirent ental Protection , chemicals, treat or who fails to c	nents listed above, and local municipal ted wood or other s omply with any stal	All open burning fordinances. In a solid wastes, exceed permit conditions.	shall be in conformity to accordance with Title 12 apt for wood wastes, is on or restriction commit
Counte	Miles	orest Ranger		_ Time Issued: _	815	MAM DAM	Authority: Director
(a) the sector has a subsection of		-	-2-14				Maine Forest Service
-veening.		Date	e Issued	 ଧା	gnatyr e or r erson i	Issuing Permit	
White copy retained Canary copy to permittee		DEPART	aine Fores MENT OF (EN BURNIN	CONSERVA	•		2555439
		DEPART	WENT OF (CONSERVA	•	ephone Number	2555439
Canary copy to permittee	F	DEPARTI OPE	MENT OF (EN BURNIN	CONSERVA	Tele	ephone Number	2555439
Canary copy to permittee Permission is hereby granted to:	F	DEPARTI OPE	MENT OF (EN BURNIN GRASS	CONSERVA IG PERMIT	Tele Address	ephone Number	
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE :	F	DEPARTI OPE	MENT OF (EN BURNIN GRASS	CONSERVA IG PERMIT & PASTURE	Tele Address	ephone Number	2555439 Surn:
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE CAMPFIRE OTHER Location of Open Burning: Magnes of Travel:	F SLASH E	DEPARTI OPE ermittee BRUSH	MENT OF (EN BURNIN	CONSERVA IG PERMIT & PASTURE e of Burn:	Tele Address	RY LAND Hours to E	surn:
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE CAMPFIRE OTHER Location of Open Burning: Magnes of Travel:	F SLASH E	DEPARTI OPE ermittee BRUSH	MENT OF (EN BURNIN GRASS	CONSERVA IG PERMIT & PASTURE e of Burn:	Tele Address	RY LAND Hours to E	
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE CAMPFIRE OTHER Location of Open Burning: Magnes of Travel:	F SLASH E	DEPARTI OPE ermittee BRUSH	MENT OF (EN BURNIN	CONSERVA IG PERMIT & PASTURE e of Burn:	Address BLUEBERI	RY LAND Hours to E	surn:
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE OTHER Location of Open Burning: Means of Travel: Specific Number: ADULTS	SLASH E	DEPARTION OPE	MENT OF (EN BURNING) GRASS Date of the complete of the compl	CONSERVA IG PERMIT & PASTURE e of Burn: re Permit) QUIREMENT	Address BLUEBER	RY LAND Hours to E	surn:
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE OTHER Location of Open Burning: Means of Travel: Specific Number: ADULTS	SLASH E	DEPARTION OPE	MENT OF (EN BURNING) GRASS Date of the complete of the compl	CONSERVA IG PERMIT & PASTURE e of Burn: re Permit) QUIREMENT	Address BLUEBER 5-5-1	PPHONE Number RY LAND Hours to E Number in	Party:
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE STANTING: OTHER Location of Open Burning: Means of Travel: Book Specific Number: ADULTS KEEP CONSTANT WATE This permit is granted in the good faliable for suppression costs if the fire existing laws and regulations of the statutes, the out-of-door burning of orohibited in all areas of the State.	pat or Vehicle Re PORTABLE F HAND TOOL OH ON FIRE AN OH OH HAT HE fire is e escapes due to Maine Forest Se plastic, rubber, Se	DEPARTIONE PUMP & HOSE S D MAKE SUR c carefully water regligence or rvice, Departments of the purpose of	GRASS GRASS Date Quired for Campfi SAFETY RE Ched and controller and following the ment of Environments als, food wastes,	& PASTURE e of Burn: re Permit) QUIREMENT HER: MMPLETELY EX ed by a sufficient is safety requirem ental Protection a chemicals, treat	Address BLUEBERI SPECIFY FINGUISHED BEFT force of aduits anvents listed above. and local municipal ed wood or other steel	PATEUR Number IN INC. INC. INC. INC. INC. INC. INC. I	Party:
Canary copy to permittee Permission is hereby granted to: To kindle: CAMPFIRE OTHER Location of Open Burning: Means of Travel: Bo Specific Number: ADULTS ACK PUMP KEEP CONSTANT WATE This permit is granted in the good faliable for suppression costs if the fire existing laws and regulations of the statutes, the out-of-door burning of	pat or Vehicle Re PORTABLE F HAND TOOL CH ON FIRE AN ith that the fire is e escapes due to Maine Forest Se plastic, rubber, S Any person who	DEPARTION OPE	GRASS GRASS Date of the control of	& PASTURE e of Burn: re Permit) QUIREMENT HER: completely exited by a sufficient safety requiremental Protection a chemicals, treat or who falls to complete the safety requiremental Protection and the	Address BLUEBERI SBLUEBERI SCHARGED GAR Specify FINGUISHED BEFT force of adults and ents listed above, and local municipal ed wood or other somply with any state	Phone Number RY LAND Hours to E Number in DEN HOSE ORE LEAVING d adequate equip All open burning ordinances. In a olid wastes, exceed permit condition	Party:

White copy retained Canary copy to permittee

Maine Forest Service DEPARTMENT OF CONSERVATION OPEN BURNING PERMIT

Permission is hereby granted to: Address Address
ió kindle: CAMPFIRE SLASH BRUSH GRASS & PASTURE BLUEBERRY LAND
OTHER Date of Burn: Hours to Burn: Opin
Date of Burn: 5/7/19 Hours to Burn: 10pm Location of Open Burning: 5ame
Means of Travel: Number in Party: 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 commit a Class E crime.
Countersigned by Time Issued: OF/Y DAM DM Director Maine Forest Service
Signature of Signa
FCP001 07/02 STATE LAW REQUIRES PERMIT IN HAND DURING BURNING IN ORGANIZED TOWNS, VILLAGES AND PLANTATIONS

and brum my brush pile a fire permit and brush was mostly seet leave and brush. I had a rake, water breakeds and hose. With plants of water pressure. On May 8, I corone into hostistick for dinner, and took a look and ferra cent back and notice smoke and ferra call my will te call 9// about the fire a Running back and froth to my house to hook up hosts. I brooked the fire was out of control. It was are shown before fer truck show up. A lower wife a solver the struck of control of was reduit up & slown the track.

No wind, and bire men insperted my burning Pile



Saco Fire Department Incident Report

Page: 1 06/12/2014

Incident #: 14-1128-IN Exp. 0

Call #: 14-9726

Location:



District: District 15 Camp Ellis

Station: Saco Central

Officer In Charge:

Report By: Approved By:

05/07/2014 05/07/2014 on 05/07/2014

Incident Type: Citizen complaint Property Use: Open land or field Actions Taken: Incident command

Investigate

Owner:

Resources Used Summary

Alarm: 05/07/2014 @ 1848

Cleared: 05/07/2014 @ 1902

Arrived: 05/07/2014 @ 1902

Aid: None

Apparatus

Suppression: 1

Shift: C

EMS: 0 Other: 0 Alarms: 0

Personnel

Suppression: 2

EMS: 0

Other: 0

Casualts es Similary

Deaths

Fire Service: 0

Civilian: 0

Injuries

Fire Service: 0

Civilian: 0

People and Entitles Involved Type Sex Age Home: | Work ||

Saco Fire Department Incident Report

Page: 2 06/12/2014

Incident #: 14-1128-IN Exp. 0

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Saco Fire Department Incident Report

Page: 3 06/12/2014

Incident #: 14-1128-IN Exp. 0

NARRATIVE FOR

Ref: 14-1128-IN

Entered: 05/07/2014 @ 1934 Modified: 05/07/2014 @ 1934

Entry ID:



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 buring 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
				Prescribed burn Me Forest Service & IF&W	5/8/2014
					5/7/2014
					5/7/2014
	Elementary (Control			brush	5/7/2014
				Brush	5/7/2014
		3			5/7/2014
					5/7/2014
					5/7/2014
				slash/wood	5/7/2014
					5/7/2014
				burning brush till 12am	5/7/2014
					5/6/2014
)·		5/6/2014
					5/6/2014
				Brush	5/6/2014
					5/6/2014

Home → Search Transactions → Burn Permit Details



Maine Forest Service DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY OPEN BURNING PERMIT

2542

Permission is hereby granted to:



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

Municipality/Unorganized Territory:

on the public separate is a sory;

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

Home → Search Transactions → Burn Permit Details



Maine Forest Service DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY OPEN BURNING PERMIT

3018

Permission is hereby granted



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:

Municipality/Unorganized Territory:

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

Disclosure

Home → Search Transactions → Burn Permit Details



Maine Forest Service DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY OPEN BURNING PERMIT

2833

Permission is hereby granted to:

Phone Email:

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:

Municipality/Unorganized Territory:

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

(a) (1.5 fa) (1.5 fa) (1.5 fa) (1.5 fa)

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

Home → Search Transactions → Burn Permit Details



Maine Forest Service DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY OPEN BURNING PERMIT

3050

Permission is hereby granted to:

Phone: Email

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: 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 backpumps 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



RWC. INC.

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্তিশত ডিল্কুল্টি ইয়াৰ কিন্তু ক্ৰিক্তিক ক্ৰিয়াৰ জন্ম ক্ৰিয়াৰ ক্ৰেয়াৰ ক্ৰিয়াৰ ক্

April 24, 2004

Dear Loventell Chat:

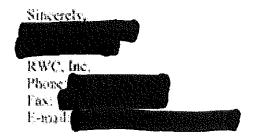
Luxlosed please first RWC, Inc. police of intended applications regarding the start of our samual Railread Speay Program for the cantrel of randomized vegetation on the hallast, shoulder and begin area of the railreads listed below:

Pan Am Railroad, Belfast Moovehead Lake, Presque Isle Industrial, State of Maine owned Railroad Tracks, Maine Eastern Railroad, Turner Island, LLC, and Eastern Maine Railway.

You are receiving this name because RWC, Inc. has selectuled 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, Ourt Extra, Escort XP, Edict 2SC, Streamline, Opensight, Method 50SO and Polaris AC Complete. These materials are used at low rates either by themselves or in combinations in 10-100 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 rathoad rights of way in the State of Maine.

Should you have any questions concerning the above, please do not besigne to contact me.



I know vesterday was a crazy day for you and you must still be very busy.

Your crew did an amazing job handling the multiple fires. Hive a gradual sight 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, leafs, 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.

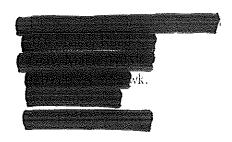
So in cub scouts, we teach the young boys that the (3) elements to a good campfire is fuel, heat, and oxygen. Certainly the oxygen was there by presence of the wind, and the sparks obviously provided the heat, but was that enough heat? There is plenty of fuel as I presently mentioned, but was that enough?

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?

.st 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.





From Sent: Monday, May 12, 2014 2:43 PM

Subject: FW: Old Orchard Beach?

Hi(

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.

incerely,

Maine Board of Pesticides Control

Page / of /2

Wildland Fire Investigation Incident Date Identification	License / ID Gender SSN License / ID Gender SSN License / ID
(CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Reporting Party, O - Other) (CODE: S - Subject, W - Witness, V - Victim, RP - Nene (Work) (Manuella Subject, W - Witness, V - Victim, RP - Nene (Work) (Manuella Subject, W - Witness, V - Victim, RP - Nene (Work) (Manuella Subject, W - Witness, V - Victim	Gender SSN License / ID Gender SSN License / ID Gender
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ORES WILLIand Ein	ua Investigation	Fire		42104039-085
	re Investigation dification		Incident Date	
Maine Porest Service	V - Victim, RP - Reporting			5/8/14
ne (Last, First, Middle) Saco	Alias	DOB	Race	Gender
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COLUMN AND AND AND AND AND AND AND AND AND AN	Wildland Fire Inv	ldland Fire Investigation		Code	42104039-085
PANGER Maine Forest Service	Identificati		Incide	nt Date	5/8/14
	S - Subject, W - Witness, V - Vi	ctim, RP - Reporting Pa	ty, 0 - Oth	er)	
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Address (Business) (Tax Identification N	lumber if Required)	Phone (Work)	Height	Weight	License / ID

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Photo Location	Photo #	Comments
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

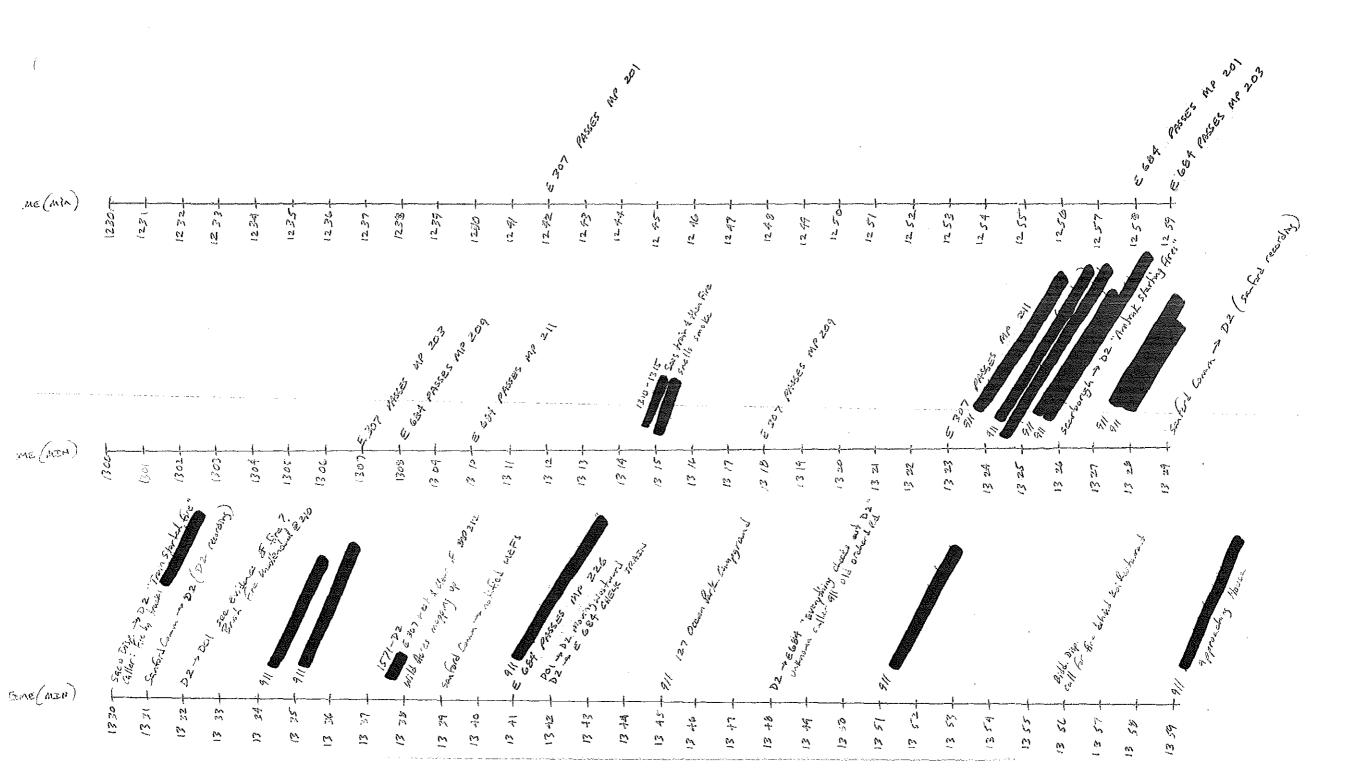
Photo Location	Photo #	Comments
Saco, ME	05.09.14(4)	Fire 42104070 metal fragment
Saco, ME	05.09.14(6)	Fire 42104070 burn indicators
Saco, ME	05.09.14(7)	Fire 42104070 freezing indicator
Saco, ME	05.09.14(8)	Fire 42104053 angle of char
Saco, ME	05.10.14	Fire 42104053 northerly rail
Saco, ME	05.10.14(1)	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)	Scapings 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

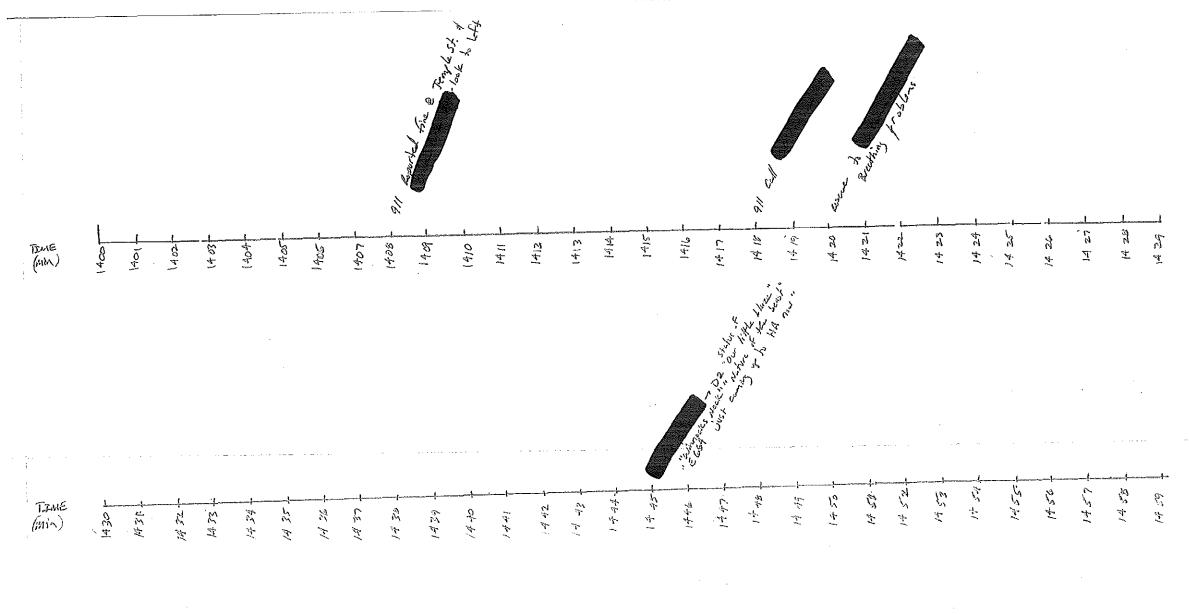
Photo Location	Photo #	Comments
Biddeford, ME	05.16.14(25)	Brake shoe #2, close up
Biddeford, ME	05.16.14(26)	Brake shoe #2, close up, rolled over
Biddeford, ME	05.16.14(28)	Slag
Biddeford, ME	05.16.14(29)	Slag
Biddeford, ME	05.16.14(31)	End of siding, looking west, brake shoe #1
Biddeford, ME	05.16.14(33)	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 Location	Photo #	Comments
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 Location	Photo #	Comments
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

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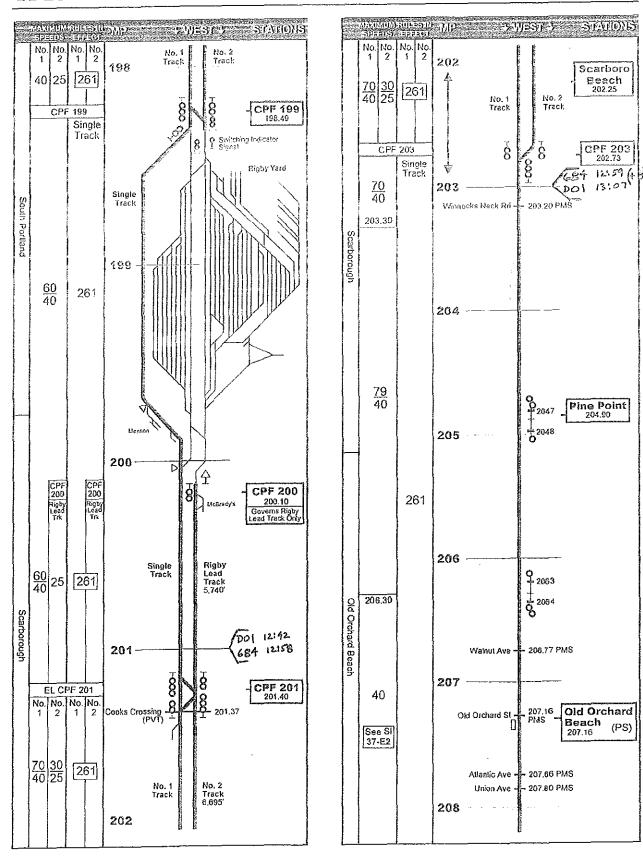


