



NATIONAL TRANSPORTATION SAFETY BOARD
Office of Railroad, Pipeline, and Hazardous Materials Investigations
Washington, D.C. 20594

Survival Factors

Group Chairman's Factual Report of the Investigation¹

– Emergency Preparedness / Emergency Response² –

Report Date: January 27, 2021

A. Accident Information³

NTSB Accident Number:	RRD20LR005
Location (accident reference):	Tempe, Arizona (AZ)
Date / Approx. Time of Accident:	July 29, 2020 / 6:06 a.m. MST ⁴
Incident Description:	railroad derailment / bridge collapse / fire
NRC ⁵ Report No.:	1283108, as updated
Track Reference Location (approximate):	Milepost 914.1 on the Phoenix Subdivision

Note – photographs obtained by the Survival Factors investigation generally are not included in this report, due to the volume content and unwieldy format of the documentation media, or due to confidentiality considerations, in which the photo-documentation is made available, to the extent possible, as separate report documentation (allowing for confidentiality / sensitivity considerations of the individual image contents).

¹ Generally described, NTSB investigations are conducted pursuant to the criteria cited under 49 CFR Part 831.

² The Survival Factors investigation exclusively addresses the [1] emergency preparedness and emergency response elements and factors of the accident, and [2] injury causation elements and factors of the accident.

³ This investigation was conducted 'virtually', in which no NTSB staff traveled to the accident scene, in which all NTSB investigative activities were conducted 'remotely', with a reliance upon the local entities (i.e., the emergency services agencies, the railroad, and other organizations) for data collection and conveyance of same to the NTSB.

⁴ Mountain Standard Time

⁵ The National Response Center provides an initial notification to specific USDOT / FRA and NTSB offices, of transportation related incidents that meet certain pre-established criteria. See [Internet] <http://www.nrc.uscg.mil>, for report.

B. Synopsis of the Accident

See Synopsis narrative, as compiled by the Investigator-in-Charge, which is available in the NTSB public docket.

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Select abbreviations and acronym nomenclature used in this report

AZ	Arizona
ref	reference, or as referenced in
CAD	Computer Aided Dispatch
CP/EV LRT	Central Phoenix / East Valley Light Rail Transit
EOC	Emergency Operations Center
NE	Nebraska
PFD-RDC	Phoenix Fire Department Regional Dispatch Center
RIMS	RMCC Incident Management System
RMCC	Response Management Communication Center [UP Railroad]
SF	Survival Factors [NTSB investigation]
TFMRD	Tempe Fire Medical Rescue Department
TPD	Tempe Police Department
UP	Union Pacific [Railroad]
USGS	United States Geological Survey (see [Internet] https://www.usgs.gov/)

C. Survival Factors – Technical Working Group Participants⁶

Mr. Richard M. Downs, Jr., P.E.
 NTSB / Survival Factors - Emergency Response / Group Chairperson
 Washington, DC 20594

Lieutenant John Thompson
 Tempe Police Department, Tempe, AZ 85281

Captain Chris Rake
 Paramedic, Tempe Fire Medical Rescue Department, Tempe, AZ 85281

Mr. Ray Vasquez
 Union Pacific Railroad, Tucson, AZ 85713

⁶ Participants of the Survival Factors Group include [1] the Group Chairperson [NTSB investigative staff], [2] participants as designated by the Party to the Investigation [organizations / entities], pursuant to the criteria of 49 CFR 831.11, and [3] potentially other individuals as designated by other organizations / entities that the Survival Factors Group Chairperson deems necessary and appropriate to participate in the Survival Factors Group.

D. Details of the Investigation⁷

1.0 Relevant Background Factors / Information

The accident involved the derailment of a railroad train that was traveling (at the time of the accident) upon a bridge structure, a subsequent bridge collapse, and a subsequent fire that ignited after the derailment.

1.1 Locality of the Accident / Civil Jurisdiction, and Property Identification⁸

The accident occurred on a railroad bridge structure that was located adjacent to the southern bank of the Salt River, which is located in a northern region of the City of Tempe, Arizona. The accident site is within the emergency services / public safety and security jurisdictions of the municipal services agencies of the City of Tempe.

The railroad bridge is property of, and is operated by the railroad operating carrier, which was the Union Pacific Railroad (see further § 1.3 of this report). The City of Tempe, which is the eight largest city (by population count) in Arizona, is a civil municipality of Maricopa County, and is located contiguous to the eastern boundary of the City of Phoenix, contiguous to the southern boundary of the City of Scottsdale, and contiguous to the western boundary of the City of Mesa. The Salt River traverses the northern sector of the City of Tempe, a segment of which is comprised of (i.e., is referred to as) the Tempe Town Lake.

The accident site is within the emergency services jurisdiction (fire protection district) of the Tempe Fire Medical Rescue Department (TFMRD) (see § 3.2) and is within the law enforcement jurisdiction of the Tempe Police Department (TPD) (see § 3.3).

1.2 Site Characterization – Pre-Accident

1.2.1 Overall Physical Configuration of the Accident Site⁹

Generally described, the geographical area proximate to the accident site is an area of approximately level terrain, which is immediately adjacent to the southern bank of the Salt River, in which the accident occurred on a railroad track that crosses over the river (in an approximately perpendicular orientation) on a constructed bridge structure, which was owned / operated by the Union Pacific (UP) Railroad.

⁷ Data and documentation of the investigation, as accrued from, or as made available to the investigation by the individual participants of the Survival Factors / Emergency Response Group, and/or data / documentation as made available to the investigation by other contributors (as individually noted), is described in this report section.

⁸ Reference, and for further information, see [Internet] <https://www.tempe.gov/home>, and <https://www.tempe.gov/government/community-services/tempe-history-museum/tempe-history/a-brief-history-of-tempe>.

⁹ Description based upon post-recovery site inspection imagery, and recorded aerial images of the accident site, by the Tempe PD, video imagery recorded by several witnesses (as recovered by the Tempe PD), and images (recorded prior to the event) as shown in [Internet] <https://www.google.com/maps/>, and as further described.

The Salt River is generally aligned in an east / west orientation and has a westward flow, which in the area proximate to the accident site, that segment of the river is locally referred to as the Tempe Town Lake, which was measured to be over 800 feet in width (in that area)¹⁰, and is used as a municipal recreational (swimming / boating) area.¹¹

The UP Railroad bridge structure, consisting of a wood-constructed trestle (at the south end), plus nine, contiguously-connected, Pratt-design¹², steel-constructed, through-truss, bridge span segments¹³, which contained a single railroad track as affixed to the through-deck platform of that bridge structure. The bridge structure was generally aligned in a south / north orientation, in which the ends of the individual truss segments rest upon robustly constructed, metal jacketed, concrete “pier” support structures.

The constructed truss-style bridge structure consisted of, from the south end and extending to the north end, individual structural elements, as described in the following tabulation¹⁴.

Structural Element	Construction Configuration	Approximate Length (feet)
1 st	wood-constructed trestle	224
2 nd	steel-constructed truss	102
3 rd	steel-constructed truss	152 ½
4 th	steel-constructed truss	152 ½
5 th	steel-constructed truss	152 ½
6 th	steel-constructed truss	152 ½
7 th	steel-constructed truss	162 ½
8 th	steel-constructed truss	162 ½

¹⁰ Dimension identified from images sourced to [Internet] <https://www.google.com/maps>.