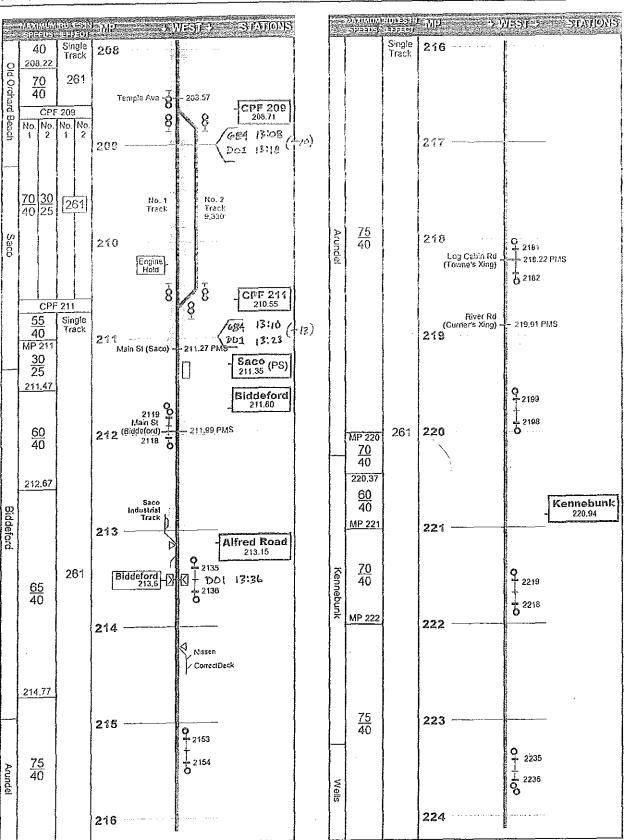


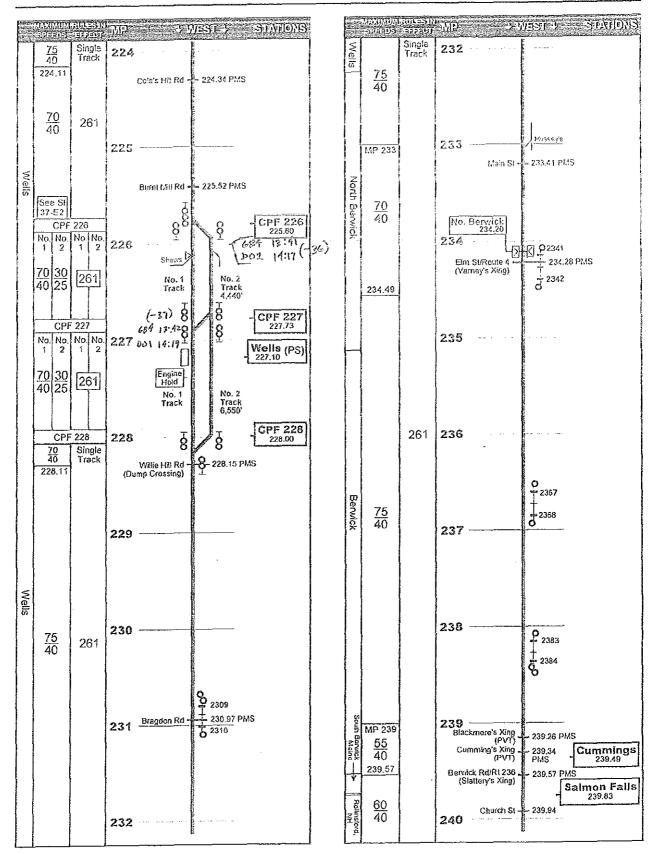
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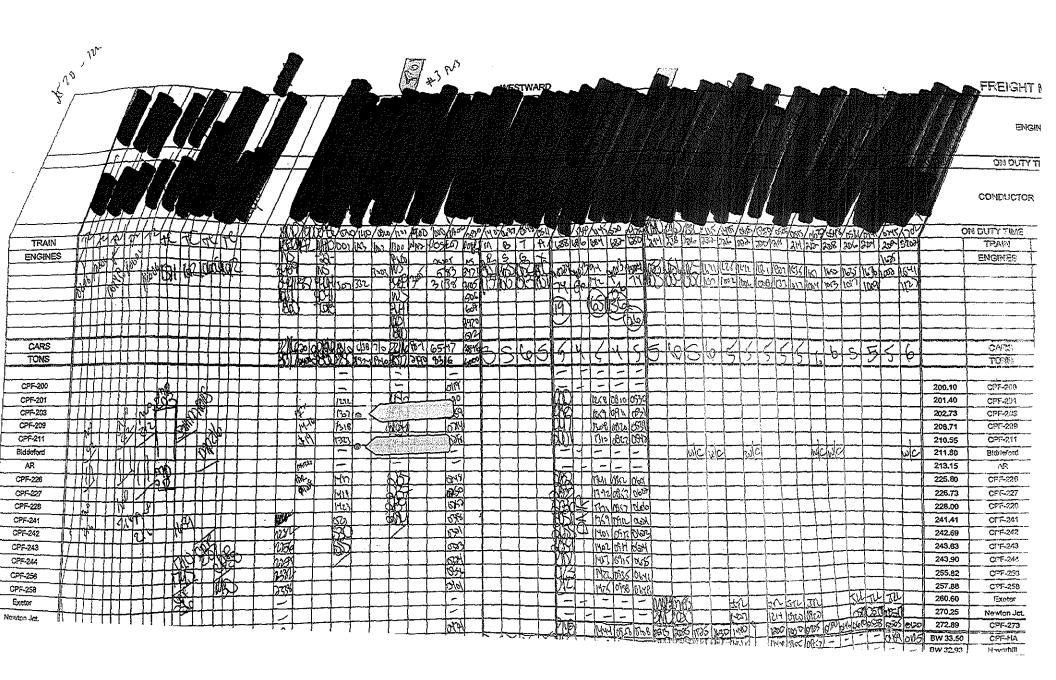
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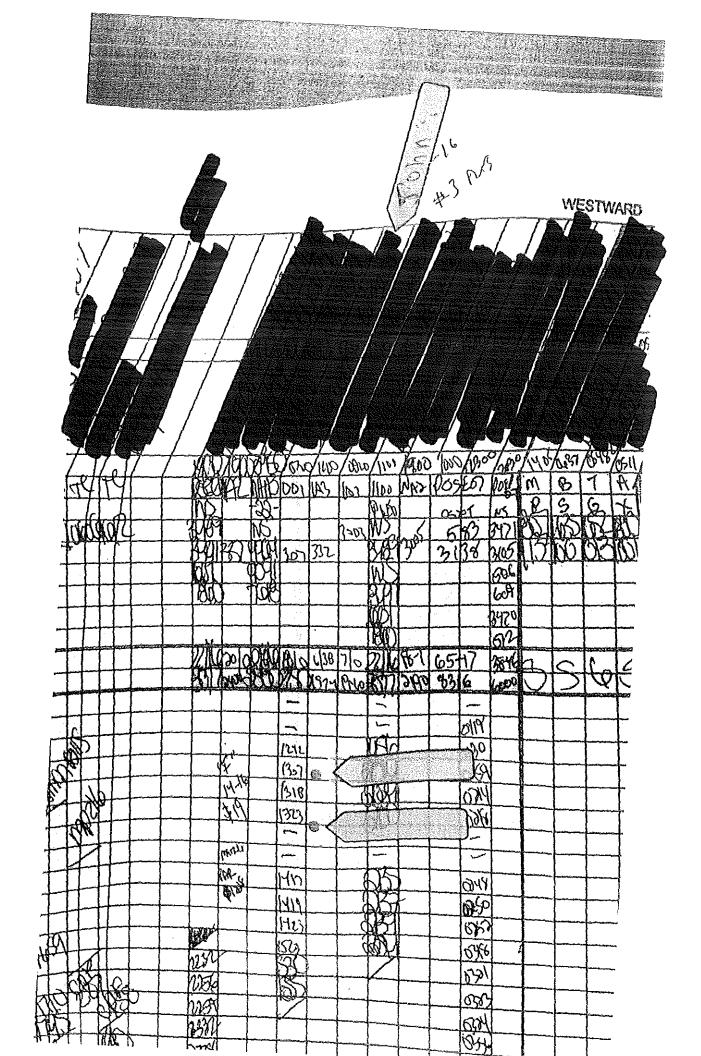






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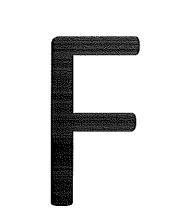
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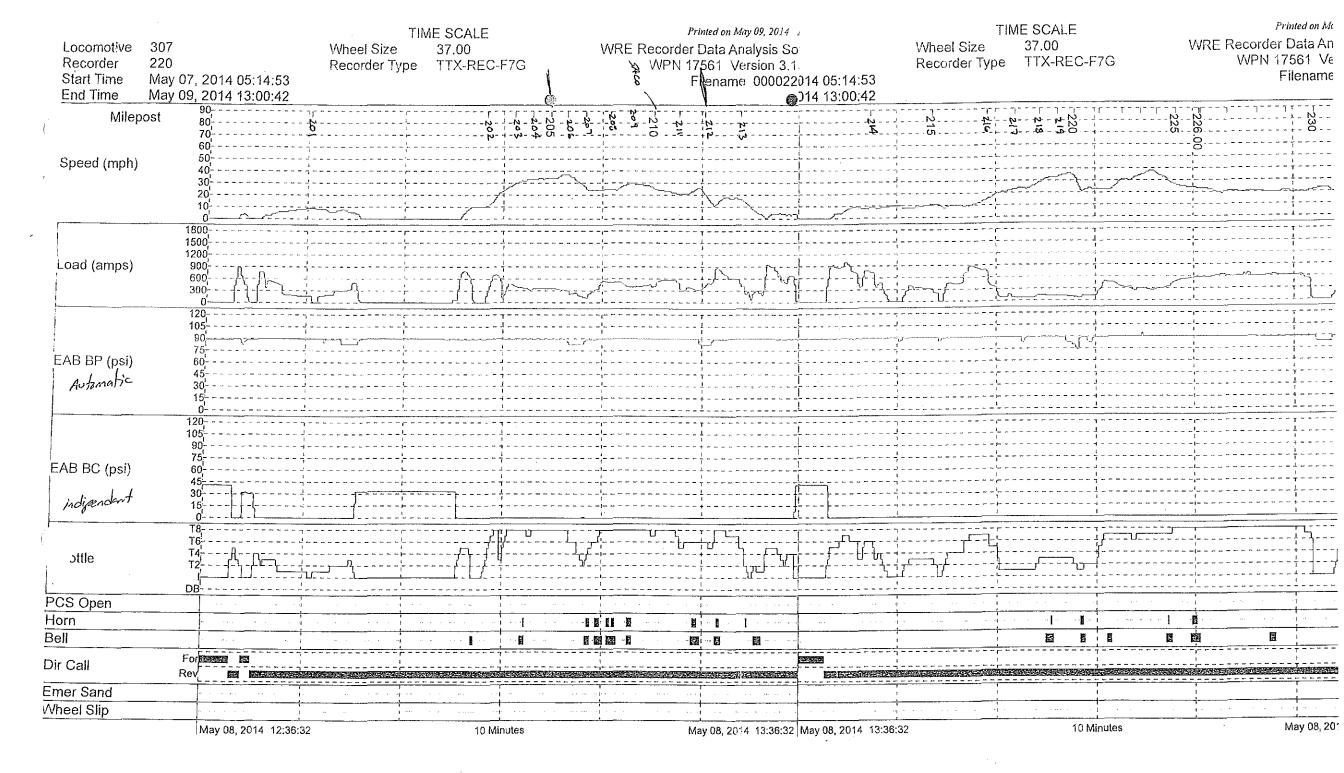
Page 1 RSF3PFR

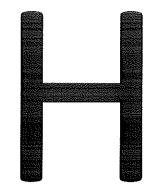
Station: COOKS Site: CP200 Dir: W Route: 0 Date: 5/08/14 Time: 13:11 Total Cars: 19 Platforms: 0 Axles: 0

Total Gross: 0 Net Weight: Total Tons: .00 Net .00 0

							Tons	Net
Seq	Car	1	Туј	р	Tare	Gross		
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	\mathtt{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 **





BIDDEFORD 213.5 Profile Key: * = Warm, \wedge = Alarm, \$ = Corrected

Index #	Dir	Axle Cnt	Car Cnt		ed Out	Alrm Cnt	Int Cnt	Avg Ch1	Avg Ch2	Arr Time	rival Date	Flags
162 160 158 157 155 155 155 155 159 144 144 144 144 144 143 144 138	WWEWEWWWEWEWWWWWWW	24 338 24 28 28 24 28 40 28 408 24 258 24 28 24 28 24 28 24 140 28 156	6 83 6 7 7 6 1 7 99 6 7 63 63 7 63 7 63 7 8	66 12 61 65 62 60 27 63 67 29 66 64 64 65 59 66 32 65 31	67 18 61 65 64 60 27 67 64 65 64 66 65 64 66 65 64 66 67 67 33 64 31	000000000000000000000000000000000000000	W	0 0 1 0 6 0 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	15:09 14:32 14:04 13:20 08:29 06:35 05:50 02:39 01:34 23:03 20:20 19:41 19:47 14:00 13:14 11:34 08:29 05:50 01:43 00:58 22:11 20:15	05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-13-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014 05-12-2014	continua
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hot wheel
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                                         Escape to terminate, Any other key to continue...
  BIDDEFORD, MP:213.5
Display > ?
                                                                            MicroHWD Ver 1.13F
  BIDDEFORD
                                                                                        May 13 2014
  MicroHWD Ver 1.13F
                                                                                              15:35:59
  MP:213.5
                                              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 #
    List System LogsShow Statistical Information
    - Simulate Test Train - Walk Around Test
    - Test Scanner
\mathbf{c}
    - Display Site Information
    - Change to Another Mode
SETUP - Configure the System
BIDDEFORD, MP:213.5
Display > d93
                                                Seq Number
                                                               : 16411
Site Name : BIDDEFORD
                                                DB Index #
                                                                  : 92
Milepost : 213.5
                                                                 : 13:25
: 13:25
                                                                            05-08-2014
                                                Arrival
Direction
            : West
                                                Departure
Speed In/Out: 11/11
                                                Battery Voltage: 13.41
            : Not Installed
Amb Temp
                                                                  : 546 Feet
                                                Length
             : 28
Axles
                                                Cars
Alarms
              : 0
                                                Gate A Cnt
                                                                 : 28
Integ Fails : 0
                                                Gate B Cnt
                                                                  : 28
Warnings
HWD Scanners: On
                                                              : 0
Integ Ch1 : 0
ABS (Wheel) : 514 F
                                                Integ Ch2
                                      Average
                          Lowest
               Highest
                             0
                                        0
         Ch1
                 0
         Ch2
                 0
                             0
                                        0
                                        1 Warnings
 1 - No Approach Track Circuit.
                                  Escape to terminate, Any other key to continue...p9
                          ch1
                                 ch2
Car
       Axle
               Spacing
                          (F)
                                  (F)
                                        Alarms
               (feet)
Num
      Num
                                                   ----- Heat Units = F
                 22.8
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          23
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                                  0 F
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                 16.8
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Page 3

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            27
                      34.1
            28
                       9.0
                                   0 F
                                            0 F
BIDDEFORD, MP:213.5
pisplay > p93
BIDDEFORD
16411 28 11 1 28 28 24 213.5 14:5:8 13:25:9 0 0 0 0 0 514 1
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                                            Escape to terminate, Any other key to continue...
BIDDEFORD, MP:213.5
Display > ?
                                                                                    MicroHWD Ver 1.13F
BIDDEFÓRD
                                                                                                 May 13 2014
15:37:44
MicroHWD Ver 1.13F
MP:213.5
                                                  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 #
```

Page 4

```
hot wheel
     - List System Logs
     - Show Statistical Information
S
     - Simulate Test Train - Walk Around Test
7
     - Test_Scanner
I - Display Site Information
M - Change to Another Mode
SETUP - Configure the System
BIDDEFORD, MP:213.5
Display > r93
                                                                              : 16411
                                                          Seq Number
              : BIDDEFORD
site Name
                                                                               : 92
                                                          DB Index #
                : 213.5
Milepost
                                                                              : 13:25
                                                                                          05-08-2014
                                                          Arrival
Direction
               : West
                                                                           : 13:25
                                                          Departure
Speed In/Out: 11/11
                                                          Battery Voltage: 13.41
               : Not Installed
Amb Temp
                                                                               : 546 Feet
                                                          Length
                : 28
Axles
                                                          cars
                 : 0
Alarms
                                                                               : 28
                                                          Gate A Cnt
Integ Fails
                : 0
                                                                               : 28
                                                          Gate B Cnt
Warnings
                . 1
HWD Scanners: On
                                                          Integ Ch2
                                                                        : 0
                : 0
Integ Ch1
ABS (Wheel) : 514 F
                  Highest
                                              Average
                                Lowest
                                                0
           ch1
                     Ŏ
                                   0
                                                0
                                   0
                     0
           Ch2
                                                1 Warnings
 1 - No Approach Track Circuit.
BIDDEFORD, MP:213.5
Display > ?
                                                                               MicroHWD Ver 1.13F
BIDDEFORD
                                                                                           May 13 2014
MicroHWD Ver 1.13F
                                                                                                 15:39:14
MP:213.5
                                               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 #
     - List System Logs
- Show Statistical Information
G
S
     - Simulate Test Train - Walk Around Test
T
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

```
Arrival : 11:37 05-08-2014
Departure : 11:38
Battery Voltage: 13.41
 Direction : East
Speed In/Out: 10/11
 Amb Temp
             : Not Installed
 Axles
              : 28
                                                Length
                                                                 : 526 Feet
                                                Cars
                                                                 : 7
: 28
 Alarms
              : 0
 Integ Fails : 0
                                                Gate A Cnt
                                                                 : 28
Warnings
              : 1
                                                Gate B Cnt
HWD Scanners: On
 Integ Chl
              : 0
                                                Integ Ch2
                                                              : 0
ABS (Wheel) : 514 F
               Highest
                          Lowest
                                      Average
         Ch1.
                 62
                             0
                                        3
                             0
          Ch2
                  30
                                        1 Warnings
 1 - No Approach Track Circuit.
BIDDEFORD, MP:213.5
Display > r94
Site Name : BIDDEFORD
                                                Seq Number
                                                               : 16412
Milepost
             : 213.5
                                                DB Index #
                                                                : 93
Direction : West
                                                Arrival
                                                                : 13:46
                                                                          05-08-2014
                                                Departure : 13:48
Battery Voltage: 13.41
Speed In/Out: 8/10
Amb Temp : Not Installed
Axles
                                                                 : 1193 Feet
                                                Length
                                                                : 19
: 76
Alarms
             : 0
                                                Cars
Integ Fails : 0
                                                Gate A Cnt
             : 1
Warnings
                                                Gate B Cnt
HWD Scanners: On
Integ Ch1 : 0
ABS (Wheel) : 514 F
                                                Integ Ch2 : 0
                                     Average
              Highest
                          Lowest
         ch1
                 Ō
                            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 Single Track 213.5 Profile Key: A = Atypical, * = Warm, \wedge = 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 E	oir	Axle #	Spd In/Out	Alrm Cnt	Tmp	Avg Ch1	Avg Ch2	Avg Ch3	Avg Ch4	Arr ^a Time	ival Date	Flags
	T I WENENERMENERMENERMENERMENERMENERMENERMEN		In/out 67 67 67 67 67 67 67 6		P	Ch 1360449872518801453213765616200912322199222433336150312	70 1 4 3 9 9 7 1 4 7 9 2 1 6 5 3 4 8 8 6 6 6 7 7 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	ACT - XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Roh XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Time 17:030 1:15:030		F
——			·			Pa	ige I	L				

R.

biddeford hot journal 01:37 05-05-2014 NN 12 Χ W NA 11 Χ 57 24 60/60 0 Ε ĺβ 12 Х Х 00:24 05-05-2014 ΝŃ W 56 328 26/ 29 Û NA W 58/ 05-04-2014 NN 11 11 Х 21:57 55 58 0 W NA E 28 Х 19:39 05-04-2014 NN 58/ Χ NA 9 9 24 59 0 W W X X 16 19:23 05-04-2014 NN 17 Х 0 NΑ 53 28 60/ 60 W E 05-04-2014 13 Х 16:03 NN 0 ΝA 11 59/ W $\{i\}$ 28 61 Χ 14:48 05-04-2014 9 10 Х NN 51 28 58/ 59 0 W NΑ Ε 3 X 05-04-2014 Х 13:15 NN 4 50 W 28 56/ 56 0 W NA 59 13 Х Х 11:51 05-04-2014 NN 59/ 0 NA 11 W 24 49 Ε Х 05-04-2014 NN 18 Х 10:13 1.76 32/ 33 0 W NA 48 Ε Х Х 08:32 05-04-2014 5 NN 0 NA 6 28 55/ 56 V_{ℓ} 47 W 05-04-2014 0 NA 9 9 Х Х 06:04 MN W 46 W 24 61/6105-04-2014 15 Х 01:35 NN 14 Х 0 NA 45 24 62/ 62 W Ε 12 13 X X X Χ 22:05 05-03-2014 NN 28 0 NA 58/ W 44 Ε 60/ 60 05-03-2014 NN 0 NA 11 11 19:40 24 W 43 W 05-03-2014 19 19:26 NN 17 Х 0 NA 42 28 61/ 61 W E X 05-03-2014 NN 13 13 Х 16:06 0 NA 59/ 59 W 41 M28 15:14 05-03-2014 8 Х NN 36 0 NA 31/ W 40 $_{i,l}$ 190 Х Χ 14:51 05-03-2014 60 0 WNΑ 14 13 ΝN 28 59/ 39 E Х Х 13:24 05-03-2014 NN 3 3 38 W 28 60/ 61 0 W NA 37 60/61 10 12 Х Χ 13:06 05-03-2014 NN 0 W NA 24 Ε Х Χ 08:57 05-03-2014 NN 10 11 36 292 27/ 35 0 W NA W Χ Χ 08:33 05-03-2014 NN 0 NA 4 5 28 57 W 35 57/ W 06:05 05-03-2014 6 Χ Х 61 0 W NA NN 34 24 61/₩ 10 Х 03:40 05-03-2014 NN 10 Х 0 12 W NA 33 Ε 84 11/ X 25 25 02:24 05-03-2014 NN 39/ 0 39 NΑ 32 Ε 250 W 19 01:29 05-03-2014 NN 0 18 Χ 61/ 62 W NA 31 28 Ε XXX 05-02-2014 12 13 Х 20:54 NN 36/ 30 Ε 368 36 0 W NA 05-02-2014 15 Х 20:33 NN 0 NA 12 56 29 Ε 24 56/ W 05-02-2014 12 Χ 20:06 NN 28 27 0 NA 11 28 62 W 61/W 19:51 Χ 05-02-2014 58/ 28/ 14 Χ NN 58 0 W NA 14 Ε 28 13:55 05-02-2014 Х NN 32 10 270 0 W NA 26 W 05-02-2014 NN 13:37 58/ 58 Χ 28 W NA 25 W 24 Ē

BIDDEFORD, Single Track MP:213.5 Display > ?

Invalid Command

BIDDEFORD, Single Track MP:213.5 display > ?

Display Mode

- List All Trains in Standard Directory - List Defect Trains In Standard Directory LA - List Integrity Trains In Standard Directory LI - List Warning Trains In Standard Directory - List Trains in Defect Directory LW LD - Detail Report for Train # D# Summary Report for Train # R# - Display Axles with Alarms for Train # A# Display Selected Axles for Train #Display Heat Profile of All Axles for Train # B# P# - View Heat Profiles of All Axles for Train # VH# - Replay/Display Train Voice Messages for Train # V# - List Rebroadcast Logs 1)

Page 3

biddeford hot journal

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 > [[[[[[[]]]]]]

BIDDEFORD, Single Track MP:213.5 Display > lw

BIDDEFORD Single Track 213.5 Profile Key: A = Atypical, * = Warm, \wedge = 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		Tmp	Avg Ch1	Avg Ch2	Avg Ch3	Avg Ch4	Arri Time	val Date	Flags
					NAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	Ch1 13 6 10 4 14 9 8 7 125 18 18 10 21 14 5 13 7 6 15 6 16 20 19 12 13	Ch2 125 114 139 97 114 179 123 16 6 15 3 14 8 8 6 6 17 2 11 2 15 15	Ch3 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	Ch4 X X X X X X X X X X X X X	Time 15:07 14:30 14:02 13:17 11:30 08:27 06:38 02:37 06:38 02:37 19:39 19:22 15:05 14:18 13:58 13:12 08:27 05:48 01:40 00:56 22:15:23 13:50		Flags NN NN NN NN NN NN NN NN NN NN NN NN NN
142 W 141 E	28 24	60/ 60 65/ 65	0	W	NA NA	2 12 Pa	3 13 age <i>4</i>	X X 1	X X	13:12 11:25	05-11-2014	NN

					1	hidde	eford	hot	ini	urnal			
77	Ε	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	Х	15:21	05-06-2014	NN
74	W	28	57/ 59	0	W	NA	3	3	Х	X	13:14	05-06-2014	NN
73	Ε	28	60/ 60	Ŏ	M	NA	11	$\frac{13}{7}$	X	X	11:32	05-06-2014 05-06-2014	NN NN
72	W	24	60/ 60	0	W	NA	8 8	7 8	X	X	08:31 05:51	05-06-2014	NN
71	W	28 36	59/ 60 60/ 60	0 0	W W	NA NA	15	18	X	â	01:38	05-06-2014	NN
70 69	E W	270	60/ 60 23/ 29	ő	W	NA	$\frac{13}{13}$	1.4	X	X	23:52	05-05-2014	NN
68	W	348	24/ 32	ŏ	W	NA	13	13	X	X	23:17	05-05-2014	NN
67	Ē	24	61/ 61	Ō	W	NA	11	12	Х	Х	20:09	05-05-2014	NN
66	W	28	59/ 60	0	W	NA	- 8	8	Х	Х	19:41	05-05-2014	NN
65	Ε	28	61/ 61	0	W	NA	15	18	X	X	19:26	05-05-2014 05-05-2014	NN NN
64	E	302	31/ 31	0	W	NA	19 3	23 3	X X	X	18:25 13:16	05-05-2014	NN
63	W	36 28	60/ 60 58/ 59	0	W W	NA NA	11	12	X	x	11:34	05-05-2014	NN
62 61	E W	23	55/ 56	ŏ	W	ΝA	6	7	X	X	08:33	05-05-2014	NN
60	E	216	32/ 34	ŏ	W	NA.	16	17	X	X	07:25	05-05-2014	NN
59	W	28	60/ 61	Ō	W	NA	5	5	Χ	X	05:52	05-05-2014	NN
58	W	44	21/ 27	0	W	NA	1.0	9	X	Х	04:28	05-05-2014	NN
57	E	24	60/ 60	0	W	NA	11	1.2	X	X	01:37	05-05-2014	NN
56	M	328	26/ 29	0	W	NA	13 11	$\frac{12}{11}$	X X	X X	00:24 21:57	05-05-2014 05-04-2014	NN NN
55	E	28 24	58/ 58 58/ 59	0	W	NA NA	9	9	X	X	19:39	05-04-2014	NN
54 53	W E	28	60/ 60	ŏ	W	NA	17	16	X	X	19:23	05-04-2014	NN
52	W	28	59/ 61	ŏ	W	NA	11	13	Χ	Х	16:03	05-04-2014	NN
51	Ë	28	58/ 59	0	W	NA	9	10	Χ	X	14:48	05-04-2014	NN
50	W	28	56/ 56	0	W	NA	_ 3	4	Х	X	13:15	05-04-2014	NN
49	Ε	24	59/ 59	0	W	NA	11	13	X	X	11:51	05-04-2014 05-04-2014	NN NN
48	E	176	32/ 33	0	W	NA NA	17 5	18 6	X X	X	10:13 08:32	05-04-2014	NN
47 46	W W	28 24	55/ 56 61/ 61	0	W	NA	9	9	X	x	06:04	05-04-2014	NN
45	Ĕ	24	62/62	ŏ	W	NA	14	$1\overline{5}$	x	X	01:35	05-04-2014	NN
44	Ē	28	58/ 57	ŏ	W	NA	12	13	X	X	22:05	05-03-2014	NN
43	W	24	60/ 60	0	W	NA	11	11	Χ	X	19:40	05-03-2014	NN
42	E	28	61/61	0	W	NA	19	17	X	Х	19:26	05-03-2014	NN
41	W	28	59/ 59	0	W	NA	13 8	13 7	X X	X	16:06 15:14	05-03-2014 05-03-2014	NN NN
40 39	W E	190 28	31/ 36 59/ 60	0	W W	NA NA	14	13	X	X	14:51	05-03-2014	NN
38	W	28	60/ 61	ŏ	W	NA	3	3	X	X	13:24	05-03-2014	NN
37	Ë	24	60/ 61	Ŏ	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	Ö	W	NA	4	5 6	X	X	08:33 06:05	05-03-2014 05-03-2014	NN NN
34	W	24	61/ 61 11/ 12	0	W W	NA NA	5 10	10	X X	X X	03:40	05-03-2014	NN
33 32	E E	84 250	11/ 12 39/ 39	ŏ	W	NA	25	25	X	X	02:24	05-03-2014	NN
31	E	28	61/62	ŏ	W	NA	19	18	X	X	01:29	05-03-2014	NN
30	Ē	368	36/ 36	Ō	W	NA	12	13	Χ	X	20:54	05-02-2014	NN
29	E.	24	56/ 56	0	W	NΑ	12	15	Χ	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 9	14 10	X X	X	19:51 13:55	05-02-2014 05-02-2014	NN NN
26	W	270	28/ 32 58/ 58	0	W	NA NA	2	2	x	X X	13:37	05-02-2014	NN
25 24	W E	28 10	36/ 36	ő	W	NA	6	6	X	X	12:15	05-02-2014	NN
23	Ē	28	60/ 60	ŏ	W	NA	12	11	X	X	11:47	05-02-2014	NN
22	W	24	53/ 54	Ö	W	NA	8	8	Χ	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 26	X	X	04:21 02:16	05-02-2014 05-02-2014	NN NN
19	E	106 28	28/ 26 53/ 53	0	W W	NA NA	26 12	13	X X	X X	01:54	05-02-2014	NN
18 17	E E	272	38/ 34	0	W	NA	15	15	X	X	23:44	05-01-2014	NN
16	Ē.	24	55/ 52	ŏ	W	NA	13	1.5	Χ	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
							Pa.	ae 6					

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143211098765432110987654321109876543212098765432121098765432121098765432122222222222222222222222222222222222
284448822288428844882228822882288228822
58/59/56/2177 58/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 56/56/2177 66/56/66/2177 66/56/2177
000000000000000000000000000000000000000
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eford hot 14 15 11 15 11 15 11 15 11 16 11 11 11 11 11 11 11 11 11 11 11
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rnal xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
44343616144:03165:3441805:3144:03165:3149996222199:314311111111111111111111111111111111
05-01-2014 05-01-2014 05-01-2014 05-01-2014 05-01-2014 05-01-2014 05-01-2014 05-01-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-30-2014 04-29-2014 04-28-2014 04-28-2014 04-28-2014 04-28-2014 04-28-2014 04-28-2014 04-28-2014 04-28-2014 04-28-2014

biddeford hot journal 11 7 12 7 15:21 04-27-2014 NN 28 64/63 0 W NA 202 W 04-27-2014 Х Χ 14:04 NN 21/ 26 201 NA 04-27-2014 04-27-2014 04-27-2014 04-27-2014 04-27-2014 04-27-2014 04-27-2014 04-27-2014 04-27-2014 04-26-2014 188 0 W W X 13:46 NN Q 11 Х 200 28 65/ 64 0 W ΝA Ε 60/ 61 3 Х 13:14 NN 3Ž 0 NA W $\bar{1}99$ W XXX 65/ 65 63/ 64 67/ 67 25/ 25 28/ 35 11:23 9 Χ $\bar{1}98$ 28 0 W NA 11 NN Ε X 08:31 7 NN 28 28 NA 197 M0 W 8 06:03 0 6 Х NN N NA 196 W XXX X 02:48 18 19 ΝM 0 NA 195 E 358 W 9 8 Х 01:50 NN 194 0 ₩ NA W 336 Х 13 11 01:31 NN 63/ 62 0 W NA 1.93 E 28 X 53/ 53 38/ 32 60/ 60 Χ 22:02 NN 9 10 0 NA 28 W 192 Ε 04-26-2014 04-26-2014 04-26-2014 04-26-2014 04-26-2014 04-26-2014 04-26-2014 16 X X X X 21:04 NA 16 Х NN $\bar{1}91$ 404 0 W Ε 19:25 Х NN 6 190 W28 0 W NA X 69/ 68 15 19:09 NN 15 NA $\bar{1}89$ 32 0 W E X 15:20 NN 11 10 188 28 55/ 56 0 W NA W 24/ 30 64/ 64 65/ 65 66/ 65 59/ 60 14:38 W ΝA 10 9 Х NN 208 0 187 W 13:51 8 XXXXX 9 Х NN 28 0 W NA 186 Е 04-26-2014 04-26-2014 04-26-2014 04-26-2014 04-26-2014 5 4 Х 13:13 NN NA 185 W 32 0 W 28 NA 12 Х 11:30 NN 0 W 184 Ε 8 Х 08:30 NN 8 NA 183 28 0 W W 63/ 64 36/ 38 14/ 14 12/ 13 32/ 36 6 6 Х 06:07 NN 182 28 0 W NΑ W X 19 05:30 18 NN 0 W NA 264 181 Ε XXX 2 2 04:17 04-26-2014 NN 0 W NA 180 60 Ε 04-26-2014 04-26-2014 X 03:51 NN 0 NA 179 36 W W 01:45 NN 11 10 178 177 0 NA W 240 W 04-26-2014 04-25-2014 04-25-2014 X Х 01:28 NN 64/ 64 13 11 0 NA 28 W Ε 12 13 Χ 21:24 NN 65/ 64 176 0 NA 28 W Ε X 9 X 19:30 NN 175 66/ 66 0 W NA 9 28 W 68/ 67 37/ 36 50/ 51 04-25-2014 04-25-2014 Χ 19 18 Χ 19:16 NN 174 0 W NA Ε 32 19 18 X X 17:08 NN 232 0 NA 173 Ε W 04-25-2014 15:27 NN 0 NA 13 28 W 172 W

BIDDEFORD, Single Track MP:213.5 Display > [[[[[[[[[[[[[[[[[[[[

BIDDEFORD, Single Track MP:213.5 Display > ?

May 13 2014 15:21:53

pisplay Mode

1	- List All Trains in Standard Directory
ĹA	- 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 #
	- Summary Report for Train #
R#	- Summary Report to that the
A#	- Display Axles With Alarms for Train #
В#	- pishlav 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 #
Ú	- List Rebroadcast Logs
G	- List System Logs
Š	- Show Statistical Information
2	- Simulate Test Train - Walk Around Test
T	
C	- Test Scanner
-	Page 8

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biddeford hot journal

- Pass Through