¹¹ The Tempe Town Lake was created by the installation, a number of years prior, of a detention dam structure, as a flood control measure, which resulted in an increase of the water depth to its current level (see further [Internet] <https://www.tempe.gov/government/community-services/tempe-town-lake/how-town-lake-works/town-lake-dam>).

¹² The Pratt bridge design is generally described in, e.g., a technical paper [titled] A Context for Common Historic Bridge Types, [dated] October 2005, as included in a publication of the Transportation Research Board, ref, and available at [Internet] [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(15\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(15)_FR.pdf); see § 3.1.7.

¹³ The nine-spans of the Pratt truss-style bridge were originally constructed 1912-1915, as additionally described in [Internet] <http://loc.gov/pictures/item/az0240/>; select “DATA PAGES” for historical background narrative.

¹⁴ Data source: wood-constructed trestle dimension from [Internet] <https://www.google.com/maps>, and steel-constructed truss dimensions from a copy of an original engineering drawing [of the bridge structure], obtained from the UP Railroad (by the [initially organized] “Bridge” Group), which was identified (in the drawing title block) as “CRSS, Inc., Southern Pacific Over Salt River Foundation Stabilization, Department of Public Works, City of Tempe, Division of Engineering, Plan and Elevation, sheet 2 of 5, dated Sept. 1990”.

9 th	steel-constructed truss	152 ½
10 th	steel-constructed truss	102

The ground-surface area to the immediate east of the (above described) 1st, 2nd, and 3rd structural bridge elements, consist of an open-area, municipal recreational area, which is labeled (in local maps) and locally referred to as Tempe Beach Park, which includes a large [motor vehicle] parking lot area.

The ground-surface area to the immediate west of the 1st, 2nd, and 3rd structural bridge elements, consists of vacant, open-area, land, which is of a similar topographical character as the Tempe Beach Park (but does not include a parking lot area).

A paved, four-lane municipal roadway (i.e., two travel-lanes in each direction), which is labeled (in local maps) and locally referred to as the Rio Salado Parkway, passes beneath the 2nd structural bridge element of the railroad bridge structure, which has a pedestrian sidewalk on both sides of the roadway.

Signage on the 2nd structural [railroad] bridge element, at its intersection with the Rio Salado Parkway [roadway], as viewed from both the eastbound and westbound lanes of the roadway, indicated “Clearance 16’ 4” ” (i.e., there was a [signage-described] vertical dimensional distance of 16 feet, 4 inches between the underside of the bridge and the top surface of the roadway pavement).

For the 3rd structural [railroad] bridge element, the vertical dimensional distance (‘clearance’) beneath the bridge, at the southern end of that bridge element, appeared to be approximately the same as the 2nd structural [railroad] bridge element (i.e., just over 16 feet), in which the vertical dimensional distance, at the northern end of that bridge element, to the ground below, was estimated¹⁵ to be about 10 feet.

Vacant (open area) land was located beneath, and to the immediate east (i.e., the area of the Tempe Beach Park), and to the west of the 3rd structural bridge element of the railroad bridge structure.

The 4th structural bridge element, and extending through the approximate midspan (location point) of the 9th structural element, of the railroad bridge structure, pass over the Tempe Town Lake.

¹⁵ Dimensional distance estimate, at the northern end of that bridge element, was based upon [1] dimensions cited in a copy of an original engineering drawing [of the railroad bridge structure], obtained from the UP Railroad (by the [initially organized] “Bridge” Group), which was identified (in the drawing title page) as “M.&P. & S.R.V.R.R., Salt River Bridge, Engineers Report, [dated] Aug. 1905”, sheet 5 of 10 (illustrating / describing dimensions of “Pier III”), and [2] images of the underside of the northern end of that bridge element (recorded prior to the event) as shown in [Internet] <https://www.google.com/maps/>.

The northern half, approximate midspan (location point), of the 9th structural element, and the 10th structural bridge element, are located on [above] dry land on the north shore of the Salt River.

See the Railroad Operations Group Factual Report for additional information detail.

1.2.2 Valley Metro - Light Rail Bridge Structure

An additional railroad bridge structure, which was to the immediate east of, and orientated approximately parallel to the UP Railroad bridge structure, was owned / operated by Valley Metro, which was used by their Light Rail train operation that traverses the bridge (as further described in this report; see § 1.5). In the area proximate to the derailment (i.e., at the southern end of the southern-most truss bridge segment), the distance between the Valley Metro railroad bridge structure, and the UP Railroad bridge structure, was measured by the investigation¹⁶ to be approximately 35 feet. The Valley Metro railroad bridge structure was not involved in, or was structurally damaged as a result of the accident (i.e., minor damage was reportedly sustained to the “artistic lighting element” that was fitted to the bridge¹⁷).

1.2.3 Riverside Residential Community

A residential community, which was referred to (in local maps) as Riverside, consisting predominantly of multiple-story, residential dwellings, and a few commercial properties, was located to the southwest of the accident site, in which the measured distance¹⁸ between the southwest edge of the accident site (i.e., the concrete pier that supported the southern end of the southern-most truss bridge segment), and northeast edge of the Riverside properties, was observed to be approximately 300 feet.

1.2.4 Locations of Recovered Surveillance / Digital-Video Camera Imagery

The information depicted in the recovered video camera imagery, as described in the following report sections, will be addressed in separate report documentation of the investigation¹⁹.

a. Surveillance Camera Imagery of the ADP Building

A privately owned / operated commercial building, which was locally referred to as the “ADP Building”, was located approximately 1,000 feet to the approximate southeast of the derailment site, in which exterior-view, surveillance video cameras were affixed to the northern side, exterior surface of the top (i.e., 10th) floor of the building (i.e., the cameras were facing the general direction of the accident site). The described video cameras were connected to auto-recording equipment, for imagery archival purposes (i.e., the surveillance video camera imagery

¹⁶ Dimension identified from images sourced to [Internet] <https://www.google.com/maps>.

¹⁷ Ref, and for additional information, see [Internet] <https://www.tempe.gov/government/communication-and-media-relations/railroad-bridge#ad-image-0/>.

¹⁸ Dimension identified from images sourced to [Internet] <https://www.google.com/maps>.

¹⁹ The separate report documentation to be determined by the Investigator-in-Charge.

could be recovered for later viewing). The SF investigation identified / located, as collected through the direct support of the Tempe Police Department, a copy of digital-video camera image ‘footage’ (as sourced to the described surveillance video cameras), which was recovered from the auto-recording equipment. The recovered image ‘footage’ was used by the investigation, to describe activities of the UP Railroad [accident] train as it approached and passed over the UP Railroad bridge (at the accident site), as well as activities of Light Rail trains that traversed over the (adjacently located) Valley Metro - Light Rail bridge (see further § 1.2.2).

b. Surveillance Camera Imagery of the Light Rail Train

Additional surveillance camera imagery was obtained by the investigation, from a surveillance camera recording system that was fitted to (i.e., onboard) the light rail train that passed over the Valley Metro - Light Rail bridge, which was located immediately adjacent to the UP Railroad bridge, in the moments immediately preceding the UP Railroad train derailment (see further § 1.5.1).

1.2.5 Map of the Accident Site Area

A copy of an annotated segment of a USGS topographic (survey) map²⁰, describing the general area proximate to the accident site, is provided in Exhibit 1.

1.3 Railroad / Train – Owner / Operator

The accident involved a UP Railroad train that derailed on property of the UP Railroad.

1.3.1 The Union Pacific Railroad Company²¹

The Union Pacific Railroad Company²², which is also informally referred to as the Union Pacific Railroad (UP Railroad), is a standard gauge²³, common-carrier, Class I freight railroad²⁴, with corporate headquarters located in Omaha, NE. The UP Railroad operates approximately 32,000 route-miles of track covering 23 states across the western two-thirds of the United States. Dispatching of trains operating on the UP Railroad at this location is provided by the UP Railroad through the Harriman Dispatch Center, which is located in Omaha, NE.

A copy of map documentation²⁵, describing the UP Railroad trackage system, is provided in Exhibit 2.

²⁰ Excerpt from United States Geological Survey (USGS) topographic survey map, [map ref] Tempe, AZ, Quadrangle, [dated] 2018 (7.5 Minute Series, original scale 1:24,000); ref, and for further information, see [Internet] <https://ngmdb.usgs.gov>.

²¹ Source: and for further information, see [Internet] https://www.up.com/aboutup/corporate_info/uprover/index.htm, and as further described.

²² Ref, and for additional information, see [Internet] <http://www.up.com/>.

²³ U.S. “standard gauge” track is 56.5 inches (143.5 cm) between the rails, as measured on straight track.

²⁴ ref., as defined in, 49 CFR 1201.1-1 Classification of Carriers

²⁵ Source: and for further information, see [Internet] <https://www.up.com/aboutup/reference/maps/>.

See the Railroad Operations Group Factual Report for additional information detail.

1.3.2 Accident Train²⁶

The accident involved a westbound²⁷, UP Railroad freight train, having a designated identification code of MTUPX29, which was comprised of three locomotives and 97 freight cars (consisting of 89 loaded freight cars, and eight empty freight cars), which was traveling at 23 mph at the time of the accident. A total of 12 freight cars, located at line-positions 49 through 60, inclusive (i.e., the car-count, from the head-end of the train), derailed at the accident site.

See the Railroad Operations Group Factual Report for additional information detail.

1.4 Prior Derailment (Accident) That Occurred Proximate to the Accident Site²⁸

The investigation identified that a prior freight train derailment (accident), of 12 freight cars, occurred on June 26, 2020, at a location proximate to the accident site of this investigation, in which resources of the emergency services agencies of the City of Tempe responded to that incident (i.e., the TFMRD and TPD).

See the Railroad Operations Group Factual Report for additional information detail.

1.5 Valley Metro - Light Rail Operation²⁹

Valley Metro is the regional public transportation agency that provides coordinated transit services, which includes regional bus, light rail and paratransit service, to residents of the metropolitan Phoenix area. The Valley Metro - Light Rail operation, which is formally known as the Central Phoenix / East Valley Light Rail Transit (CP/EV LRT) System³⁰, operates a Light Rail (railroad) transit system that traverses a 26.3-mile route from northern Phoenix to the central region of the City of Mesa. The CP/EV LRT includes a segment of railroad trackage that correspondingly traverses through the City of Tempe, which includes a railroad bridge that traverses the Tempe Town Lake, which was used exclusively by the Valley Metro - Light Rail operations.

²⁶ Source: description of the accident train, offered by UP Railroad management / officials, as described to the NTSB (IIC, and participating Group Chairs) at the onset of the investigation (i.e., the IIC's Organization meeting), and in subsequent briefings (IIC Progress Meetings), and subsequent [locomotive] event recorder download data.

²⁷ The 'westbound' direction [designation] was the 'timetable' direction of the train, in which the 'compass' direction of the train (at the time of the accident) was northbound.

²⁸ Source: and for further information, see Form FRA F 6180.54, which describes the subject [derailment] incident, as filed with the Federal Railroad Administration (FRA), by the UP Railroad, as made available to the investigation by the UP Railroad.

²⁹ Reference, and for further information, see [Internet] <https://www.valleymetro.org/>.

³⁰ The operation is formally known as the Central Phoenix / East Valley Light Rail Transit System (see further, [Internet] <https://www.valleymetro.org/>).

The accident of this investigation occurred on a bridge that traverses the Tempe Town Lake, which was owned / operated by the Union Pacific Railroad, in which that railroad bridge was located immediately adjacent to the railroad bridge that was used exclusively by the Valley Metro - Light Rail operations. Data / documentation, as identified by the investigation, and as made available to the investigation by this organization, is summarized as follows.

1.5.1 Light Rail Train – on-Board Surveillance Video Camera Footage

Valley Metro - Light Rail trains are fitted with a number of on-board, exterior-view, surveillance video cameras, and corresponding image recording equipment. Video camera image ‘footage’, as recovered from a Light Rail train that traversed the Valley Metro railroad bridge in the interceding moments immediately prior to the derailment, captured image ‘footage’ of the railroad equipment that was located on the adjacent Union Pacific Railroad bridge. The captured video camera image ‘footage’ of the railroad equipment was obtained by the investigation, as collected through the direct support of the Tempe Police Department.

The information depicted in the recovered video camera image ‘footage’ will be potentially addressed in separate report documentation of the investigation³¹.

1.5.2 Operation of a Light Rail Train Proximate to the Accident Site

The SF investigation identified that a Valley Metro - Light Rail train had traversed the Valley Metro railroad bridge, which included the area proximate to the derailment, at a point in time subsequent to the train derailment, in which a severe smoke condition was present on the Valley Metro bridge. The Light Rail train traversed the Valley Metro bridge at a time after (apparently) cargo of the derailed railroad railcars had ignited, which resulted in a substantial fire, which also resulted in an extensive smoke plume that encased that area of the Valley Metro railroad bridge, through which the Light Rail train passed.

An inquiry to the Safety Department management of Valley Metro regarding this Light Rail train movement, identified that Valley Metro was aware of the movement of the Light Rail train through the smoke plume, in which Valley Metro management indicated that they had addressed that train movement activity, which included remediation actions of the Light Rail operation. The remediation actions were described in a document compiled by Valley Metro, titled “AAR [After Action Review] Roll Up Report”. A ‘draft’ copy of the “AAR Roll Up Report” was made available to the SF investigation, in which a review of the document identified that it displayed a ‘confidentiality constraint’ notation, indicating that it contained Sensitive Security Information, which was not for public disclosure. As the SF investigation is respectful of documentation that displays a Sensitive Security Information ‘confidentiality constraint’ notation, the disposition action was deferred to the NTSB Office of General Counsel for resolution.

2.0 Accident Site - Wreckage Distribution / Damage Characterization, and Relevant Factual Data

³¹ The separate report documentation to be determined by the Investigator-in-Charge.

2.1 Time of the Event Occurrence

The investigation located documented ‘timestamp’ data, of digital video recording equipment, situated proximate to the accident site^{32, 33}, which identified the approximate time of the event occurrence, as sourced to a (privately owned / operated) surveillance video camera system³⁴ that automatically recorded continuous digital video images, at a distance, in which the evidence supports³⁵ that the derailment initiated³⁶ at about 6:06:19 a.m. MST, on July 29, 2020.

2.2 Approximate Point of Derailment

The derailment was preliminarily identified³⁷ to be proximate to the northern end of the wood-constructed trestle (i.e., the 1st structural element) of the UP Railroad bridge structure (as further described in this report), as situated to the immediate south of the southernmost concrete “pier” support structure (see further § 1.2.1).