```
- pisplay Settings
DISP
           - Display Site Information
Ŧ
          - Display Settings for this Mode
SHOW
          - Change to Another Mode
BIDDEFORD, Single Track MP:213.5
Display >
Invalid Command
BIDDEFORD, Single Track MP:213.5 Display > ?
                                                                       MicroHBD Ver 7.43
                                                                                  May 13 2014
                                                                                      15:23:50
                                          Display Mode
           - List All Trains in Standard Directory
           - List Defect Trains In Standard Directory
LA
           - List Integrity Trains In Standard Directory
LI
          - List Warning Trains In Standard Directory
- List Trains in Defect Directory
- Detail Report for Train #
LW
LD
D#
           - Summary Report for Train #
R#
          - Summary Report for Frain #
- Display Axles With Alarms for Train #
- Display Selected Axles for Train #
- Display Heat Profile of All Axles for Train #
- View Heat Profiles of All Axles for Train #
- Replay/Display Train Voice Messages for Train #
Α#
B#
P#
VH#
V#
           - List Rebroadcast Logs
- List System Logs
U
G
           - Show Statistical Information
S
           - Simulate Test Train - Walk Around Test
Т
          - Test Scanner
- Pass Through
C
Ζ
           - Display Settings
DISP
           - Display Site Information
T
          - Display Settings for this Mode
- Change to Another Mode
SHOW
BIDDEFORD, Single Track MP:213.5
Display > d102
                                                    Seq Number
                                                                      : 16417
              : BIDDEFORD
Site Name
                                                    DB Index #
                                                                      : 102
            : 213.5
milepost
                                                                                 05-08-2014
                                                                      : 13:22
                                                    Arrival
Direction : West
                                                    Departure
                                                                      : 13:23
Speed In/Out: 11/11 MPH
Slow Speed : 11 MPH
                                                   Battery Voltage: 13.35
              : Not Installed
Amb Temp
                                                                      : 546.3 Feet
                                                   Length
              : 28
Axles
                                                    Cars
             : 0
Alarms
                                                                      : 28
                                                    Gate A Cnt
Integ Fails : 0
                                                    Gate B Cnt
System warn: 1
                                                Page 9
```

Radio : HBD Scanners: Whl Scanners: HWD Alarms :	On Off	biddeford	hot journal DED Alarms : On AUX Alarms : Off HWD Warn : O
Integ Ch1 : Integ Ch2 :	253 F 253 F		Avg Ch1 : 3 F Avg Ch2 : 3 F
ABS High : Diff Limit : Diff Low Lim: CSA Slope : CSA Limit : ABS Hot Whl : AVG Ch3 : Lowest Ch3 : Highest Ch3 :	130 F 1.60 130 F 514 F XXX XXX		Lowest Ch1 : 0 F Lowest Ch2 : 0 F Highest Ch1 : 14 F Highest Ch2 : 18 F Warm High : 170 F Warm Wh1 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	11054	. Unda	_
1	1 2 3 4	0.0 9.0 34.5 9.0	6 6 6 12	4 8 2 2	X X X X	X X X X		Heat	: Units	= 1-
2	5 6 7 8	16.8 8.5 51.3 8.5	0 0 0 0	2 2 0 0	X X X	X X X X				
3	9 10 11 12	17.4 8.5 51.1 8.4	2 2 0 0	2 4 2 2	X X X X	X X X				
4	13 14 15 16	17.3 8.4 50.9 8.4	0 0 0 2	2 2 2 2	X X X X	X X X				
5	17 18 19 20	17.3 8.4 50.8 8.4	0 2 0 2	0 0 0 0	X X X	X X X				
6	21 22 23 24	17.3 8.4 50.8 8.4	0 2 0 2	2 2 2 2	X X X	X X X				
7	25 26 27 28	16.5 8.9 34.1 9.0	14 14 8 12	8 16 0 18	X X X	X X X				

biddeford hot journal BIDDEFORD, Single Track MP:213.5 Display > d103

Dispins - are			
site Name : Milepost :	BIDDEFORD 213.5	Seq Number : DB Index # :	16418 103
Direction : Speed In/Out: Slow Speed :	8/10 MPH	Arrival : Departure :	13:44 05-08-2014 13:46
Amb Temp :	Not Installed	Battery Voltage:	13.35
Axles : Alarms : Integ Fails : System Warn : Radio : HBD Scanners: Whl Scanners: HWD Alarms :	0 1 On On Off	Length : Cars : Gate A Cnt : Gate B Cnt : DED Alarms : On AUX Alarms : Off HWD Warn : 0	: 76
Integ Ch1 : Integ Ch2 :	253 F 253 F	Avg Ch1 : 13 Avg Ch2 : 13	} F L F
ABS High : Diff Limit : Diff Low Lim: CSA Slope : CSA Limit : ABS Hot Whl : AVg Ch3 : Lowest Ch3 : Highest Ch3 :	130 F 1.60 130 F 514 F XXX XXX	Lowest Ch1 : 0 Lowest Ch2 : 0 Highest Ch1 : 27 Highest Ch2 : 27 Warm High : 17 Warm Wh1 Lim: 30 Avg Ch4 : XX Lowest Ch4 : XX Highest Ch4 : XX	F 7 F 7 F 70 F 00 F (X

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 2 3 4	0.0 8.3 23.2 8.4	8 2 0 14	8 8 2 10	X X X	X X X				
2	5 6 7 8	13.7 5.4 37.9 5.5	27 14 6 18	27 2 0 10	X X X	X X X				
3	9 10 11 12	12.1 5.5 38.1 5.4	14 14 6 18	4 8 8 8	X X X	X X X				
4	13 14 15 16	12.9 5.4 50.4 5.3	6 12 2 8	4 16 4 10	X X X	X X X				

5	17	14.0	8	bidd 2	eford X	hot journal X
J	18 19 20	5.3 41.3 5.9	18 12 8	10 8 4	X X X	X X
6	21 22 23 24	11.9 5.8 39.9 5.7	18 8 20 18	23 8 20 18	X X X	X X X
7	25 26 27 28	8.3 5.6 34.8 5.5	24 12 12 14	16 8 10 12	X X X X	X X X
8	29 30 31 32	8.2 5.6 46.7 5.6	18 12 8 14	12 10 12 16	X X X	X X X X
9	33 34 35 36	7.5 5.6 46.3 5.6	18 20 12 12	18 16 8 12	х х х х	X X X X
10	37 38 39 40	7.4 5.6 45.0 5.6	20 18 20 20	24 23 4 12	X X X	X X X
11	41 42 43 44	7.4 5.6 44.9 5.6	8 8 2 6	10 10 0 4	X X X	X X X
12	45 46 47 48	7.4 5.5 45.7 5.5	23 14 8 20	23 16 12 16	X X X	X X X
13	49 50 51 52	7.4 5.5 45.3 5.5	14 23 20 18	8 20 12 18	X X X	X X X
14	53 5 4 55 56	7.2 5.5 44.9 5.4	20 20 8 14	18 16 8 16	X X X	X X X
15	57 58 59 60	7.2 5.4 44.7 5.4	18 12 2 23	18 12 0 12	X X X	X X X
16	61 62 63 64	7.2 5.4 44.6 5.4	20 14 8 12	18 16 8 16	X X X	X X X
17	65 66 67	7.5 5.4 43.8	14 12 2	16 12 8	X X X Pag	X X X ge 12

	68	5.3	14	bio 12	l <mark>def</mark> ord X	l hot X	journal
18	69 70 71 72	12.7 5.5 38.8 5.5	14 6 12 14	4 2 16 4	X X X X	X X X X	
19	73 74 75 76	18.6 5.9 42.9 5.9	0 8 12 12	0 10 10 8	х х × х	X X X X	

BIDDEFORD, Single Track MP:213.5
Display >

*** DISCONNECT
*** time 15:25:05

[SERIAL/DIRECT] DISCONNECT

COLANY LASSIAN FIRST

RIGBY

Mechanical Department Lacomotive maintainer road rea

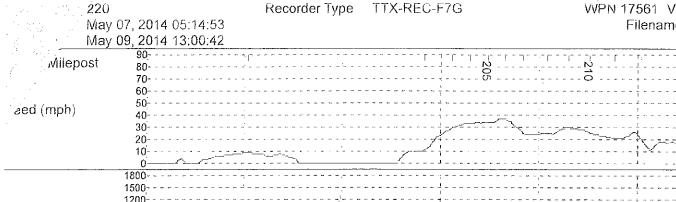
	ntunner rough report
DATE: 5-8-15	LOCOMOTIVE #: 307
time dispatched: <u>1530</u>	LOCATION: DOVIN
PERSON REQUESTING ROAD JOB:	PIC TRAINSYMBOL: MEC
DEFECT REPORTED: FIRE LOSPECTION	
REPAIRS MADE: FIRE INSPECTION	WJ. PELOTTE + MAINE
FOREST PANGTE M. BENNETT	
MATERIALS USED: NON	
DUTTES PERFORMED OTHER THAN REPAIRS TO	LOCOMOTIVE (i.e. swapping radios, telemetries, etc.)
LOCOMOTIVE FUEL READING:	
time repaired: 1960	_ TAGGED TRAIL ONLY (Y/Y)
disposition of locomotive: <u>OK</u>	TAGGED NON COMPLY (YAD)
REPAIRS REPORTED TO/PERSONS NOTIFE CH	1EF TIME: 2050
TIME DEPARTED: 2000	TIME RETURNED: 200
employee signature:	

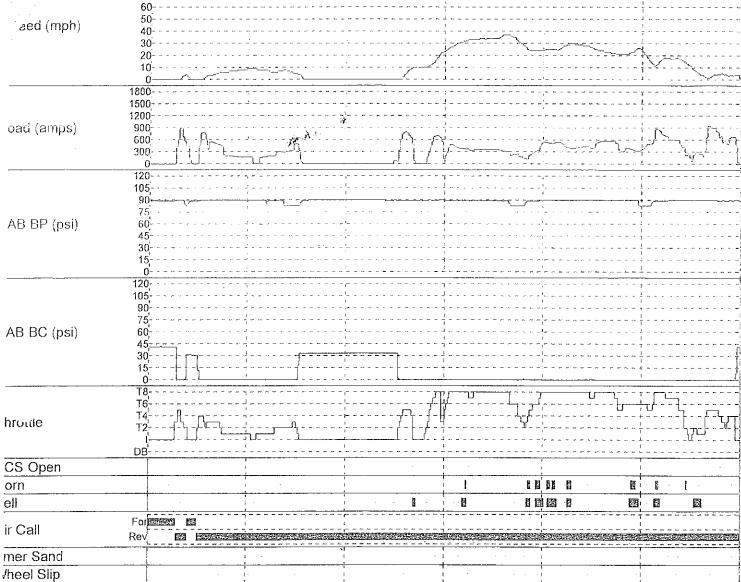
HIVIE SUALE

Wheel Size Recorder Type

37.00 TTX-REC-F7G WRE Recorder Data Analysis Software VVPN 17561 Version 3.13.15.0 Filename 0000220.DAT

May 08, 2014 13:36:32





10 Minutes

May 08, 2014 12:36:32

Pellecchia, John

¿rom:

Sent:

Tuesday, May 13, 2014 1:09 PM

To:

Subject:

307 condition report

Looking back through the condition worksheets the 307 has not had any major component change outs in the last 90 days. Thanks

one 5-1-14	dub:		Lagrania)	ive 2 30 /2
	<u>Def</u>	ects Reported		
	Teu he	172153		
	gele engelende greek en een en een en en en en en en en en e		O Bargarinash Makash (Makash Makash Angarinash Makash Angarinash A	
Daily	Commer	irs and Recalr	9	
Oil Present On: uel	Tank V. M.	Cont. Tank	Con	ıv.Rm.Floor
t i lass				d Rails
Cont. Tank Dumped V Filled Or Toped Off:	M/R Draine		······································	
Checked:			n Travel Ad	
Bell Horn	Head Light	Ditch	Light	
Ground Light		rd //00	Interior Stat	nd .

the state of the s

L. comotive Condition Report

Date: 5-6-11	Jub: LOCAL	Locomotive # 307
Law Waren	Defects Reported	
Frues Ware	Comments and Repa	
		FUEL 1400
		ik Comp.Rm.Floor Hand Rails
Cont, Tank Dumped 🔀	M/R Drained 🗶	Exh Stack Cleaned
		Comp Oil Water &
	Hend Light K Dite Number Board ≪	
ime Reported: 1500	Fime Released: 1.	

PanAm Railways Rigby Yard

Locomotive Condition Report

Date: 5-5-14	Job: LOCAL Locomotive # 30	Z venezirian exertenene
CHECK	OUTH FOR CLEUD	
		ulbragiethiamanerentendung pragatiethen un gestellenteng sonnentendungsschlichen, sonnentendungs
	Comments and Repairs	
Oil Present On: Fue	l Tank X Cont. Tank Comp.Rm.Floo	or
Gla		Commission of the commission o
Cont, Tank Dumped	M/R Drained Exh Stack Cleaned	
illed Or Toped Off:	Lube Oil Gov Oil Comp Oil Water	The state of the s
hecked:	Brake Shoes Piston Travel	
Bell Horn	Head Light Ditch Light	
Ground Light	Number Board Interior Stand	
ime Reported: 043	Time Released: LOO Maint. Signatur	

in 5.5.14 July (300) Local Local Localities : 307
Defects Reported
Oil on first tours
Comments and Renairs Will / Draw Cout was feel
Wife / Draw Cont wife toel Start Engine Down
Oil Present On: uel Tank WWE Cont. Tank W Comp.Rm. Floor
Cont. Tank Dumped YESM/R Drained YES Exh Stack Cleaned NO
Filled Or Toped Off: Lube Oil Gov Oil Scomp Oil Water Checked: Off Brake Shoes Piston Travel
Bell Horn Hend Light Ditch Light
0345 0400

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Dear Adise Conditions Reports

Date: 5-4-14	July: 10	nAL_	Lacomotis	e #_307
OIL OU FUEL TO	PWK Defec	ts Reported	ang di sepantan ya masakanya pamagagai kata kata ana galikan, aya aya ya ya kata ana kata ana galikan kata ana Kata ana kata ana ana sa di kata ana kata ana kata ana kata ana kata ana kata ana kata ana kata ana kata ana k	i my filika aga amanan ng aga akan ananggapa anang an aman na aman na akan na ng ining ting ting ting ting tin Ng katalong aga afini ga katan ang ang ang ang ang ang ang ang ang a
Wipes ou	Comment	o and Repair		
			FUE	1505 L 2000
Oil Present On: Fuel '	<u> Fank</u>	Cont. Tank	Comp	ı.Rm.Floor
Glass	المستراب سيوران سيوران سارا والمتار وا	Trucks	Hand	Rails
Cont. Tunk Dumped 🗷	M/R Drained	X	Exh Stack C	enned
illed Or Toped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Thecked:	Brake Shoes	🔀 Pistor	1 Travel 💢	
Bell KHorn K	Head Light	× Ditch	Light 💢	
Ground Light 💢	Number Boai	-d ×	Interior Stan	u X
ne Reported: 1560	Time l	Released: 16	45 Jains	Signature:

condition and the Report

Date: 5-3-14	Juli Local	Lac	omotive <u>4_3</u> (<u>97</u>
Can When	<u>Defects Re</u>	ported	and the state of the state of the state of the state of the state of the state of the state of the state of the	والمستعدد والمستعد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستعدد والمستع
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VILED WHEN	Comments and	Repairs		a de participa de la composição de la composição de la composição de la composição de la composição de la comp
OAR			TUEL R	100
Oil Present On: Fuel Ta	nnk K Con	t. Tank	Comp.Rm.Flo	oor
Glass	Tru	cks	Hand Rails	
Cont. Tank Dumped K	M/R Drained 🗶	Exh St	ack Cleaned	
Filled Or Toped Off:	Lube Oil Gov	Oil Comp	Oil Water	x
Checked:	Brake Shoes 🛚 🖰	Piston Travel	<u> </u>	
Bell KHorn X f	lend Light 🗡	Ditch Light	<u> </u>	
Ground Light 💢 💉	iumber Board 😕	Interio	r Stand 🗶	-
ne Reported: 1500	Ume Releas	oi: 1545	Maint, Sjgmart	ire:

tine 430-14 Job: Lord Loronalise & 307
Defects Reported
District Control of the Control of t
Victor France (2003 Shirt
Comments and Kapaira
Replace Dorn shors I Ady. Vistor fravel
Veyyour trash
Langed Earlier
Oil Present On: uel Tank Cont. Tank Comp. Rm. Floor
Lilass SQ Trucks Hand Rails 1 SQC
Cont. Tank Dumped Ye S. M/R Drained YeS Exh Stack Cleaned 100
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water
Thecked: Ok Brake Shoes X.3 Piston Travel Ady. XZ
Bell Horn Hend Light Ditch Light
Ground Light Sumber Board Interior Stand
1. 1. 2305 ne Releas 2345 toel-2202gal

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1) no 430-14 July 100 1 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1
ODB (20) Defects Remorted PL 20 116
LEONESELIES ONT OF MONTH TONIES ENGINE OND LEOUTE LONGONDE
Containment real course to oughours. Low Well at spotters.
Daily Comments and Repairs Deserved St. Witch Life St. Buffer 800 1642 - Ingire lander.
MOUREGRACE TO FULL DOSCET REMOVET THESE.
Oil Present On: uel Tank wiff Cont. Tank life Comp. Rm. Floor
Cont. Tank Dumped M/R Drained Exh Stack Cleaned Filled Or Toped Off: Lube Oil Gov Oil M. Comp Oil Waters
Checked: Brake Shoce Piston Travel A
Ground Light Sumber Board 1 Interior Stand
2300

And Administration of the American Amer

Leaningive Condition Report

Date: 4-29-14	Jub:	bcal	_Locomotive# <u>30</u>	2
No Radio Water A	,	iefects Reported J-ADT SPOT	50 TO FILL	
No Radios @	Ribby Comm	nents and Repairs		
الراجستان المنافذة المعادلين في المنافذة المنافذة المنافذة المنافذة المنافذة المنافذة المنافذة المنافذة المنافذ المنافذة المنافذة	رود و در داده این در داده و در داده و داده و داده در داده و داده و داده و داده و داده و داده و داده و داده و د در داده داده و داده و داده و داده و داده و داده و داده و داده و داده و داده و داده و داده و داده و داده و داده	270 FUEL 250	<u>8</u>	