See the Railroad Operations Group Factual Report for additional information detail.

2.3 Site Condition / Damage Description - Characterization

2.3.1 Railroad Wreckage Distribution / Condition of Bridge Structure

A total of 12 freight cars, located at line-positions 50 through 61, inclusive (i.e., the freight car-count, from the head-end of the train), derailed at the accident site.

The accident site comprised a number of the structural bridge elements (as described in § 1.2.1), in which a description of the wreckage distribution, commensurate damage sustained, and

³² Generally described, a “timestamp” of a digital recording device is encoded information [in the recording medium] that documents the time of the individually displayed images of a video recording, which can be used to identify when an event occurred (as shown in a given video image), in that, upon verification, accurate date and time [of day] data is documented in the encoded data, in which the identified time may be accurate to the second, where a timestamp characteristically may be provided in the format: date:00:00:00 (i.e., date:hour:minute:second), in which the ‘reconciled accuracy’ of the video recording equipment timestamp data would need to be verified, relative to an official, US Government-sourced, recognized time standard (e.g., [Internet] <http://www.time.gov/>).

³³ The ‘reconciled accuracy’ of the video recording equipment timestamp was verified by the investigation, to be fully co-incident to (i.e., synchronized with) an official, US Government-sourced, time standard (i.e., [Internet] <http://www.time.gov/>), ref: email from the video recording equipment owner / operator [the ADP building], to the SF Group Chairperson, dated 12/16/2020.

³⁴ The identified surveillance camera systems, as located on the ADP building (see § 1.2.4.a), were located about 1,000 feet southeast of the accident site, and were oriented in a northerly direction, such that the cameras were facing the direction of the accident site, such to view and record imagery of the accident site.

³⁵ Supportive evidence consists of the observed, discernably visible, derailling railroad railcars and collapse of the bridge structure, which was visibly apparent in the recorded video imagery, as obtained by the investigation.

³⁶ The ‘initiation’ of the derailment was based upon review of the captured video imagery, which depicted derailling railcars and the collapse of the truss bridge.

³⁷ Location based upon preliminary evidentiary artifact data of the Railroad Operations Group Factual Report.

condition of the bridge structure, was compiled / tabulated by the investigation, the data of which are summarized in Exhibit 3.

2.3.2 Wreckage Distribution Map³⁸

A copy of annotated maps and aerial imagery, compiled by the Tempe PD, describing the overall accident site and wreckage distribution, is provided in Exhibit 4.

3.0 Background and Emergency Preparedness Measures of the Jurisdictional Emergency Services Agencies / Organizations³⁹

3.1 Roster of Jurisdictional Emergency Services Agencies / Organizations

Agency / Organization - Role	Agency / Organization - Name	Location ⁴⁰
9-1-1 Call Processing / Emergency Services (Fire Department and EMS), and Law Enforcement Response Requests ⁴¹	Tempe Police Department Communications Center	Tempe, AZ
Fire / Rescue / Emergency Services Responses	Tempe Fire Medical Rescue Department	Tempe, AZ
Fire Department / EMS Dispatching	Phoenix Fire Department Regional Dispatch Center	Phoenix, AZ
Emergency Medical Services / Ambulance Response	Tempe Fire Medical Rescue Department	Tempe, AZ
Law Enforcement (Police)	Tempe Police Department	Tempe, AZ
Law Enforcement Dispatching	Tempe Police Department Communications Center	Tempe, AZ

³⁸ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the Tempe PD, dated 09/02/2020.

³⁹ Source: documentation of the Party participants, as made available to the investigation, and as further described.

⁴⁰ Principal operational, and/or administrative office(s).

⁴¹ i.e., this agency is the primary Public Service Answering Point (PAP) agency for the municipal jurisdiction, in which requests for fire department / EMS responses to locations in the municipal jurisdiction are advanced to the Phoenix Fire Department Regional Dispatch Center for dispatch processing; see further § 3.4.

3.2 Jurisdictional Fire / Emergency Services - Rescue Agency – TFMRD⁴²

The accident occurred on private property within the response jurisdiction [fire protection district] of the Tempe Fire Medical Rescue Department (TFMRD), which also provided resources in response to the incident.

3.2.1 Background / Overview⁴³

The TFMRD is the principal emergency services agency responsible for responding to fire suppression, emergency rescue, and an initial response to hazardous materials incidents within the fire protection district [in the City of Tempe] that encompassed the accident site, and was the initial fire / rescue agency that responded to the scene in this incident. As described by the agency, “The Tempe Fire Medical Rescue Department is an “all hazards” department that responds to all types of incidents including fires, automobile accidents, medical emergencies, hazardous materials response, technical rescues”.⁴⁴ The TFMRD is a participating member of the “Arizona Mutual Aid Compact” [agreement], which provides that this agency is automatically dispatched, and provides a resource response to, the participating jurisdictional members of the agreement.⁴⁵ The TFMRD also operates, and manages, the emergency medical (ambulance) transportation services [in the City of Tempe], in which the City also engages a private ambulance company to perform certain medical response operations, under contract with the City.⁴⁶

The Fire Chief is the senior Command Officer in charge of the operational management of the agency, in which the agency also had established protocols for addressing a tactical response to emergency incidents such as a substantial railroad derailment (as occurred in the accident). Briefly summarized, the TFMRD:

- is a fully-paid [wages] emergency services agency, which (at the time of the accident) maintained a total personnel roster count of 219 staff (i.e., 164 firefighters, and 55 civilian personnel),
- operates out of seven fire stations, as strategically located throughout the City of Tempe, and operates / maintains an Emergency Operations Center (EOC), which is available for use during actual incident responses or training activities,

⁴² Source: [1] informal debriefing interviews of the TFMRD Party participant to the SF Group by NTSB staff (during the ‘on-scene phase’ of the investigation), and [2] data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the TFMRD, dated 10/29/2020, and [3] [Internet] <https://www.tempe.gov/government/fire-medical-rescue>, and as further described.

⁴³ Source: TFMRD 2019 Annual Report, available at [Internet] <https://www.tempe.gov/home/showdocument?id=83091>, and as further described.

⁴⁴ Ref, (as quoted from) [Internet] <https://www.tempe.gov/government/fire-medical-rescue>.

⁴⁵ Ref, and for further information, see [Internet] https://dema.az.gov/sites/default/files/Final_AZ_Mutual_Aid_Compact.pdf, and <http://azsilc.org/wp-content/uploads/2016/03/Maricopa-County-Emergency-Operations-Plan.pdf>.

⁴⁶ Ref, and for further information, see [Internet] <https://www.tempe.gov/government/fire-medical-rescue/medical-services/ambulance-service>.

- maintains an apparatus roster count of 23 tactical response vehicles (including Reserve vehicles), and a roster of four [full-time] ambulance vehicles (i.e., two operated by the City, and two operated by a private ambulance company that performs certain medical response operations, under contract with the City),
- has formal “mutual aid” response agreements with fire department resources from neighboring municipal jurisdictions (e.g., the Cities of Phoenix, Mesa, Chandler, Scottsdale), and correspondingly, is available to respond to emergency incidents in those jurisdictions,
- in which emergency dispatching services of the agency are performed by, in a contract arrangement with, the Phoenix Fire Department Regional Dispatch Center (see § 3.4).

3.2.2 Preparedness Measures / Response Operations Plans

The TFMRD uses a documented preparedness / operational response plan, the latest edition (revision) of which is titled / dated, the “Tempe Fire Medical Rescue Department, 2017-2018 Strategic Plan and Operational Guide”.⁴⁷ The TFMRD uses a documented tactical response plan [manual], the latest edition (revision) of which is titled the “Tempe Fire Medical Rescue Department, Policies and Procedures”⁴⁸, and also uses applicable sections of a documented tactical response plan [manual], as compiled by the Phoenix Fire Department, which is titled the “Phoenix Regional Standard Operating Procedures.”⁴⁹

3.2.3 Railroad Equipment / Operations Familiarization, and/or Emergency Response Training Activities / Drill Exercises Conducted Prior to the Accident⁵⁰

Responsive to this data inquiry, this agency deferred to the documentation response of the UP Railroad.⁵¹

⁴⁷ Ref, and for further information, see [Internet] <https://www.tempe.gov/home/showdocument?id=53504>.

⁴⁸ Source: exemplar documentation, having the e-document filenames “113.00 Standard of Response Coverage” and “208.01 Hazardous Materials”, which was made available to the SF investigation by the Tempe Fire Medical Rescue Department, via transfer to the NTSB Accellion FTP [secure transmittal] website.

⁴⁹ Source: exemplar documentation, having the e-document filenames “PFD 20401 Haz Mat” and “PFD 20401C Haz Mat special considerations”, and several other documents, which was made available to the SF investigation by the Tempe Fire Medical Rescue Department, via transfer to the NTSB Accellion FTP [secure transmittal] website.

⁵⁰ The Party participants were afforded an opportunity to make training activity data available, which may have been conducted with the railroad operator, for the five-year [time interval] prior to the accident date.

⁵¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the Tempe Fire Medical Rescue Department, dated 10/29/2020, which indicated “See Union Pacific document.”.

3.2.4 Safety Information⁵² Received from the Operating Railroad, Supportive to Emergency Response Training Activities⁵³

The agency described that prior to, or subsequent to the accident, no safety information had been received from the operating railroad. Responsive to this, the SF investigation made a copy available to the agency, of a UP Railroad publication titled “Railroading 101 - Emergency Response Planning Guide”, the filename of which was labeled “UPRR ER Guide – [revision date] July 20, 2020.pdf”.

3.3 9-1-1 Call Processing / Emergency Services and Law Enforcement Response Requests – Tempe Police Department Communications Center⁵⁴

The Tempe Police Communications Center is an operational division of the Tempe Police Department, which is the primary Public Service Answering Point (PSAP⁵⁵) agency for 9-1-1 calls placed within this municipal jurisdiction, in which:

- requests for fire department / EMS responses are advanced (forwarded) to the Phoenix Fire Department Regional Dispatch Center (see further § 3.4), and
- requests for law enforcement resource(s) are addressed (dispatched) directly to those resource(s) by this agency.

Documentation, or other activity-data archive, which are routinely compiled by this agency, includes [1] what is informally referred to as ‘dispatch log sheets’, which uses an automated Computer Aided Dispatch System (referred to as a “CAD System” by some emergency services agencies) to automatically document communications and dispatch services activities, and [2] automatically archives digital voice recordings of agency dispatch service radio communications.⁵⁶

3.4 Dispatching of Fire - Rescue and EMS Resources – Phoenix Fire Department Regional Dispatch Center⁵⁷

⁵² Safety Information, in the context to this investigation, refers to documentation that describes equipment familiarization, and corresponding safety procedures and best practices that could be applied when responding to a railroad emergency or accident, which would include a derailment incident (as occurred in this accident).

⁵³ Ref, email correspondence between the TFMRD - SF Group participant, and the SF Group Chair, dated 10/29/2020.

⁵⁴ Ref, and for further information, see [Internet] <https://www.tempe.gov/government/police/divisions-organization-overview/9-1-1-police-dispatch>, and as further described.

⁵⁵ Such a facility or operation is also referred to as a Public Safety Answering Point (PSAP), as further described in [Internet] <http://www.nena.org/>.

⁵⁶ The automatically applied, audio recording equipment ‘timestamp’ function was verified as accurate by the investigation, relative to an official, US Government-sourced, time standard (e.g., [Internet] <http://www.time.gov/>).

⁵⁷ Ref, and for further information, see [Internet] <https://www.phoenix.gov/fire/directory/regional-9-1-1/regional-dispatch-center>, and as further described.

Requests, placed via 9-1-1 calls⁵⁸, for a fire / rescue department response, or a request for an ambulance response, to locations within the Tempe municipal jurisdiction, are initially addressed by the Tempe Police Communications Center (see further § 3.3), the request of which, for Fire - Rescue or EMS, is then advanced to the Phoenix Fire Department Regional Dispatch Center (PFD-RDC) for dispatch processing.

Under a contractual arrangement⁵⁹, the PFD-RDC, which is located in the City of Phoenix, AZ, and is an operational division of the Phoenix Fire Department⁶⁰, provides fire department emergency services dispatch services for a number of constituent municipal jurisdictions in Maricopa County (including Tempe).

Documentation, or other activity-data archive, which are routinely compiled by this agency, includes [1] what is informally referred to as ‘dispatch log sheets’, which uses an automated Computer Aided Dispatch System (referred to as a “CAD System” by some emergency services agencies) to automatically document communications and dispatch services activities, and [2] automatically archives digital voice recordings of agency dispatch service radio communications.⁶¹

3.5 Jurisdictional Law Enforcement (Police) – Tempe PD⁶²

3.5.1 Background / Overview⁶³

The Tempe Police Department (Tempe PD) is the jurisdictional law enforcement agency of the City of Tempe, AZ, which is a department of the City of Tempe, AZ. The agency is comprised of three Branches (i.e., Field Operations, Investigations / Organizational Services, and Support Services), the facilities of which include the headquarters, and several ancillary facilities (i.e., two-substations, and a Property Room). The agency has formal “mutual aid” response agreement(s) with corresponding law enforcement agencies of neighboring jurisdictions, and correspondingly, is available to support law enforcement incidents in those neighboring jurisdictions. Dispatching communications services of the agency are performed by the Tempe Police Department Communications Center (see § 3.3).

⁵⁸ The [automatic / digitally recorded] incoming 9-1-1-calls have a ‘timestamp’ automatically applied to the archived audio file (to document the time the call initiated).

⁵⁹ Ref, and for further information, see [Internet] <http://documents.tempe.gov/sirepub/cache/1207/agv3in5mcbrrf0zhacpkywb/2603950911192020035831468.PDF>.

⁶⁰ Ref, and for further information, see [Internet] <https://www.phoenix.gov/fire>.

⁶¹ The automatically applied, audio recording equipment ‘timestamp’ function was verified as accurate by the investigation, relative to an official, US Government-sourced, time standard (e.g., [Internet] <http://www.time.gov/>).

⁶² Source: [1] informal debriefing interviews of the Tempe PD Party participant to the SF Group by NTSB staff (during the ‘on-scene phase’ of the investigation), and [2] data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the Tempe PD, dated 09/02/2020, and [3] [Internet] <https://www.tempe.gov/government/police>, and as further described.

⁶³ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the Tempe PD, dated 09/02/2020, (i.e., titles: Police Department Organizational Overview, Tempe Police Department Command Staff, Downtown Tempe Authority FY 2018-2019 Annual Report, Downtown Tempe Authority Demographic Flyer).