Oll Present On:	Fuel Tank	Cont. Tank	Comp.Rm.Floo	ř.
	Glass		Hand Rails	
Cont. Tank Dumped	M/R Dra	ined X	Exh Stack Cleaned	
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil Water	
Checked:	. Brake Sh	oes 💢 Piston	Travel K	
Bell KHorn 0	K Hend Lig	ht 🖔 Ditch	Light 🖂	
Ground Light	× Number 1	Board 🗵	Interior Stand 📈	
Time Reported: 1 506) [];	me Released: 150	15 Main Signatur	e.

Political States

Localities Conflition Report

Date: 42814	Jub: L	ral	Locomotis e s	307
<u> 83 s Li Pism</u>	<u>Defe</u> N 77CsFU	cts Reported	The Copies	
CHANGED RG S	Commen HOF & — 200	its and Repa ADIVS D. GAU	Irs 1800 LI BSTE WIL ADDED	IN TRUE
Oll Present On: Fuel 1		Cont. Tan	FUEL	. 3000 Im,Floor
Glass		Trucks	<u>k Comb.k</u> Hand R	
Cont. Tank Dumped	M/R Draine		Exh Stack Clea	ned
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil V	Vater
Checked:	Brake Shoes	K Pis	on Travel &	
Bell KHorn X	Head Light	X Dit	ch Light 🗠	
Ground Light 💢	Number Bos	ırd ×	Interior Stand	X
Time Reported: 1500	<u> Fime</u>	ر Released	1215 Valor.	ignature:

PanAm Ruilways Rigby Vard

Locomotive Condition Report

	Date: 4-28-14 Job: LOCAL Locomotive # 307
	Defects Reported DAILY INSPECTION
	Comments and Repairs
	WIPE OIL
	ADD GOV. OIL.
	Oil Present On: Fuel Tank Cont. Tank & Comp.Rm.Floor
ست این چه چه در	Glass Trucks Hand Rails
	Cont. Tank Dumped / M/R Drained Exh Stack Cleaned
-	Filled Or Toped Off: Lube Oil Gov Oil ADD Comp Oil Water
	Checked: Brake Shoes Piston Travel
	Bell Horn Head Light Ditch Light
	Ground Light Number Board Interior Stand
	Time Reported: 0230 Time Released: 0830 Maint, Signature

man 428014 July Coca Lacomotive a 307
Defects Reported Stout of Board light out Pear of Board light out Oil ou fuel think Vistor towns prossive Ground light out Cond- our Neglot light out.
Comments and Repairs From d Na Dower (") Arount & Roald Socket - Kep. Tear of Board light From hulbs in Stock - Wore first tank / Drain Cont tank - Adi. Piston travel X3 - Rep Grand light - Doilyed Earlief Oil Present On: Puel Tank Cont. Tank Comp. Rm. Floor
Cont. Took Dumped Yes M/R Droined Yes Exh Stock Cleaned NO
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water
Checked: OK Brake Shoes Piston Travel Ady. X3 Bell Horn Head Light Ditch Light
Ground Light X \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
1 11 0300 Inviduanti0400 Italy many

Market and the second of



Luce antise Condition Report

Date: 4-27-14	Jub: L	DCAL	Locomotis	ен <u> 30 7</u>
Waten (a) Woepbudent (TKASH IN CHA	EHE L	feels Reported	E 190 H	
				College of the colleg
NOT SPUTTED TO SET WATERCADE PICKED UP TREE	ST NO P	ento and Repairs Flued (I Lapin PSI	UATER O	2115
DATE			¥ FUE	от на постоя в постоя на постоя на постоя на постоя на постоя на постоя на постоя на постоя на постоя на посто
Oil Present On: Fuel	Tank	Cont. Tank	Com	a.Rm.Floor
Glas	9	Trucks	Hand	Rails
Cont. Tank Dumped ×	M/R Drain	red X	Exh Stack C	leaned
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Sho	es 🗶 Pistor	1 Travel K	
Bell KHorn X	Head Ligh	t K Ditch	Light ∝	
Ground Light X	Number B	oard 🔀	Interior Stan	ઇ ⊀
Time Reported: 1500		e Released: 18°		. Signature:

Tra Van Radio as s Rigby Yard

Locamotive Condition Report

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WATER IS ALI	177F 12W-1007	SPUTED	TO FILL
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and the state of t			
		والمستوار والمستوار والمشاور والمستوار والمستو	
	Comments and	Donoina	
DAILY	Comments tha	repairs	
	ر منظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظم المنظ والمنظم المنظم	900	
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Oil Present On: Fu	el Tank Cont	. Tank	Comp.Rm.Floor
Gla	ss Truc	ks	Hand Rails
Cont. Tank Dumped P	M/R Drained of	Exh S	tack Cleaned
		•	
Filled Or Toped Off:	Lube Oil Gov	Ott Comi	Oil Water
Checked:	Brake Shoes 🔀	Piston Trave	IX
Bell KHorn K	Head Light K	Ditch Light	×
Ground Light 🗡	Number Board 🗴		

on to Cost you. Right Yard

Locountive Condition Report

Date: 4-25-14 Jub: LOCAL Locomotive # 307
Defects Reported Low Warn - Ust Savices to File Low To Rosa & Shoes Thiel
Comments and Pepairs CHANGED SHOES DAILY
FUEL 1800
Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor
Glass Trucks Hand Rails
Cont. Tank Dumped M/R Drained K Exh Stack Cleaned
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water
Checked: Brake Shoes K Piston Travel K
Bell KHorn K Head Light K Ditch Light K
Ground Light 🗡 Number Board 🖂 Interior Stand 🗷
Time Reported: 1500 Time Released: 1530 Maint. Signature:

Date: <u>4-25-14</u>	Job:	Coral	Locumnt	Ne# 307	
	<u>Defec</u>	ts Reported			
		15-10	A series of any	5,65	- 2/UC
	METOD		201N	Just	<u></u>
Remove	Comment Frash	and Repairs			Tings
Zepl	ose f	P ³ Y	32 J		ma. Nati
Oll Present On: Fuel '	rank .	Cont. Tank	Com	p.Rm.Floor	on and an and an an an an an an an an an an an an an
!;lnss	taga a a a ga a a a a a a a a a a a a a	Trucks	Hanc	l Rails	,
Cont. Tank Dumped	M/R Drained		Exh Stack C	lenned	
Filled Or Toned Off:	Lube Oil	Gov Oil	Comp Oil	Water	
Thecked:	Brnke Shocs	Piston	Truvel		
Bell Horn	Head Light	Ditch	Light		
Ground Light	Sumber Board	1	Interior Stan	d	•
de <u>mercal: 0</u> (20	Lime R	de.rot: 0 7 0	xo [Aug	Fue)-1600	Day!

J. J.

I mountive Candition Report

Date: <u>U 22-14</u>	Juby LOCAL	Locomotive #_307
Cow White BIL OI FIELT JURPENDAUT F	Defects Reported THNC RESE VALUE HERO	ann an de stade de de servicio de la constitució
@processings.com/processings/com/com/com/com/com/com/com/com/com/com	galeryangyang pangganang galang ana aki dangganan angka gagapan angalagan ng pangganan galaganan galar nahatan haring gagapan katangganan ana aki angganan angka gagapan angalagan gagapan galaran angka galaran kata	
FILLED WATER	Comments and Rens	airs
WHEO OIL TU WOTO BRAKE	NAC VHUE - OK	
DHILY		FUEL 1900
Oll Present On: Fue	l Tank 🟏 Cont. Tai	nk Comp.Rm.Floor
Gla	ss Trucks	Hand Rails
Cont. Tunk Dumped	M/R Drained X	Exh Stack Cleaned
Filled Or Toped Off:	Lube Oil Gov Oil	Comp Oil Water 🗶
Checked:	Brake Shoes 🔀 Pis	ton Travel 🐹
Bell KHorn K	Head Light K Dit	ech Light 💢
Ground Light 🛚	Number Board 💢	Interior Stand K
time Reported 156	Time Releaseds 1	815 Taint Sungrous

er av geta. En Right in of

Leconodice Condition Report

Date: <u>4-21-14</u>	Julii LOCAL	Lacomotis	е# <u>307</u>
125 B152	PISTON TORA	vers Escess	A sellette et fan en fan fan fan fan fan fan fan fan fan fa
RESCHOLZ, B	Comments and Re	<u>pairs</u> - 2030,5720	PISTON
Oll Present On: Fuel T	ank Cont. T	EUL ank Comp	.Rm.Floor
Glass Cont. Tank Dumped 🗠			Rails eaned
Township of the first of the fi	Lube Oil Gov Oil		Water
	Brake Shoes 🐰 - F Head Light 🗡 - E		
Ground Light 🖔 .	Number Board 🗵	Interior Stan	U.K.
Lime Reported: 1500	fime Released:	1815 Visine	Signature:

PanAm Raifways Rigby Yard

Dute: 4-71.14	Job: Local	Locomotive #_	307
	Defects Repor	<u>ted</u>	
	front Cond. Si front Il Board TP light Water low	d lights 704.	
Replaced	Comments and Re	Brita Jight Bulb	
10 Bolbs	in stack 6 Righ	Board 1 still y. Her FUEL	ovt
	uel Tank Cont. Trucks		
	es M/R Drained Yes		
Filled Or Toped Off:	Lube Oil Gov Oi	l Comp Oil W	ater yes
Checked: O L		Piston Travel Ditch Light	amagan kaya dan gana kamana kamana ang
Ground Light	Number Board Rep. 3 Class right x1	out Interior Stand	x Z
<u> Fime Reported: 000</u>	C Time Released	: 0130 Vaint, Sig	mature

Date: 4-20-14 Jub: Locat Locamoris & # 30.7
Ewi Vererz
Comments and Repairs
DAID WATER
Oil Present On: Fuel Tank Cont. Tank Comp.Rm.Floor
Glass Trucks Hand Rails Cont. Tank Dumped M/R Drained M Exh Stack Cleaned
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water K Checked: Brake Shoes K Piston Travel K
Bell K Horn K Hend Light K Ditch Light K
Ground Light Number Board Interior Stand K Time Reported: 1500 Time Released: 1515 Maint. Signature:

PanAm Railways Rigby Yard

Date: 4-19-14 Job: LOCAL Locomotive # 307
Defects Reported
DAILY INSPECTION
Comments and Renairs
Comments and Actions
FU7.L 1350
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 V Interior Stand
Time Reported: 2300 Time Released: 460 Maint. Signature
Time Reported: 4000 Time Released: VIO O Maint. Signature

onala (niviyo donalad

Lambaire Candition Report

Date: 4-18-14	Jub: Locat		ocomotive #	307
Donie	<u>Defects Ri</u>	sported		
	و الله الله الله الله الله الله الله الل		All Sales (1990) as a superplant and description of the superplant and	
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			د روستان در میداد است. در میداد در در میداد در می	
Dans	Comments an	d Repairs	and the second s	CONTROL OF COUNTY SECURITY AND THE PROPERTY OF COUNTY SECURITY AND THE PROPERTY OF COUNTY SECURITY AND THE PROPERTY OF COUNTY SECURITY AND THE PROPERTY OF COUNTY SECURITY AND THE PROPERTY OF COUNTY SECURITY AND THE PROPERTY OF COUNTY SECURITY SEC
JATIU	يد در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در دو در در در در در در در در در در در در در د	giller filling syndrogen af syndleng spiege af his sylleng op het en an en s		engelekserritimany (Den Johannes et stempet men Pelentina) De deleksion men de myör segara in desember men pilot ()
		arting (19 American) in the American American (19 American) in the	FUEL	2600
Oll Present On: Fuel	Tank Co	nt. Tank	Comp.Rm	,Floor
Glas	g Tri	ucks	Hand Rail	8
Cont. Tank Dumped 🖔	M/R Drained N	Ex}	Stack Cleane	d
Filled Or Toped Off:	Lube Oil Gov	v Oil Cor	np Oil Wa	ter
Checked:	Brake Shoes 🗴	Piston Tra	vel 🎉	and the second s
Bell KHorn &	Head Light A	Ditch Ligh	<u> </u>	
Ground Light K	Number Board			
ime Reported: 1500		ised: 15 <i>1</i> 5	Shame Sign	

Tin Am Radwars Rigby Yard

Unte: 4-17-14 Jub: (ocal (Po-Z) Locomotive # 307
<u>Defects Reported</u>
La La La La La La La La La La La La La L
Board / Platform light out
Daily Power Fernove trash Move Engine to fill water.
Replaced # Board 1: Platform light. FUEL 1400 gal
Oil Present On: Fuel Tank Wife Cont. Tank Comp. Rm. Floor Glass Wife Trucks Hand Rails Wife
Cont. Tank Dumped Yes M/R Drained Yes Exh Stack Cleaned No
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water YeS
Checked: OK Brake Shoes Piston Travel
Bell Horn Head Light Ditch Light
Ground Light & \ Number Board X Interior Stand
Lime Reported: 035 Fime Released; 0120 Maint, Signature.

Less me tive Condition Report

To the second

11.110 4-110-14 .10b: Local Localitie = 307
Defects Reported
TO light 607
Cond Ground light out
Water
Comments and Repairs
Replace of light Replace Grown light
fill GOW. Fry. took Engine wonter or
Oil Present On: Fuel Tank Cont. Tank Comp. Rm. Floor
Illass Dupe Trucks Hand Rails was
Cont. Tank Dumped NO M/R Drained NOS Exh Stack Cleaned NO
Filled Or Toped Off: Lube Oll Gov Oil YES Comp Oil Water
Checked: OK Brake Shoes Piston Travel
Bell Horn Head Light Ditch Light
Ground Light Number Board Interior Stand
ne Reported: 0345 Time Released: 0470 Shirt Senatur

Tra Vin Railways Righy Yard

17:11: 4-15-14	Job: LOCAC Locomotive H 30.7
Lilaren Da	Defects Reported NOTE MACH THAT SPORED TO FILL
Dany	Comments and Repairs
and the support of th	FUSL 1700
Oil Present On:	
	Glass Trucks Hand Rails
Cont. Tank Dumped	M/R Drained M Exh Stack Cleaned
Filled Or Toped Off:	Lube Oll Gov Oil Comp Oil Water
Checked:	Brake Shoes × Piston Travel &
Bell KHorn	X Head Light A Ditch Light X
	Number Board A Interior Stand X
Time Reported: 150	

PanAm Railways Righy Yard

Date: 4-15-14	Jubi LOC	NL.	Locomoti	ve # 307
	<u>Defects</u>	Reported		
OLONE		Company of the second s	والمراورة والمراورة والمراورة والمراورة والمراورة والمراورة والمراورة والمراورة والمراورة والمراورة والمراورة	gers from the continue that the first first from the continue to the continue
		ر میرون در در میرون از در میرون از در میرون از در میرون از در میرون از در میرون از در میرون از در میرون از در میرون میرون از میرون از در میرون از در میرون از در میرون از در میرون از در میرون از در میرون از در میرون از در		ANG TERMONINAN PERSONAL PERSON
	ور در در در در در در در در در در در در در			Charachym ach ions spennightal interpretation and many participations. The spennight of the spenight of the sp
manuschen Grand auf der Schrieb franz im mit entschaft geste die geforme Manuschen zu geformen der siche franz	Comments t	and Danais		TEX, P. S. S. ST. ST. ST. ST. ST. ST. ST. ST.
WIFT O	and the second s	ing Kepier		nam Videologia, kungan ang ang ang ang ang ang ang ang ang
William	La company de la			
			FUE	L 1900
	 .V			
			<u>Com</u>	
Glas		гиска	Hand	d Rails
Cont. Tank Dumped	M/R Drained		Exh Stack (Renned
Filled Or Toped Off:	Lube Oil C	ov Oil	Comp Oil	Water
Checked:	Brake Shoes	Pisto	n Travel	
Bell Horn	Head Light	Ditel	ı Light	
Ground Light	Number Board		Interior Stat	nd
" B Cari) Time De	leased: O	المعالم	
Time Reported: Q & O C	/ time Re	icaseu: V	2 2 1310	t. Sign/top

Pintin Rubbaco Right Yard

Date: 4-14-14	Jub: LE	CAL	Locomotive #_	307
Noit	Defe	ects Reported		
DAILY	Comme	nte and Renair	nggi hali Tamughunipin ngay ting ting tinggi tawi tina da da nagamighin pagaman n S	
	المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية المعاونية			
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Oil Present On: Fuel	Tank	Cont. Tank	Comp.Rn	ı.Floor
Glas	g	Trucks	Hand Rai	İs
Cont. Tank Dumped X	M/R Draine	iq M	Exh Stack Clean	ed
Filled Or Toped Off:	Lube Oil	Gov Oll	Comp Oil Wa	iter
Checked:	Brake Shoe	s X Pisto	n Travel 🅢	