3.5.2 Preparedness / Response Execution Plans⁶⁴

The Tempe PD uses a series of documented preparedness / operational response plan elements, which are referred to by the agency as the “Tempe Police Department Orders (Policies)”, which provide guidance in the response to police department tactical operations, as might be applicable to a law enforcement response to an incident as occurred in the [train derailment] accident.⁶⁵

3.5.3 Railroad Equipment / Operations Familiarization, and/or Emergency Response Training Activities / Drill Exercises Conducted Prior to the Accident⁶⁶

Responsive to this data inquiry, this agency provided the following response.⁶⁷

“All sworn officers have received basic instruction in Emergency Management, ICS, and response to Hazardous Materials scenes as part of their Basic Academy certification through AZPost. All sergeants and above have attended ICS 100 (Introduction to the Incident Command System), ICS 200 (ICS for Single Resource and Initial Action Incidents), and ICS 700 (National Incident Management System). All lieutenants and above have attended/are in the process of attending ICS 300 (Intermediate ICS), ICS 400 (Advanced ICS) and ICS 800 (National Response Framework). Since August of 2015, all new Tempe Police Officers received post-academy training related to response to HAZMAT situations, of which part of the training relates to train incidents. To date, 92 officers have received this training (70 of which are still employed with the Tempe Police Department). Since the derailment, a webinar class was offered by Union Pacific Railroad titled "Union Pacific Railroad 101 Webinar". Several Tempe Police employees attended that webinar (post-incident).”

3.5.4 Safety Information⁶⁸ Received from the Operating Railroad, Supportive to Emergency Response Training Activities

⁶⁴ Ref, and for further information, see [Internet] <https://www.tempe.gov/government/police/department-orders-policies>, and as further described.

⁶⁵ Orders (Policies) of the agency might include, e.g., 19.114 Hazardous Materials, 19.201 Traffic Collision Investigations, 25.101 Major Disaster Plan, 25.103 Emergency Operations Plan, 25.104 National Incident Management System, 25.105 Mutual Aid Agreements, 30.202 Radio Communications, among others.

⁶⁶ The Party participants were afforded an opportunity to make training activity data available, which may have been conducted with the railroad operator, for the five-year [time interval] prior to the accident date.

⁶⁷ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the Tempe PD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/02/2020, in a document titled “Tempe Police Department Training”, the significant segment of which was quoted verbatim.

⁶⁸ Safety Information, in the context to this investigation, refers to documentation that describes equipment familiarization, and corresponding safety procedures and best practices that could be applied when responding to a railroad emergency or accident, which would include a derailment incident (as occurred in this accident).

The agency described that prior to the accident, no safety information had been received from the operating railroad.⁶⁹ The agency further noted that a copy of a UP Railroad publication titled “Railroading 101 - Emergency Response Planning Guide”, the filename of which was labeled “UPRR ER Guide – [revision date] July 20, 2020.pdf”, was made available by the UP Railroad subsequent to the accident.⁷⁰

4.0 Emergency Preparedness and Response Execution Processes – Methodologies, Measures, Procedures and Processes / Training Activities of the Union Pacific Railroad⁷¹

4.1 Preparedness Measures / Response Operations Plans⁷²

Responsive to this data inquiry, the company identified that the preparedness measures and response operations plans included the following documentation elements (as described / quoted verbatim, by the titles of the individual documents reported).

- HZ Material Emergency Response Plan
- HZ89 Guide
- UPRR ICP-OSRP Integrated Contingency ... pdf
- 1009 BPG Response Process Final 9-11 ... pdf
- 1008 BPG Level 3 Incident Response.pdf

4.2 Preparedness Training Made Available to Jurisdictional Emergency Services Agencies⁷³

The UP Railroad described to the investigation that they perform outreach activities, consisting of conducting periodic (usually annual), in-person training sessions, with the regional emergency

⁶⁹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the Tempe PD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/02/2020.

⁷⁰ Source: a document, having the e-document filename “UPRR ER Guide -July 20 2020 (Obtained post-incident).pdf”, which was titled “Railroading 101 Emergency Response Planning Guide, Union Pacific Railroad, Version No.1 – July 2020”, was made available to the SF investigation by the Tempe PD, via transfer to the NTSB Accellion FTP [secure transmittal] website, in which the annotation [in this report section, that the document] “was made available by the UP Railroad subsequent to the accident” was sourced to the notation “Obtained post-incident” cited in the document filename.

⁷¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair by the Tempe PD, dated 09/02/2020, and as further described.

⁷² Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair by the Tempe PD, dated 09/24/2020.

⁷³ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair by the Tempe PD, dated 09/24/2020.

services agencies that border their railroad trackage, which, for the region proximate to Phoenix, AZ, included the Tempe, AZ, fire department, the data of which, for the five years prior to the accident date, was documented to the investigation in a [digital document] Excel spreadsheet, titled “Outreach Program.pdf”.

Review, by the SF investigation, of the spreadsheet data (made available to the investigation), identified that:

1. details of the individual emergency services agencies (i.e., a given fire department) were not cited in the spreadsheet, to which a determination could not be made as to the participant names, or a headcount, of attendees that participated from a given emergency services agency, and
2. training session data was cited for the years 2020, 2019, 2018, and 2017, in which no data was cited for the year of 2016.

Responsive to the above observations (i.e., the lack of attendee [headcount] details of the individual emergency services agencies, and the omitted training session data for the year of 2016), the UP Railroad was afforded an opportunity by the SF investigation to address these topic-points, in which the UP Railroad responded, to the effect, that the company will be ‘reviewing, and potentially implementing’ measures / methodologies to better track the attendance at the training sessions that are conducted with the various emergency services agencies that border their railroad trackage.⁷⁴

4.3 Safety Information Distribution⁷⁵, Prior to the Accident, to the Local Emergency Services Agencies⁷⁶

The UP Railroad described to the investigation that a copy of a publication titled “Railroading 101 - Emergency Response Planning Guide”, the filename of which was labeled “UPRR ER Guide – [revision date] July 20, 2020” had been previously made available to local emergency services agencies.

4.4 Dispatching / Response Management Communications⁷⁷

Dispatching [in train operations] that uses service-radio based communications, as well as emergency communications of all trains operating on the UP Railroad, was provided by the UP Railroad that employed the resources of the Harriman Dispatching Center, which is located in

⁷⁴ Ref, email correspondence (series) between the UP Railroad - SF Group participant, and the SF Group Chair, dated 10/21 - 26/2020, inclusive.

⁷⁵ Safety Information, in the context to this investigation, refers to documentation that describes equipment familiarization, and corresponding safety procedures and best practices that could be applied when responding to a railroad emergency or accident, which would include a derailment incident (as occurred in this accident).

⁷⁶ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/24/2020.

⁷⁷ Ref, emails between the SF Group Chair, and the UP Railroad - SF Group participant, dated 01/21-22/2021.

Omaha, NE.⁷⁸ In concert with the Harriman Center, a resource of the UP Railroad that handles communications and logistics response (coordination) with federal, state, and local emergency response agencies, was referred to as the Response Management Communication Center⁷⁹ (RMCC). The Harriman Center uses a Computer Aided Dispatch (CAD) system to record train movement / dispatching information. The RMCC, which is professionally staffed by personnel that are referred to as Critical Call Dispatchers, employed a RMCC Incident Management System (RIMS) [data recording system] to archive RMCC operational activities information. Data of the CAD system, and RMCC data of the incident was made available to the investigation by the UP Railroad (see further § 5.2.3).