Bell KHorn 🗶	Head Light	A Ditel	Light (x	
Ground Light K	Number Bo		Interior Stand	
Time Reported: 1 900	Fime	Released: 18	OO (BURE SIO	natore

en de la deservación de la des

1 or some Condition Report

nate: 4-13-14	.lob: L	OCAL	Lovermotive # 307	
A it	Digital de la composition de consequence de consequ	feets Reported	ining a state of the first and the state of	t desirito e en alle
		دون به در در می در در در در در در در در در در در در در		COLOR OF THE STREET
	Comm	nis and Repai		englemetel englemetel
WIRTH OIL OFF			aanig	
			FUEL	
Oll Present On: Fu	el Tank	Cont. Tan	comp.Rm.Floor	
Gli	188	Trucks	Hand Rails	 -1
Cont. Tank Dumped X	M/R Drain	ied by	Exh Stack Cleaned	
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil Water	
Checked:	Brake Sho	es X Piste	on Travel &	
Bell KHorn X	Hend Ligh	t A Dite	h Light 😥	- -
Ground Light &	Number Be	ard A	Interior Stand 🛭	
lime Reported: 1500		e Released: [6		

of in Am Railways Righy Yard

Date: 4-12-14 Job: RUPO Locomotive # 307
Defects Reported
Comments and Renairs
FUEL 2200
Oll Present On: Fuel Tank X 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
Belli Horn Head Light Ditch Light
Ground Light Number Board Interior Stand
Time Reported: OOBO Fime Released: OD&O Maint, Signature

11.10.14 July: 8020 Locomotive = 307
Defects Reported Oil on fuell tank low water / Gov Teor HL owt
Daily Power, Lemone trash Replace HL.
Oil Present On: Fuel Tank Wipe Cont. Tank 1,317 Comp.Rm. Floor
1: lass 12102 Trucks Hand Rails 1219e
Cont. Tank Dumped Yes M/R Drained Yes Exh Stack Cleaned NO
Filled Or Toped Off: Lube Oil Gov Oil YeS Comp Oil Water YeS
Checked: OK Brake Shoes Piston Travel
Bell Horn Head Light X \ Ditch Light
Ground Light Vumber Board Interior Stand
1001-3000ga

PanAm Railways Righy Yard

Dute: 4-15-14	Job: LC	OCAL	Locomoth	re # <u>307</u>
OIL ON E	**************************************	rte Reported		د در در در در در در در در در در در در در
	Commen	ts and Renair	S	The second secon
WIFT	L.	i indication de la company de la company de la company de la company de la company de la company de la company De la company de		в 12000000000 на населения при при при при при при при при при при
		ڔ؞ ڝۄڔ۩ڂڛٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝٷڝ	FUE	L 1760
Oll Present On: Fue	l TankX	Cont. Tenk	Com	o.Rm.Floor
Gla	99	Trucks	Hanc	Rails
Cont, Tank Dumped	M/R Draine	<u>d</u>	Exh Stack C	leaned
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes	Pisto	n Travel	Management of the control of the con
Bell Horn	Head Light	Ditch	Light	
Ground Light	Number Boa	rd	Interior Stan	d
Time Reported: 0 807) Time	Released: O	345 Vaint	. Sim

Charlet Richard Mighy Vind

Lagametive Candillan Report

Date: 4-14-14	Jubi LOCAL	Locomotive #_307
Nost	Defects Reported	
DAW	Comments and Rensi	
		1900
Oll Present On: Fuel I	ank Cont. Tanl	FUEL 1600 Comp.Rm.Floor
Glass	Trucks	Hand Rails
Cont. Tank Dumped D	M/R Drained 😾	Exh Stack Cleaned
illed Or Toped Off:	Lube Oil Gov Oil	Comp Oil Water
Thecked:	Brake Shoes X Pist	on Travel &
Bell KHorn 🛭	Head Light A Ditc	•
Ground Light 🖔	Number Board 💋	·
ime Raported: 1900	Time Released: /A	300 Cont Supplier

Larastive Condition Report

11.1te 413-14	Job: L	CAL	Lacamath	e#_ <u>307</u>
Wit	Defe	ets Reported		deleganica y projector assigna esta esta del actual de la constitución de la companión de la companión de la c
	در می در این در ای	ه الموسود الموسود الموسود الموسود الموسود الموسود الموسود الموسود الموسود الموسود الموسود الموسود الموسود المو والموسود الموسود a a a a a a a a a a a a a a a a	Free malling in the part of th	
			ang kang di Marang Kangarang di Antang Mangarang di Angarang di Angarang di Angarang di Angarang di Antang di Angarang di Antang di Angarang di Antang di Angarang di Antang di Angarang di Antang di Angarang di Antang di Angarang di An	
Dary		nto and Rensi		- Parline in the State of the S
WIPED OIL OFF	ALL TAN			
			FUE	
Oll Present On: Fu	el Tank X	Cont. Tan	k Com	o.Rm.Floor
Gl	938	Trucks	Hand	Raile
Cont. Tank Dumped X	, M/R Draine	<u>q X</u>	Exh Stack C	lenned
Filled Or Toned Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes	Y Pist	on Trayel V	
Bell KHorn &	Hend Light	<u> A</u> Dite	h Light 12	
Ground Light K				
L'ine Reported: 1500	fime	Released: 1	(I) Sain	vgnuture:

" in Vin Railis at S Righy Yard

Date: 4-12-14 Job: RUPO Locomotive # 307
Defects Reported
DAILY A PRATICIPAL OF THE PROPERTY OF THE PROP
Comments and Repairs
WPIDIL
Oll Present On: Fuel Tank X 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 Hend Light Ditch Light
Ground Light Number Board Interior Stand
Time Reported: 0030 Time Released: 0280 Maint, Signa

10.14 July 10.14 Locamotive : 307
Defects Reported Oil on fuell tank Tow water / Gov. Rear HL owl
Daily Power Lemove trash
Replace AL:
Oil Present On: Fuel Tank Wipe Cont. Tank World Comp. Rm. Floor
1 ilnes wife Trucks Hand Rails wife
Cont. Tank Dumped VeS M/R Drained VeS Exh Stack Cleaned NO
Filled Or Toped Off: Lube Oil Gov Oil YeS Comp Oil Water YeS
Checked: OK Brake Shoes Piston Travel
Bell Horn Head Light X \ Ditch Light
Ground Light / Number Board / Interior Stand
1 1 1 2340 Time Released: 0020 Thomas Joel - 300099

Tin Ym Railways Rigby Yard

Date: 4-8-14 Juli: POSW Locomotive # 3157
Defects Reported
DAILY INSPECTION
Comments and Repairs
FUEL 3600
Oll Present On: Fuel Tank Cont. Tank Comp.Rm.Floor
Glass Trucks Hand Rails
Cont. Tank Dumped / M/R Drained 1/ Exh Stack Cleaned
illed Or Toped Off: Lube Oil Gov Oil Comp Oil Water Ell
Checked: Brake Shoes Piston Travel
Bell Horn Head Light 1 Ditch Light
Ground Light Number Board Interior Stand
ime Reported: 0800 Time Released: 1045 Maint, Signatu

Commisse Condition Report

11.10: 4-6-14	July Pour	Log	mative #_30	7
WATER LOW OIL ON CONTRIBU	Defects Rep		ar in time an artista are the foreign and a calculate and a calculate and a calculate and a calculate and a ca No season are the foreign and a calculate and a calculate and a calculate and a calculate and a calculate and a	
FILLED WATER WIPED OIL DAIG	Comments and	<u> Sepairs</u>		
			UEL 6x	Consumer.
Oli Present On; Fuel T	ank Cont	Tank X	Comp.Rm.Flo	o <u>r</u>
Glass	Truc	(3	Hand Rails	Philippin in the space of the s
Cont. Tank Dumped 🖔	M/R Drained N	Exh St	uck Cleaned	Promise recognision de la constanta de la cons
Filled Or Toped Off:	Lube Oll Gov (Dil Comp	Oil Water	£
Checked:	Brake Shoes 🗡		* '	-
Bell KHorn X	Hend Light 🛭 🗸	Ditch Light	<u> </u>	
Ground Light X				
Lime Reported: 1500	fime Release	d: 1530	Laint Ngantu	ret

Lua Am Railways Righs Yard

Date: 3-30-14		Jub: Ro	<u> </u>	<u></u>	Loe	əmoliye	# <u>307</u>	and the same of th
DIL ON CON	<u> </u>	<u>-De</u> 1≥wr 7	fects Ref	iorted				
Ulippo ou				Renairs				
		ng pandant ngangga kacamatan Pandan San Pandan San San San San San San San San San S	and the second second second second second second second second second second second second second second seco			2115	L 2401	
Oil Present On:	Fuel 1	'ank	Соп	t. Tank				
·	Glass	and the second s	True	ks		Hand	Rails	
Cont. Tank Dumped	X	M/R Drain	ied M		Exh S	tack Ci	eaned	
Filled Or Toped Off:							Water	
Checked:		Brake Sho	es 🗡	Piston	Travel	<i>y</i>	***************************************	-4
Bell KHorn	<u> </u>	Head Ligh	t a	Ditch	Light			
Ground Light		Number B			,		_/X	
Time Reported: 150				red: 150			Signature:	

Ca Vin Parlways Right Yord

Date: 3-24-14	Jub: PorBA Locumotive # 307
OIL OU REE	Defects Reported TOTAL TRUCK TRUCK THUMBUT TRUE
MIS IN CONSI	Comments and Repairs ST & SET AS CEAD 1520 & 2000
ms degrick light to make plan degree van der i in meer hem degrick like traditionen in the describe Ca.	
	FUEL 1709)
	Fuel Tank K Comp.Rm.Floor
	Glass Trucks K Hand Rails
Cont. Tank Dumped	M/R Drained ✓ Exh Stack Cleaned
Filled Or Toped Off:	Lube Oll Gov Oil Comp Oil Water
Checked:	Brake Shoes K Piston Travel K
Bell KHorn	X Hend Light K Ditch Light K
Ground Light	Number Board K Interior Stand K
Time Reported: 150E)

PanAm Railways Rigby Yard

Dute: 3-24-14 Job: POWA Locomotive # 307	
Defects Reported	
OF LIAKING FROM GAL LINE ON VOUS GOVE	
MULY INSPACENTEN	
ENGINT COMPACTMENT FLOOL FLOODE UP OIL	
Comments and Repairs	
DAN CONT X2	-
WIPE OIL	
FUEL 1760	
Oll Present On: Fuel Tank & Cont. Tank & Comp.Rm.Floor	
Glass Trucks Hand Rails	
Cont. Tank Dumped X' 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	
Olympia Digit V angori Domin V (Intellet Olympia V	
Time Reported: 1000 Time Released: 1300 Maint, Signature:	

Pan Am Railways Rigby Yard

Date: 3-24-14	Jnb:	Locomotive#_307_	
- ITO CONTRACTOR	Defects Reported TADY STOTAM L 6) OCE 1 TAK TI TANK, FLOOD TO CONIT @ IN.	WILL ELONG OF EUR	MIZ.
IF USED AS POI			ALESS Ta
	Comments and Repairs [NIT TO PRE] O CONTAIN MEAT TO COPIT TANK	THE OIL SPILL	2
VAIT IS ADOLL	PRAINSD OF WAT	THE SES OF ON	IS
Oll Present On: Fuel T	ank Cont. Tank	Comp.Rm.Floor	
ı,lass	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 Pistor	1 Travel	
Bell Horn	Head Light Ditch	Light	
Ground Light	Number Board	Interior Stand	1
Lime Reported: 0715	Fime Released: 09	60 Maint, Signatur	

PanAm Railways Rigby Yard

Date: 3-24-14	Job:	and the second second second second second second second second second second second second second second seco	Locomotive # 307
	<u>Defec</u>	is Reported	
(OW.	Files Oil 64	all overf Ground	lowing
oil on	waters comp.	ery drippy	y out from
* **	V	the second of the pro-	our Cont toux
Wipe oil Run out of bocket	From Co S Still YM Adifi	ut tank/w needs cleaved	sp. J
Oil Present On: Fuel	<u>Tank</u>	Cont. Tank	Comp.Rm.Floor
i jag	9	Trucks	Hand Rails
Cont. Tank Dumped	M/R Drainec	E:	kh Stuck Cleaned
Filled Or Toped Off:	Lube Oil	Gov Oil Co	omp Oil Water
Checked:	Brake Shoes	Piston Tr	avel
Bell Horn	Head Light	Ditch Lig	ht
Ground Light	Number Boni	d In	terior Stand
Time Reported: 0200	<u> Fime I</u>	Released: 0630) Maint, Signatur

Pan Am Radways Righs Aard

Dute: 3-23-14	Jub: LOCA		Locomotive A	307
LT GHE THIS	TANK 2 C			
MINES OIL Q 16 REPLACED 4 SIGN	Comments a	nd Repairs	TRUELS	
Oil Present On: Fuel	Tank & C	Cont. Tank	FUEL Comp.F	
Glass	Ţ	rucks	Hand R	ails
Cont. Tank Dumped	M/R Drained k	<u> </u>	xh Stack Clea	ned
Filled Or Toped Off:	Lube Oil G	ov Oil C	omp Oil V	Vater
Checked:	Brake Shoes 🔈	C Piston T	ravel 🗷	-
Bell & Horn K	Head Light O	S Ditch Lie	ent K	and the second distance of the second distanc
Ground Light	Number Board	<u>a In</u>	iterior Stand	X T

Pan Am Radways Righy Yard

Date 233-4	/ Job:		Locomotiv	3.0
	Defe	ets Reported		
	na – pr natura 1973 – na vong 1982 – na marak 1982 – na prosessani Papara na prosessani panatana 1982 – na prosessani prosessani marak 1982 (1982)		Ein Gleiche der George	
المنظم المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة المنظمة والمنظمة المنظمة				
	J. J.			
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و ما الروانية و الما الروانية و الموانية و الموانية و الموانية و الموانية و الموانية و الموانية و الموانية و ا - 			angangan da manggangan da manggan da manggan da manggan da manggan da manggan da manggan da manggan da manggan Manggan da manggangan da manggan	
	Commen	ts and Repairs	9	
pendings for the pending on the pending of the pending of the pending of the pending of the pending of the pend				And the state of t
			and the second section of the section of the second section of the second section of the second section of the second section of the second section of the second section of the second section of the section	
The part of the state of the st	<u></u>	73. 		
Oil Present On: Fuel	Tank	Cont. Tank	Comm	.Rm.Floor
/Occ		Trucks	Hand	Rails
Cont. Tank Dumped	M/R Draine	1	Exh Stack Cl	eaned
Filled Or Toped Off:	Lube Oll	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes	Pistor	n Travel	
Bell Horn	Head Light	Ditch	Light	Observatory of the Control of the Co
Ground Light	Number Boa		Interior Stand	
Lime Reported;	(i	7810 Released:	y air	Samure:
			100	

Paa Var Railways Righy Yard

Date: 3-22-14	Jub: <u>Lec</u>	<u>AL</u>	Locomot	ive# <u>307</u>
EIL OU FOR TANK LOW WATER WA OIL ON DIPSTI BIL ON WALKUAY OIL ON CONTRIBUM	- WIPED C & REAR TO	NTC	1745 E	
FILLER WATER C	1745	ts and Repairs	-	
SHERT DIP STEK, WIPED OIL @ 15	5, 17 15 4	AGRIN C	2045-	
FIRE TANK, ON	THEOMENT	THUL &	WALKUMI FU	EL 2300
Oil Present On: Fuel	Tank K	Cont. Tank		np.Rm.Floor
Glass		Trucks	Hai	nd Rails
Cont. Tank Dumped &	M/R Draine	d	Exh Stack	Сіеяпед
Filled Or Toped Off:	Lube Oll	Gov Oil	Comp Oil	Water &
Checked:	Brake Shoes	Pisto	n Travel	
Bell Horn	Head Light	Ditch	Light	-
Ground Light	Number Boa	rd	Interior St	and, Å
Time Reported: 1500	Time	Released: 17	15 \$ \\45 \\	aceolgnaturė;

PanAm Raihvays Rigby Yard

Date: 3-23-14	Job: LOCAL	Locomotive # 307
	Defects Reporte	
رو من من المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة المراجعة ال المراجعة المراجعة ments and Rep	Airs	
		FUEL 2300
Oil Present On: Fuel T	ank Cont. Ta Trucks	
Cont. Tank Dumped	M/R Drained	Exh Stack Cleaned
	Lube Oil Gov Oil Brake Shoes Pi	Comp Oil Water ston Travel
	Head Light Di Number Board	tch Light Interior Stand
Time Reported: 0000	•	5200 Miling 5

PanAm Raibways Rigby Yard

Date: 3-21-14	Jub:_ LOCO	7-1	Locomotive #_	307
DERMINED RTU ON ONTOR OF	Defects Urca Oil CWTAIN	L BRULL	And the second s	
	Tommassa	and Renaire	a transmitter fra en en en en en en en en en en en en en	
CHERLYD ARM WISED OIL	Ricotorulo F	WHERE -	DK	
			FUEL:	2900
Oll Present On: Fuel	<u> Fank</u>	Cont. Tank X	Comp.Rr	n.Floor
Glass	P	<u> Frucks</u>	Hand Ra	<u>Is</u>
Cont. Tank Dumped	M/R Drained	E	xh Stack Clean	ed
Filled Or Toped Off:	Lube Oil (Gov Oil C	omp Oil W	nter
Checked:	Brake Shoes	Plston T	rayel	
Bell Horn	Head Light	Ditch Lie	<u>zht</u>	
Ground Light	Number Board	<u> </u>	iterior Stand	
ROOD Fime Reported \$300	Time Ro	2200 Heased: 2 20 0	omit. Sig	
			\$.	

Pan Am Radways Righy Yard

Ditte: 3-74-16-5	Job;	Name of the state	Locomotive #_	301
The second secon	Defacts	Reported	en en en en en en en en en en en en en e	
	Comments	and Repairs		
Oil Present On: Fi	Wiff file	Cont. Tank	Comp.Rr	a.Floor
The state of the s	ass	Trucks	Hand Rai	ls
Cont. Tank Dumped	M/R Drained	Ex	h Stack Clean	ed
Filled Or Toped Off:	Lube Oil	Gov Oil Co	mp Oil W	Rier
Checked:	Brake Shoes	Piston Tri	ivel Asj	
Bell Horn	Head Light	Ditch Ligh	ıt (Andrew Control of the
Ground Light Lime Reported:	Number Board De Lime Ro	830	Van sy	mature:

PanAm Railways Rigby Yard

Date: 3-21-14 Job: Local Locomotive # 307
Defects Reported
Conf fank Overflow
1011 ON GLOSS & Rails
Comments and Rengire
Daily Rower Remove trash
Drain 30gal. Oil from tank
will windows & Rolls
Oil Present On: Fuel Tank Cont. Tank Comp.Rm.Floor
ilass Wrige Trucks Hand Rails Wife
Cont. Tank Dumped VSM/R Drained YPS Exh Stack Cleaned NO
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water
Checked: Of Brake Shoes Piston Travel
Bell Horn Head Light Ditch Light
Ground Light Number Board Interior Stand
Time Reported: 0420 Fime Released: 0510 Maint. Signature: Foel-13009

PanAm Railways Rigby Yard

	<u> 30 / </u>
Defects Reported	
LAURA (200,001/012)	
	and the state of t
Comments and Repairs	
LUMO GUNON GOGOT	
Oll Present On: Fuel Tank Cont. Panle Comp.Rm	.Floor
Glass Trucks Hand Rail	§
Cont. Tank Dumped M/R Drained Exh Stack Cleane	ed
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Wa	<u>fer</u>
Checked: Brake Shoes Piston Travel	
Bell Horn Head Light Ditch Light	
Ground Light Number Board Interior Stand	4
Time Reported: Time Released: Maintage	vature!

PanAm Raibvays Rigby Yard

Date: 3-20-14 Job: Cocal Locomotive # 307
Defects Reported
2 4 Board lights out
Dil on Cont tank/windows Loater low not stot to fill
Comments and Repairs Daily Souser Reprove trash
Replace 2 # Board lights 1001/PC Glass & Rolls
Oil Present On: Fuel Tank Cont. Tank Comp.Rm.Floor
Glass Whoe Trucks Hand Rails Wipe
Cont. Tank Dumped Yes M/R Drained Yes Exh Stack Cleaned NO
Filled Or Toped 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: 04/5 Vaint. Signature.

PanAm Railways Rigby Yard

Onte:	3-17-14	Job:	The state of the s	annya 1879 ya masay 88 8700 may annay a yang a masa nda	Locomotive # 367
			Defects Re	ported	and the second of the second o
					ر میداد در این در در این در در در در در در در در در در در در در
mannen - Carantelli anno an Indian a mannen ega mannen pilan an jara parte an jara par		Cont Fakrog	Trus E	our d	la war
	ang gi ang ga ang ang ang ang ang ang ang ang	Cor	nments and	i Rensirs	and the state of the state of the second strong and securing the sixth of the second s
		2000	Cart	Joseph L.	LIDIPE
		和	<u>(۱۵۵</u>	oil.	1 1200 1 Earls
Oil Prese	nt On;	Fuel Tank	Co	nt. Tank	Comp.Rm.Floor
		Glass	Tri	icks	Hand Rails
Cont. Tar	ık Dumped	M/R D	rained		Exh Stack Cleaned
Filled Or	Toped Off:	Lube C	oil Gos	Oil	Comp Oil Water
Checked:		Brake S	Shoes	Piston	Travel
Be.	ll Horn	Head L	ight	Ditch	Light
Gr	ound Light	Numbe	r Board	**************************************	Interior Stand
Time Repo	orted; 💇	300	Γime Relea	sed: 🔯	Maint, Signatur

PanAm Raifways Rigby Yard

Date: 3.18.14	Job: <u>Co</u>	CAL	Locomotive	#307
TOURT 15 FULL	Defe	cts Reported		
	nga, ang ganggang manapari dan dan 1900 nga bangan bangan bangan bangan bangan bangan bangan bangan bangan bang pang panggan panggan panggan panggan panggan bangan bangan bangan bangan banggan banga			
Por Same MEA CO	Commer TO W T	its and Repair		
	ung paki timan-masah dimulagi dan sejik dalam papa papil sangga Jang dalam papa dan sejik dalam papa dan dan dan sejik dan sejik dalam papa sejik dan sejik dalam papa dan seji Sejik dan sejik dan sejik dalam panggan dan sejik dalam panggan panggan panggan panggan panggan panggan pangga		FUE	L 2200
Oil Present On: Fuel	Tank	Cont. Tank	Comp	.Rm.Floor
Glass	B	Trucks	<u> Hand</u>	Rails
Cont. Tank Dumped	M/R Draine	ed ×	Exh Stack Cl	enned
Filled Or Toped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoe	s K Pisto	on Travel 🗶	·
Bell KHorn &	Head Light	M Ditel	h Light 🔍	
Ground Light 🤇	Number Bo	ard 🏲	Interior Stanc	10<
Time Reported: 1500	- Time	Ruleased: 15	145	Monature

PanAm Railways Rigby Yard

Locomotive Condition Report

Onte: 3-17-14 Job: Locomotive # 367
Defects Reported
Nome 100'S WOW 54RES
Eva. Front wiper resources Nomerous & lights out
Daily Rowce Vernie trash
Rophus worn Shors 9 Ady. Viston travel
Oll Present On: Fuel Tank Cont. Tank Comp. Rm. Floor
Class SOPE Trucks Hand Rails SOPE
Cont. Tank Dumped NO M/R Drained No Exh Stack Cleaned NO
Filled Or Toped Off: Lube Oil Gov Oil Comp Oil Water
Checked: OK Brake Shoes X4 Piston Travel Adv. X5 Bell Horn Head Light Ditch Light
Ground Light Wumber Board Interior Stand X4
Time Reported: 0220 Fime Released: 0310 Maint. Signature Luci-230094

ProAm Railways Rigby Yard

Locomotive Condition Report

Date: 3-15-14	Job:	2812	Locomotiv	: 1307
	<u>Defec</u>	ets Reported	Manus da 1887 (1985), ka Maria ka ka ka ka ka ka ka ka ka ka ka ka ka	
promonent de establishe et establishe en en en en en en en en en en en en en		ر المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم المستقدم		ر می موسوده او در زندند که چه او داده می موسود این موسود این موسود این موسود این موسود این موسود این موسود این موسود این موسود این موسود این موسود این موسود این این موسود این این موسود این این موسود این موسود این موسود ای
	and the second s	ويتدعه اسياط والمستان المستوان والمستوان والمستوان والمستوان والمستوان والمستوان والمستوان والمستوان والمستوان	gy-sad wiyeyen 1961. Se amade kali anyeken masariya di adalah se masariya	
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	Commen	ts and Repairs		
	Series Series	The Third The Control of the Control	g ggoddaegonagggggggggggggggggggggggggggggggggg	
- Let Coffee State			kani katangi katangi katangi katang apabahan panggapat di salah salah panggapat di salah salah salah salah sal Salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah salah sa	
Oil Present On: Fuel	Tank	Cont. Tank-	Comp	.Rm.Floor
[Jlass)	Trucks	Hand	Rails
Cont. Tank Dumped	M/R Drained	1	Exh Stack Cl	eaned
Filled Or Taped Off:	Lube Oil	Gov Oil	Comp Oil	Water
Checked:	Brake Shoes	Pistor	1 Travel	
Bell Horn	Head Light	Ditch	Light	
Ground Light	Number Boar	rd	Interior Stand	
Time Reported:		435. Released:	VIA	sagmature:
			3	207)

PAN AM Waterville Engine House Daily Locomotive Condition Report RAILWAYS 2331 W 358 Unit No. 307 Date: 3-29-14 Attention: Power Control Rebuilt UsedNew Components Changed Out Comments C-1104 test Complete.

Ola for Service



management (1	nilfa	rd l	Rail	System	[]()(0)	motive ^v	Wheellm	spection	Report		MP-558	
	catio) [] ;	\ 1	aterville		Date: 3-	27-14		Unit Numb	er: 30 7		
<u>}</u>		-4-5-4-2	W		ige Conditl			Side Brng	ide Brng Spring Condition		Drake	
<u>ئ</u> ئ	'osti			Vertical Wear	Thickness	Thickness	Clearance	L.eaf	Coil	Rigging		
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Left	\$	į.	4	176		132	13	18"	OK	0/6	ok	
	0	A CONTRACTOR	5	property to the factor was an experience of the factor between								
	Truck		б	A. C.					The state of the s	E.		
	Wen Lini		9	#RA-1 1/2"	FRA-1"	GTI-15/16" FRA-7/8"					r Long Confor	
Figut Rear Clearance Limits												
Drawffar Ilght, above rail 30 354 All Frt. Locomotives: FRA-34 1/2" Max, FRA-31 1/2" Min.					'Min.							
-			-	ve (ail	3 "	5 1		PRA-6" Max. 3	"Mia./Rall C	learance: Fl	RA-2 1/2" Min	
Co	upler	Sla	ck		138	18	1/2" Maxim	uni	Account of the second of the s	\		
1	d li		ato)' 	Typer		Condition				53.	
Ins	pecto))';						ACT TO SECURE AND ADDRESS OF THE PERSON NAMED OF				

Pan Am Railways

Locomotive Periodic Inspection

Revised 10/14/10

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: Waterville

Date: 3-27-14

	Page 1 of 3 Mechanical Running Inspection	Initials
]	Good seal between generator and engine compartment	
2	Generator base bolts tight	
3	Unusual noise from blower or turbo	
4	Intake boot secure and in place	
5	Check for water, fuel, oil, exhaust leaks 6th notch or above (229.45 and 239.43)	
6	Engine base bolis for rightness	
7	Soak back pump (if equiped) for leaks or unusual noise	
8	Fuel pump for leaks or unusual noise	
9	Fuel heater for fuel or water leaks	
10	Oil cooler for oil or water leaks	
11	Air Compressor for air, water or oil leaks, unusual noise, base bolts, coupling	
12	Radiators for leaks	
13	Top Deck-fuel and water leaks, rocker arms, crabs, valve bridges and springs	
14	Engine protector for oil or water leaks, Check water shut down	
15	Inertial air filters check according to L.S.M. Sec. 4	
16	Governor for oil leaks - oil level	
17	Walkways (229.119)	
18	Take lube oil sample Must be hot and mixed	
19	Engine room - Compressor room - free of oil (229.119)	
20	Toilet - for proper operation	

	Page 2 of 3	Mechanical Ir	aspection	Initials
Cab:				
Ĭ	Air Brake test (229,47, 2)	29.49, 229.59)		
2	Air Gauges - test and cal	brate as needed (229.	53, 229.25)	
3	Salem Gauge Tester Cali	oration Dates	Date: (3-4-14) Due: (4-4-14)	
4	Windows for FRA Glazir	g, cracks, weather str	ipping (229.119)	
5	Seats Floor (229,119)			
6	Bell, horn. wipers (229.1	29)		
77	Speed Indicator (229.117)	terminan managama and managama and the second and t	A CALLEGE OF THE STATE OF THE S
8	Fuses in proper receptact	÷ (229.119)		
9	Sanders Working, holes i	n traps, pipes and hos	es (229.131)	
1.0	Test main resevoir safety	valve (229.49)	омности мененунда да област бай бай бай бай бай бай бай бай бай бай	• FSI/C
11	Check compressor govern	or setting 130-140 lb	s. (229.49)	
12	Cab heaters for proper of	eration (229.119)		
Draws	ear:	n en en en en en en en en en en en en en		
	Cracks, excess wear, heig	π,carrier,yoke,release	levers, 1/2" slack (229.61)	
Pilots:				
	Height, mounting bolts, g	eneral condition 3 to	6 inches (229.123)"	
Brake	Pipe Cut Out Cock:	anna lagicada		A
)You'd	Proper style, handle clear Rails, Grab Irons:	ance, leakage	A CONTRACTOR OF THE PROPERTY O	
rranu,	Clearance 2 1/2 inches, s	ecure, burrs (231,30)		
MUH				
	Cracks, Cuts, glad hand			
MUC	ocks:			
	Work easy all handles	The state of the s	MARTINE	
Steps:	O	11: 0 12:1		Language Control
Handb	Secure cracks or breaks,	ion skid surface, klok	plates (231.30)	
TANUL	C.O.T. & S. (232.10)			
Trucks	. ,	الما الما الما الما الما الما الما الما		
1	Appliances 2 1/2 inches a	bove the rail (229.71)	
2	Side bearing clearance-no	contact- Max 1/2" p	er truck (229.69)	
3	Truck frame and bolster,	free of cracks or brea	ks (229.67)	
4	Pins, hangers, brake rods.	etc, wom (229,57)		
5	Brake shoes aligned with	wheel (229.57)		
6	Piston travel 1 1/2" inche	s less than total possi	ole (229.55)	
7	Swing Hangers (229.45, 2	29.57)	Ť	
8	Elliptical and coil springs	, shock absorber, Saf	ety Hanger (229.65)	
9	Journal boxes, pedestal li	ners, tie bars, end cap	s (229.63, 229.67)	
10	Brake cylinder pipe and h	ose	No.	

	Page 3 of 3	Mechanical Inspection	Initials
i 1	Gear Cases (229.67)	The state of the s	
12	Support Bearings (2)	29.45)	
13	Inside brake hangers	and slack adjusters (229.45)	
Ĩά	Nose support springs	(229.45)	
15	Side bearings and sa	fety clips (229.67 and 229.69)	
16	Fuel tank (229.45)		
17	Main resevoir (229,4	(9)	
18	Wheels (229.75 and	229.73)	
19	Axle water and dust	guards (229.45)	
20	Resevoir drains worl	ring (229.46)	
		Supervisors Signature:	

11

湯 かか

Guilford Rail System	Electrical Runni	ng Inspection		Revised 1	/12/12
Page 1 of 2	Unit No: 307		and the second s	Date: 3-2	7-14
Device	Evení	Yes	No	Comments	Initials
چود و مناوی که استان داده کانت که کانت هایم که رسیده <mark>می مناوند و مناوند و مناوند و مناوند و مناوند و نام می</mark> و می	Sand	boom	Control of Control of		
Wheel Slip	Cab Light	W		J. Policia	
•	M.U. Pin #10	V			
The state of the s	Trip	V	enterior to the first of the fi	4	
Ground Relay	Bell	1,	Table 1907 and and a second of the second		
	Cab Light	1			and the state of
	M.U. Pin #2	V	the title of the second of the		
0.20 decreased the state of	Bell		And the second of the second o		
Low Oil Pressure	Cab Light		ham — and the second second second second second second second second second second second second second second		
	M.U. Pin //2		The second second second second second second second second second second second second second second second se		
	Engine Stop	V			5
Hot Engine	Bell			SAC	
	Cab Light	V		SEC BOOK	
Sanders	M.U. Pin #23		390 F W	Transcer California III	
Low Voltage D.C.	Grounds		V	Volts:	
	Charging Rate			72.3	
A.C. Voltage	Grounds		V		
Inertial Blower Motor	Running		boom	SCE book	
	Noisy		V	1 book	
Traction Motor	Running	1			
Blowers	Noisy		Garant		
Fuel Pump Motor	Running	V			- Contract of the contract of
	Noisy		V		
Soak Back Pump	Running			see	
vlotor	Noisy		6	SEE book	(CO)30(0)
Emergency Stops	All Stations including				
	Throttle Stop.				
,	Emergency Sand				
C Switch	Drop Load	V			diam'r.
	Cab Light	V			
	Running		404	11, 2000	
ab Heater Motors	Noisy				