5.0 The Emergency Response

5.1 Event Chronology (“Timeline”)

An event chronology (“Timeline”) is typically constructed to identify the sequencing facts of the emergency response to the event, and to examine the execution of the emergency response effort (e.g., fire suppression / search and rescue). In support of this, the principal responding emergency services agencies (i.e., the local fire department, and law enforcement), and the railroad owner / operator, are afforded the opportunity to provide incident response data and communications information as relevant to this event, the individual responses of which are summarized as follows.

5.2 Execution of the Emergency Response

5.2.1 Jurisdictional Fire Department - TFMRD⁸⁰

Generally described, the jurisdictional fire department (TFMRD), which included resources of the emergency medical services agency (TFMRD), and the emergency services agencies of adjacent jurisdictions that provided a mutual aid response to the scene, dispatched personnel and equipment resources to the accident scene, the collective response activities of which are as described in Timeline documentation, as received from the TFMRD, a copy of which is provided in Exhibit 5.

5.2.2 Jurisdictional Law Enforcement Agency - Tempe PD⁸¹

Generally described, the jurisdictional law enforcement agency (Tempe PD) dispatched personnel and equipment resources to the accident scene, the collective response activities of

⁷⁸ Ref, and for further information, see [Internet] <https://www.up.com/timeline/index.cfm/harriman-center>.

⁷⁹ Ref, and for further information, see [Internet] <https://www.up.com/aboutup/reference/whotocall/index.htm>.

⁸⁰ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the TFMRD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 10/29/2020.

⁸¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the Tempe PD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/02/2020.

which are as described in Timeline documentation, as received from the Tempe PD, a copy of which is provided in Exhibit 6.

5.2.3 Railroad Owner / Operator - UP Railroad⁸²

Generally described, the operating railroad (UP Railroad) dispatched personnel and equipment resources to the accident scene, the collective response activities of which are as described in Timeline documentation, as received from the UP Railroad, a copy of which is provided in Exhibit 7.

5.3 Mutual Aid Response Support in the Incident

5.3.1 Tempe Fire Medical Rescue Department⁸³

The-Tempe Fire Medical Rescue Department has “mutual aid” response agreements with emergency services resources from neighboring jurisdictions, in which a number of those mutual aid agencies / organizations provided a personnel and equipment response to the incident, and support to the subsequent investigation, a list of which is provided in Exhibit 8.

5.3.2 Tempe Police Department⁸⁴

The Tempe Police Department has “mutual aid” response agreements with emergency services resources from neighboring jurisdictions, in which a number of those mutual aid agencies / organizations provided a personnel and equipment response to the incident, and support to the subsequent investigation, a list of which is provided in Exhibit 8.

5.4 Evacuation(s) / Shelter-in-Place⁸⁵ - Actions

There was no evacuation order executed in the initial fire suppression response of this incident, other than a request was made to the few individuals who were situated (at the time of the accident) in / near the Tempe Beach Park area, to immediately vacate the area. Subsequent to the initial fire suppression response, Incident Command implemented ‘shelter-in-place’ guidance to the occupants of the Riverside residential community (which is situated to the southwest of the accident site), for a period of time, during the demolition of the collapsed bridge structure.

⁸² Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/24/2020.

⁸³ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the TFMRD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 10/29/2020.

⁸⁴ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the Tempe PD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/02/2020.

⁸⁵ Ref, and for further information on Shelter-in-Place, see [Internet] <https://emergency.cdc.gov/shelterinplace.asp>.

5.5 Medical Facilities Engaged in the Response to the Accident⁸⁶

One medical facility, by the name of the Scottsdale Osborn Medical Center⁸⁷, which was located in Scottsdale, AZ, received / processed the one firefighter that was transported from the accident site (see also § 6.3.1).

6.0 Medical and/or Pathology Data⁸⁸

6.1 Civilian Injuries⁸⁹

One person (a civilian) was reportedly treated at the scene, on the first morning of the incident, for smoke inhalation (symptoms) by a responding Unit (fire truck) of the Phoenix Fire Department, and was not transported to a hospital facility.

One person (a civilian) was transported to a hospital, by an ambulance unit of the TFMR, for a laceration to the forehead due to fall injury on a boat.⁹⁰

6.2 Fatalities

There were none reported to local law enforcement, or to the investigation.

6.3 Emergency Responder Injuries

6.3.1 Firefighters⁹¹

A firefighter, having a reported symptom of “dizziness”⁹², was transported, on the first morning of the response to the derailment, to a local hospital (for further evaluation / treatment).

⁸⁶ Source: a document, having the e-document filename “Medical Facilities”, which was titled “List of medical facilities utilized in the response to the accident”, was made available to the SF investigation by the Tempe Fire Medical Rescue Department, via transfer to the NTSB Accellion FTP [secure transmittal] website.

⁸⁷ Ref, and for further information, see [Internet] <https://www.honorhealth.com/locations/hospitals/scottsdale-osborn-medical-center>.

⁸⁸ The information cited reflects injury data as might have occurred during the on-scene response of the local emergency services agencies / organizations. Note – the data (of this report section) does not reflect injuries as might have occurred during the damage mitigation [site clean-up / recovery] processes / activities, which may have occurred subsequent to the initial on-scene response of the local emergency services agencies / organizations.

⁸⁹ Source: a document, having the e-document filename “Civilian Injuries”, which was titled “Civilian Injuries”, was made available to the SF investigation by the Tempe Fire Medical Rescue Department, via transfer to the NTSB Accellion FTP [secure transmittal] website.

⁹⁰ The report documentation was not specific if this injury was associated with the accident, or if the injury was sustained by a by-stander (situated proximate to the accident site), or if the injury was unrelated to the accident.

⁹¹ Source: a document, having the e-document filename “FF Injuries”, which was titled “Firefighter Injuries”, was made available to the SF investigation by the Tempe Fire Medical Rescue Department, via transfer to the NTSB Accellion FTP [secure transmittal] website.

⁹² Given the ambient temperature at the scene (above 100°F), this symptom is recognized to be associated with heat exposure.

6.3.2 Law Enforcement

There were none reported to local law enforcement, or to the investigation.

6.4 Railroad Owner / Operator Injuries

There were none reported to local law enforcement, or to the investigation.

7.0 After-Action Review - Activities / Reports

7.1 Post-Event Critique / Debriefing Activities⁹³

The Party to the SF Investigation participants were afforded an opportunity⁹⁴ to document to the investigation any post-event critique / debriefing - review activities (which is sometimes referred to, in the emergency response community, as an After-Action meeting / report), as might have been conducted, and/or compiled to address the response to the incident, the results of which are as described in the following tabulation.

Agency / Organization	Activity Product ⁹⁵	Date / Location Conducted
Tempe Fire Medical Rescue Department	Improvements-Best Practices Hot Wash (as compiled by the City of Tempe - Emergency Manager)	Conducted on 08/05/2020 at the on-scene Emergency Operations Center (EOC)
Tempe Police Department	Improvements-Best Practices Hot Wash (as compiled by the City of Tempe - Emergency Manager)	Conducted on 08/05/2020 at the on-scene EOC
UP Railroad	Identified Challenges of the Response Execution	No date / location cited in the document

7.2 Remediation Actions Implemented Subsequent to the Accident by the Party to the Investigation Participants

⁹³ Ref, i.e., background, and for further information, see “Special Report: The After-Action Critique: Training Through Lessons Learned”, dated April 2006, compiled by United States Fire Administration; available at [Internet] https://www.usfa.fema.gov/downloads/pdf/publications/tr_159.pdf.