	All Speeds		, . <u></u>		

Supervisors Signature:

Pan .	'4n Am Railways Mechanical (C&D) Maintenance					
Date	Page 1 of 2 Perform The Following Unit No. & Initials: 307	NEED AND TOXING AND AND AND AND AND AND AND AND AND AND				
		Initials				
£	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.					
2	Inspect traction motor gear cases - tighten all and replace any missing bolts and covers, add lubricant as necessary to maintain proper level.					
3	Fill journal boxes to proper level, replace any missing caps.					
4	Change brake shoes as required and adjust piston travel to 3 to 4 inches.					
Š	Change engine air intake filters and check for loose bolts & debris in filter rack. NIS					
6	Inspect and clean spark arrestors. Repair as necessary.					
7	Change primary and secondary fuel oil filters. Turn on fuel oil preheaters after September 1, and turn off after March 1.					
8	Change all lube oil filters, engine, turbo, soak back. Fill turbo lube filter with eil before applying.					
9	Change oil, oil filter and air intake filter on air compressor.					
10	Check governor oil level add as needed.					
11.	Lube Hand Brake, Stencil Date					
12	With lube oil hot, take lube oil sample.					
13	Clean generator pit aspirator on units equipped.					
14	Clean turbo lube oil separator and turbo eductor tubes on units equipped					
15	Check operation of fuel gauges. Clean and repair,					
16 17	Change electrical compartment filters on units equipped. Clean main generator intake filters on units equipped.					
18	Complete required air brake change out as outlined on form provided.					
	Supervisors Signature:					

Pan A	m Railways	Electrical (C&D)	Maintenance	Revised 1/13/12
Date	3-27-14		Unit No. & Initials:	307
	Page 1 of 2	Perform The Following		Initials
1	Main Generate	•		
a.	Clean all Insul			
ь. с.		shes having more than 90 day wear rer stator, stringband, brushholders, and i		NA
2	Main Alternate		<u> </u>	
а. b.	Reverse Slip R	ling Polarity anel (GE), Clean diode inspection wir	odowa (EMD)	
Ç.		nt fuses and blown diodes	idows (DiviD)	
		1D starter motors and load regulator, v	vith high pressured air.	
3	Wash and flush	all battery trays, check electrolyte le	vel specific gravity and leads.	
4	Clear all low si	de grounds		
5	Inspect all visil	ble insulation for breakdown		
6	•	ceptacles for loose, burnt, or damaged	pins and	
	defective cover	s and repair as necessary.		
7	Free up brushe	s in Dynamic Brake Blower, renew as	needed. (600 series ONLY)	
8	Inspect commu	nator, brushes and brush holders in au	ıxiliary gen.	
9	•	n motor commutators, stringbands, bru		
		ns, cleats and all covers renew worn o sing or loose covers, chaffed leads, us		
10	Sequence trans	sition circuits for proper operation.		
11	Check fuel pur	mp motor brushes. Renew as needed.		
12	Check all brush	nes in cab heater motors. Renew as no	eeded	
13	Inspect electric	cal compartment for loose or burnt wi	ring, missing	
	covers, foreign	material, loose cards/modules. Corre		
14	Inspect operati	on of speedometer. Calibrate for prop	er Wheel Circumference	reder
15	Replace all mis	ssing or burnt out bulbs. Replace miss	sing lens caps.	

L'HIUSO	307	LC.C. Inspec	tion Form	inspector:	
	ور وروستان المراسب و روستان المراسب و المراسب و المراسب و المراسب و المراسب و المراسب و المراسب و المراسب	Defects and Repairs		Date Repaired	Initial
	1	ereen Easkof lee	alsing at	3-29-14	
3		W 6/1 08/		3-27-14	
3	Vishfon i	Engene buse bolt OK. TIGHT		3/28/14	
- 1	Engino h	as Main Res.		3-29-14	
5		or ENGINE 'n House Sig		3-28-14	
6	<i>S</i> *	stel bles	prive Da	3-29-14	
7	APL Jagge	I not were A Aux War	teing De Pump No	3-29-74	
8	Jast dur	needs =			
9	,	Draw Bar L	oh good an talk	3-21-14	
41-7		year pocket has a	•		
1.1.	Front Draf	t Gear Pocket Co	Thers Cracked	3-29-14	
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 Loco	motive Number 307
Maint. Requirement	Results / Remarks	Inspector's signature
Water/Oil Leaks		
Hoses secured		
Guards in place		
Start Sw. operation		
Coolant Level & Repl.		
Crankcase Oil Level		
MU Oil Tank level	TO WELL TO	
Belt Tension-7.5 lb.		
Change Oil Filters		
Change Fuel Filters		
Prime Fuel System	A A	
Hour Meter Reading		
Check 2 Hr. Run Sw.		
Battery-12-14 VI)C		
Charge Indicator		
Warm-up to Power		
Emergency Stop		
Cab Heat Operation		
Supervisor/Shift		

05/98/2014 10:52 #4040 F. VIJ/VIU Printed on Mar 29, 2014 13:09:17 TIME SCALE WRE Recorder Data Analysis Software Locomotive 307 Wheel Size 38.50 Recorder Type WPN 17561 Version 3.1 Recorder 220 TTX-REC-F7G Filename 307 3-29-14, DAT Start Time Mar 22, 2014 15:49:28 Mar 29, 2014 12:56:18 and Time omotive 307 Speed (mph) 220 Load (amps) kecorder Wheel Size 38,50 AB (psi) 84 Mar 27, 2014 Date IB (psi) 40 15:37:22 Throttle Time PCS Open Closed Milepost 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 Nο Elapsed Time Wheel Slip No 1-mile markers Speed (mph) 1200 Load (amps) 900 600 AB (psi) B (psi) Throttle PCS Open Horn Bell

10 Minutes

Mar 27, 2014 15:47:22

DOT

Emer Sand Wheel Slip

Mar 27, 2014 14:47:22

0 0

Air Brake Type: 26L	Change Oi	ut Interval	Signature	Date
	368 Day	(1104 Day		
ATR BRAKE TEST AFTER C/O	YES	YES		29 Mar 14
Dirt Collectors	YES	YES		28Mor14
F-Filter	YES	YES		3-28-14
Check and Strainer of Check	YES	YES		28Nor 14
26C Automatic - Brake Valve		YES		3-28-14
SA 26 Independent Brake Valve		YES		3-28-14
26 F Control Valve		YES		284014
A-1 Charging Cut Off		YES		38 Mar 19
P-2-A Valve		YES		381214
No. 8 Vent Valve	eren er vert de leitze i van mandand für er vert er vert de leitze in gerene	YES	ì	28 Har14
H-5 Relay Valve		YES		28/10/19
J - Type Relay Valve		YES		28 Marl
F-1 Selector		YES	TRANSPORTER TO THE PARTY OF THE	281014
MU-2A Valvejor Duel Ported Cut Out Cock	- Compression of the control of the	YES	<u> </u>	B-28-1
All Check Valves Single/Double		YES	•	3-28-1
Safety Valves 55 lb.	,	YES		3/28/14
Safety Valves 150 lb.		YES		3/28/14
NS-1 Reducing Valve (if equipped)		YES	7	1-7-10
Emergency Brake Valve		YES		13-28-1
Quick Release Valve		YES		28/1ar
Main Reservoir Check Valve		YES		3/28/14
Main Reservoir Equaliting Line Check Valve		YES		3/28/14
MR Blowdown Magnet Valve		YES		3/28/14
18 Coalescent Filter Magnet Valve		YES		3/28/19
24H Coalescent Filter Magnet Valve	2	YES		3/28/19
BELOW FOR 500 SERIES ONLY	XXXXXX	XXXXXX		
Cutout & Strainer	YES	YES	747.541	
C-1 M/R Cutoff Filter	YES	YES		
-1 M/R Cutoff Valve		YES		
ead Engine Cutout U-1-40-8		YES		
verspeed Magnet Valve "LB-8"		YES		
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4. COME Approve in a 2130-0004

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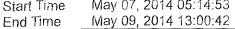
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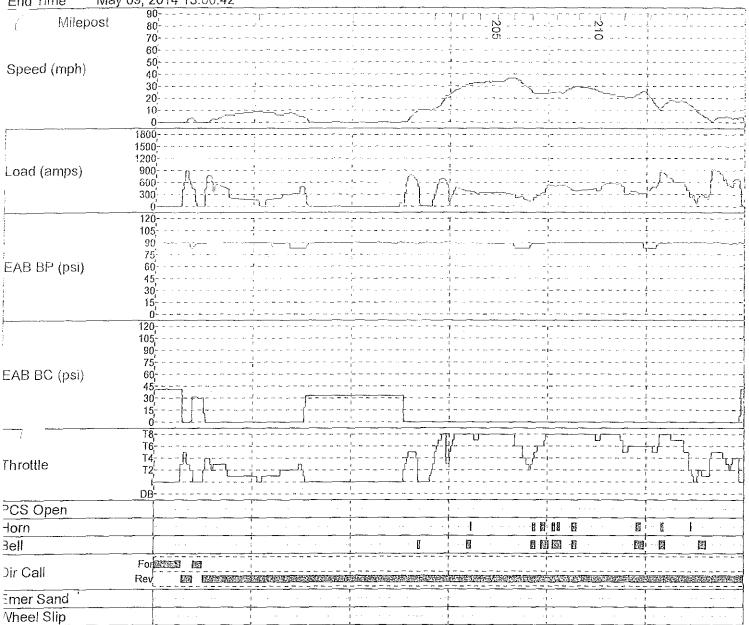
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Locomotive



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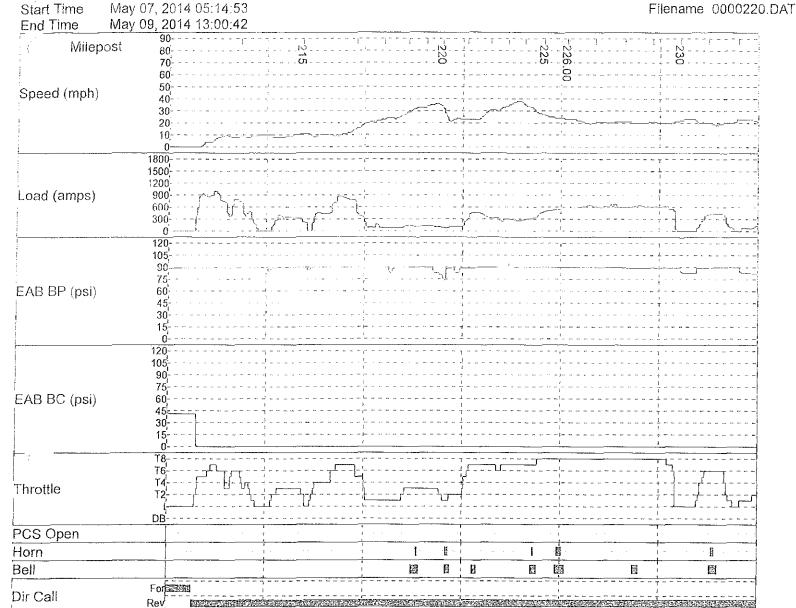
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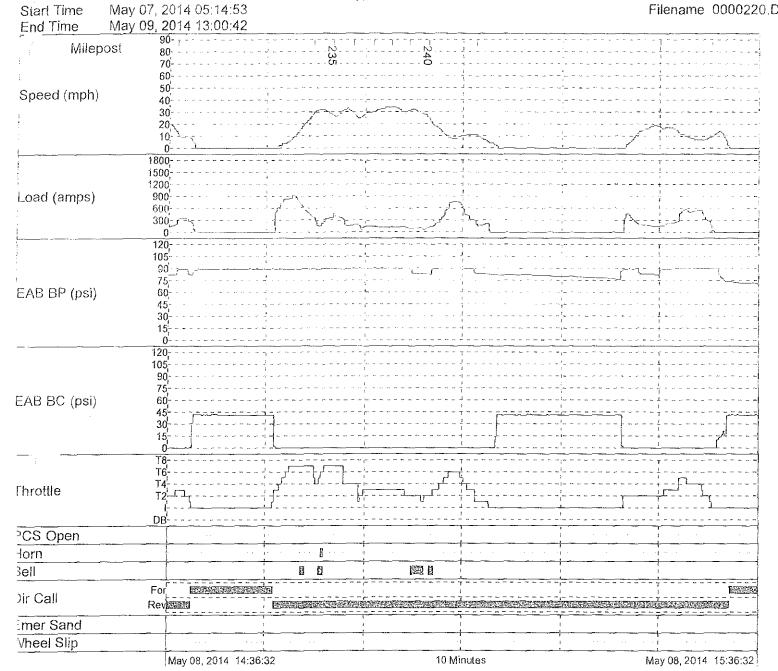
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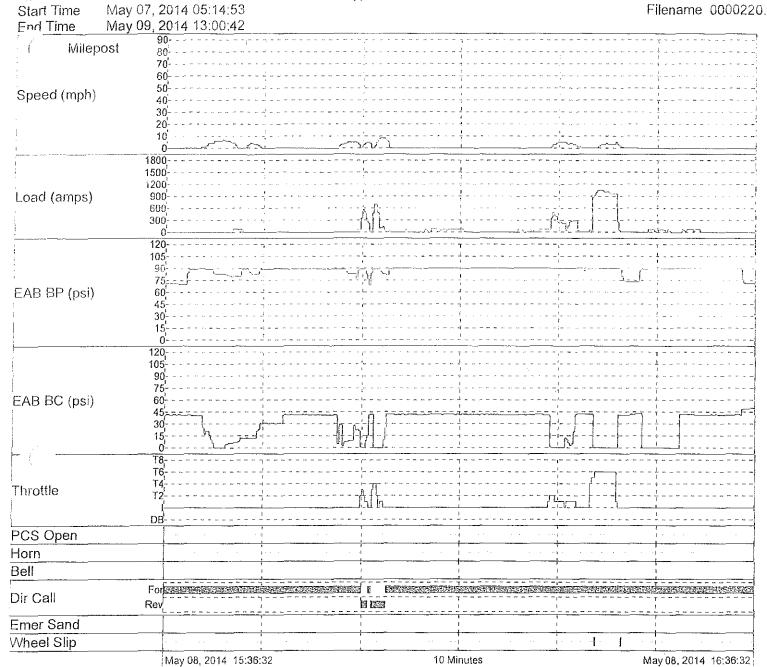
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Springfield Terminal Railway Locomotive Fire Inspection Report

Form & File Number: 030.15

Revised: March, 2010

Page 1 of 2

Copies to: Claims Department, AVP Mechanical, GM of Locumotives, Power Control

(PRINT with BLACK INK) (MOTE) ONE SHEET PER LOCOMOTIVE DO NOT LIST MULTIPLE UNITS)

1) Date: 5-8-14 Time: 1830 Location: DOVRR
2) Train Symbol: M. Locomotive Number: 307
3) Fire Location: CPF 2169 & CPF 211 GRANG TO BUILDED SICO
4) Fire reported by Whom (Agency, Department, etc.)? Folkings
5) Type of spark retarding equipment (turbo, exceptore, internal)?
6) Condition of exhaust stacks? (check one) Normal X Heavy carbon build up
7) Did spark retarding equipment/stacks require cleaning due to heavy carbon build up? <i>(chack one)</i> YesNo
8) Did spark retarding equipment/stacks require cleaning due to "Agency" request? (check one) YesNo
9) Condition of exhaust manifold and gaskets? (OK)
If above response la defective, explain in detail:
10) Type of brake shoes: Cast Iron Composition
LESS THAN 11) Condition of brake shoes, brake heads, brake rigging? OK L3 ONCIDING A VA
If above response is defective, explain in detail:
12) Condition of wheels: Normal X Hot Evidence of overheating NONE
If above response is abnormal, explain in detail;
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Page 2 of 2

If yes, type of test and re	sults:	
(4) Condition of hand be	ake(s). Were they full	ly released and functional? <u>\/5</u> \le \.
15) At the time and locat	ion of the fire, was th	e train accending or descending a grade? (check one)
Accending	Descending	Unknown
	scion is NZC, explain	other then relived employees? Yes X No in detail and include the "Agency" <u>end name</u> of
Agency: DEPARTMEN	T CONSTRUATI	ION AGRICULTURE OFFICETRY
Inspector(s) name: MA	THEW BEND	UETT
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Yes	No X	Agency" at the time of the incident to the Carrier?
If the response to the above	ve is no, was any expl	auation given by the Agency as to documentation?
IF REQUEST	70	
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Inspector's Name:		Craft/Title: MACHINIST
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Inspector's signature: Supervisor's Name;	(Print)	Craft/Title: MACHINIST (Print) Date: 5-8-14 Department of Conservation Mains Forest Service Forest Protection Division ES 650-442 MATTHEW BENNETT
Inspector's signature: Supervisor's Name;	(Print)	Date: 5-8-14 Dete: 5-8-14 Department of Conservation Maine Forest Service Forest Protection Division ED 650-442 Matthew Bennett Forest Ranger Investigator Office:
Inspector's signature: Supervisor's Name;	(Print)	Craft/Title: MACHINIST (Frint) Date: 5-8-14 Department of Conservation Maine Forest Service Forest Protection Division ED 650-442 Matthew Bennett Forest Ranger Investigator



THE COMMONWEALTH OF MASSACHUSETTS OFFICE OF THE ATTORNEY GENERAL

ONE ASHBURTON PLACE Boston, Massachusetts 02108

> (617) 727-2200 www.mass.goy/ago

March 21, 2013



Re:

Department of Environmental Protection, Middlesex Superior Court, Docket No. MICV 2010-00743

Dear :

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.

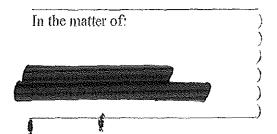
Thank you for your assistance in this matter.

Very truly yours,

Assistant Attorney General Government Bureau (617) 963-2974

Enclosure

COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS DEPARTMENT OF ENVIRONMENTAL PROTECTION



File No.: ACOP-WE-13-4003

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. ("Respondent") is a

Respondent's mailing address for purposes of this Consent Order is

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: ACOP # ACOP-WE-13-4003

Page 5

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 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 and
- B. MassDEP hereby agrees to suspend payment of the remaining sum 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 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:

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 ACOP-WE-13-4003

Page 8

Consented To: B [Plint Name] [Title] Exactly Vice President [Address] Federal Employer Identification No.:
Date:
Issued By: DEPARTMENT OF ENVIRONMENTAL PROTECTION
Ву:
Michael J. Gorski
Regional Director
Western Regional Office

Date:

In the Matter of: ACOP # ACOP-WE-13-4003

Page 8

Consented To:			
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[Address]			
Federal Employer Identification No.			

Date:

Issued By: DEPARTMENT OF ENVIRONMENTAL PROTECTION

Michael J. Gorski Regional Director Western Regional Office

Date: 3/15/13

In the Matter of: 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 Pederal 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

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 to 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 rall 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.
- 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.
- 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;
 - 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.
- 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.
- 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.

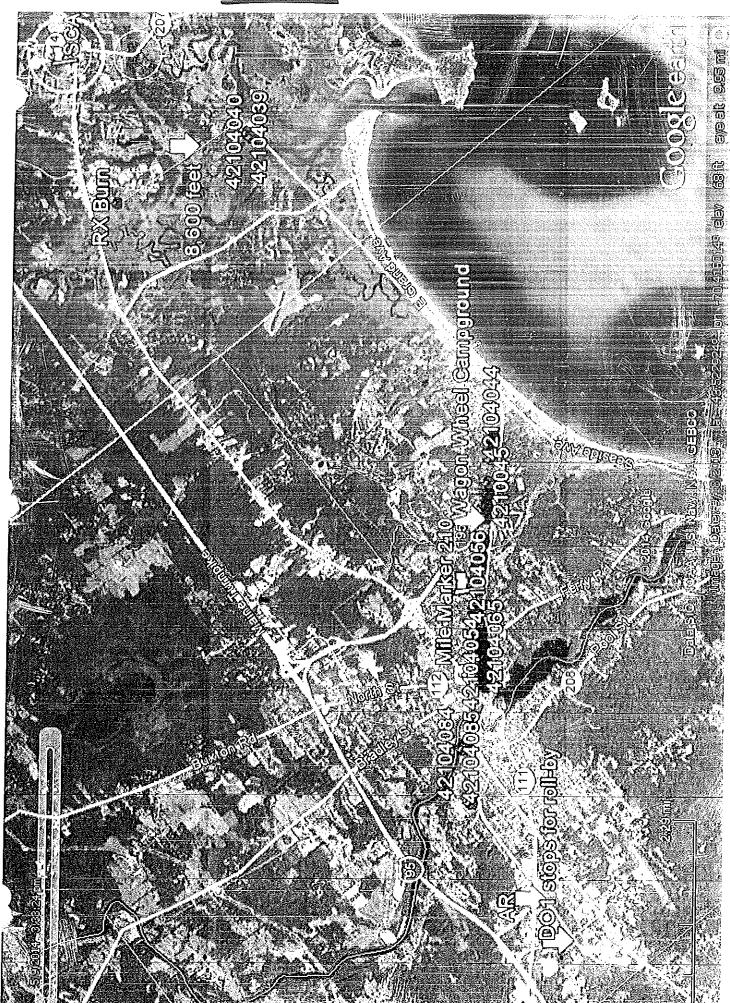
3.0 Wiscellaneous

- A. As a courtesy or wher 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.

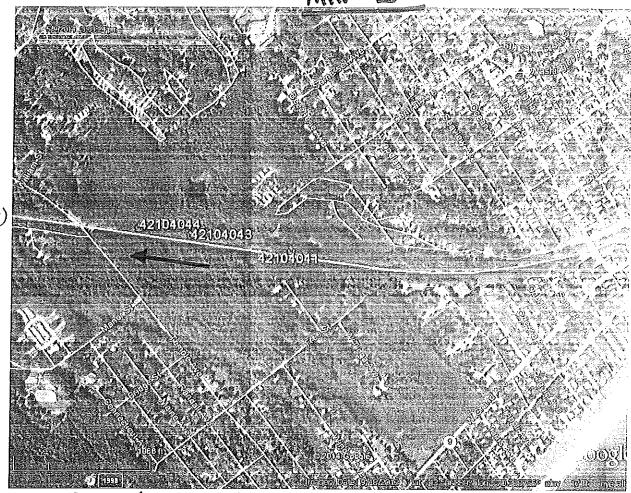
Reference(s):

- 1. Code of Federal Regulations, specifically 49 CFR Part 213.
- 2. Commonwealth of Massachusells, Docket Nos. 2008-080 and 2008-081.

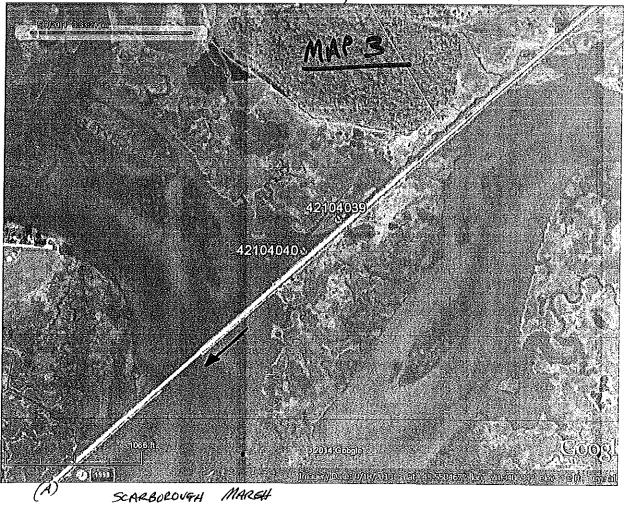




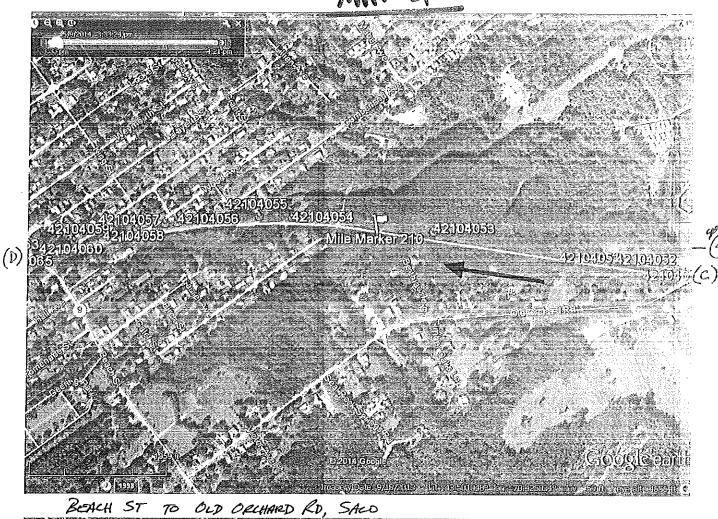
MW 2



TEMPLE AVE TO ATLANTIC AVE, OLD ORCHARD BEACH



MAP &

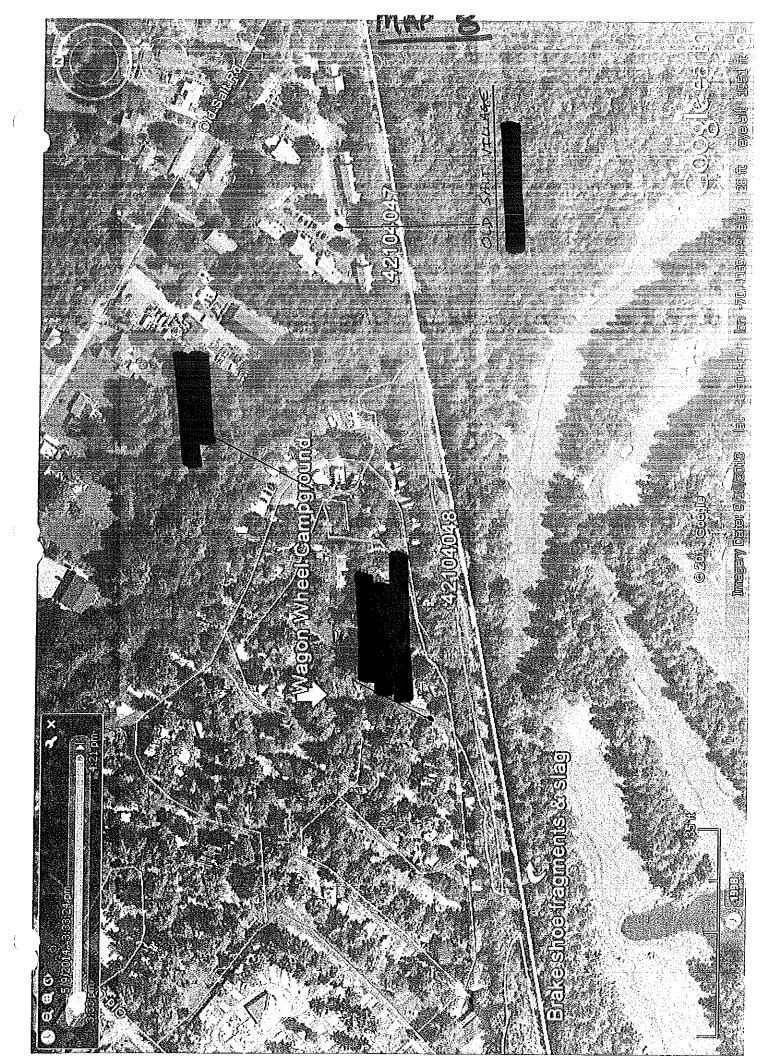


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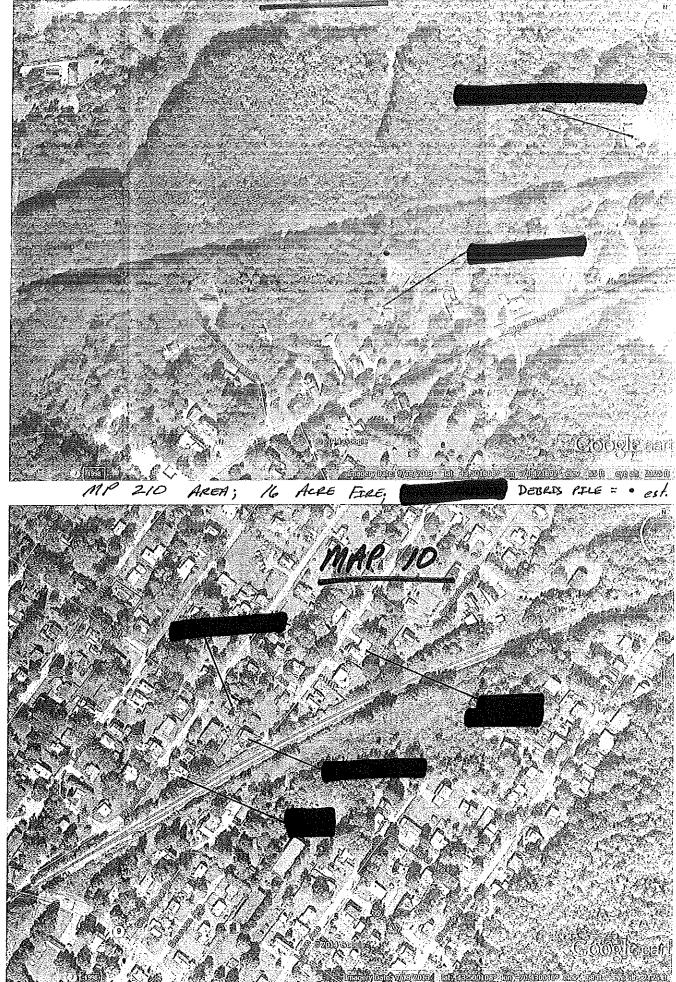
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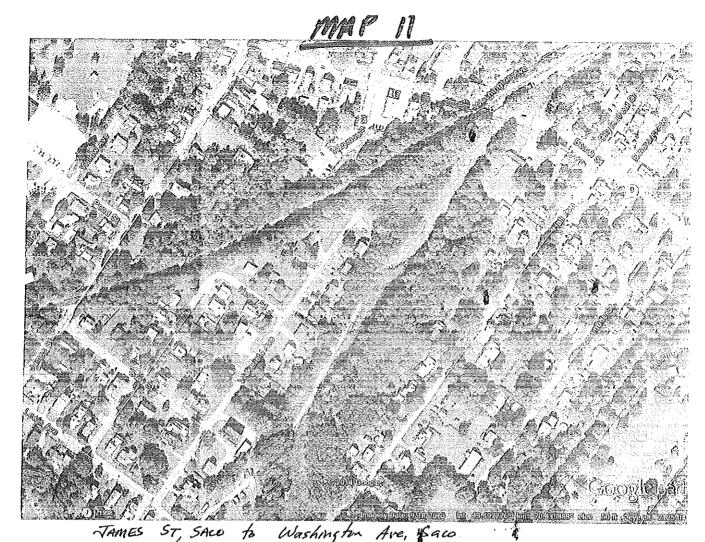
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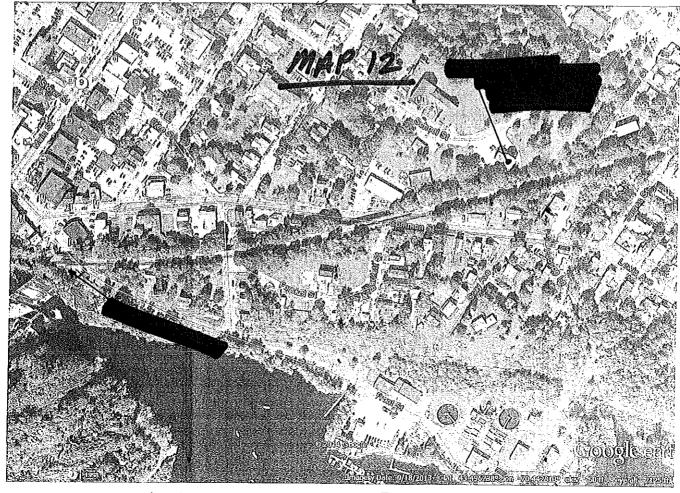


MAC 9



BEACH ST, SACO TO MP 210 AREA " WOOD AVE AREA"





• = OASIS CLUB SACO DAM TO JAMES ST., SACO

DISTANCE FROM IF & W RX BURN TO TRACK