⁹⁴ Ref, as verbally represented by the SF Group Chair to the emergency services agencies, and the operating railroad, during the ‘on-scene phase’ of the investigation, and as a documented inquiry to the SF Group - Party participants, in an email to the individual SF Group Party participants, from the SF Group Chairperson, dated 08/04/2020.

⁹⁵ i.e., the product of the post-event critique / debriefing, and/or after-action review activity, i.e., a documented report, etc., as described by the digital document filename, and/or document title.

The Party participants of the SF investigation were afforded an opportunity for data feedback to the investigation⁹⁶, to address the topic-points as may have been addressed in After-Action activities (i.e., as depicted in § 7.1), to describe specific / documented safety initiatives, and/or advocacy measures that have been initiated, and/or employed subsequent to the incident, such to potentially take advantage of ‘lessons-learned’ in the accident, in which a copy of the responded documentation, as made available to the SF investigation, is provided in Exhibit 9.

E. Authorship

Compiled by: _____ // s // _____ Date Jan. 27, 2021
Richard M. Downs, Jr., P.E.
Mechanical Engineer (Crashworthiness)
Survival Factors – Technical Working Group Chairperson
System Safety Division (RPH-40)

Supervisory review: _____ // s // _____ Date Jan. 25, 2021
Robert J. Beaton, Ph.D., CPE
Chief, System Safety Division (RPH-40)

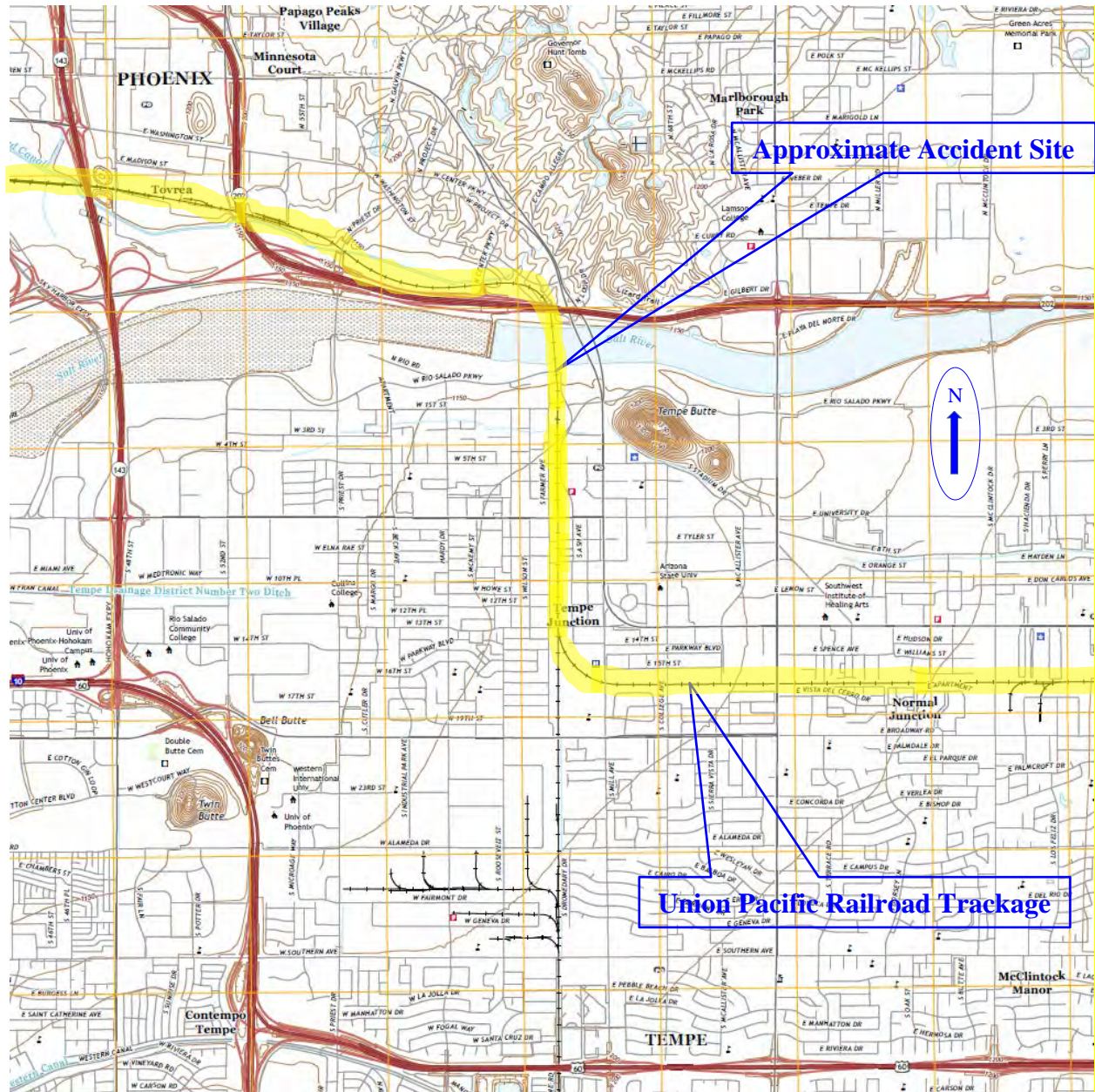
List of Exhibits

1. Annotated Segment of USGS Topographic (Survey) Map
2. Map Documentation Describing the UP Railroad Trackage System
3. Site Condition Characterization - Railroad Wreckage Distribution / Condition of Bridge Structure
4. Annotated Maps and Aerial Imagery, Describing Overall Accident Site and Wreckage Distribution
5. Jurisdictional Fire Department - Timeline of Response Activities
6. Jurisdictional Law Enforcement Agency - Timeline of Response Activities
7. Operating Railroad - Timeline of Response Activities
8. Emergency Services - Mutual Aid Response Support in the Incident
9. Post-Event Critique / Debriefing – After-Action Review Activity Documentation, Describing Initiatives and/or Advocacy Measures Implemented Subsequent to the Accident

– End of Exhibits List –

⁹⁶ Ref, email(s) from the NTSB SF Group Chairperson, dated 08/12/2020, to the Party participants of the SF Group, and as appropriate, subsequent similar message(s) [potentially] to other emergency services / transportation entities.

Exhibit 1. Annotated Segment of USGS Topographic (Survey) Map, Proximate to Accident Site^{1, 2}



¹ Excerpt from United States Geological Survey (USGS) topographic survey map, [map ref] Tempe, AZ, Quadrangle, [dated] 2018 (7.5 Minute Series, original scale 1:24,000); ref, and for further information, see [Internet] <https://ngmdb.usgs.gov>.

² Annotation by NTSB (SF Group Chairperson) to describe approximate accident site location, UP Railroad trackage, and compass (North) symbol.

Exhibit 2. Map Documentation Describing the UP Railroad Trackage System¹

¹ Source: see [Internet] <https://www.up.com/aboutup/reference/maps/index.htm>.

UP Railroad Service Units & Regions

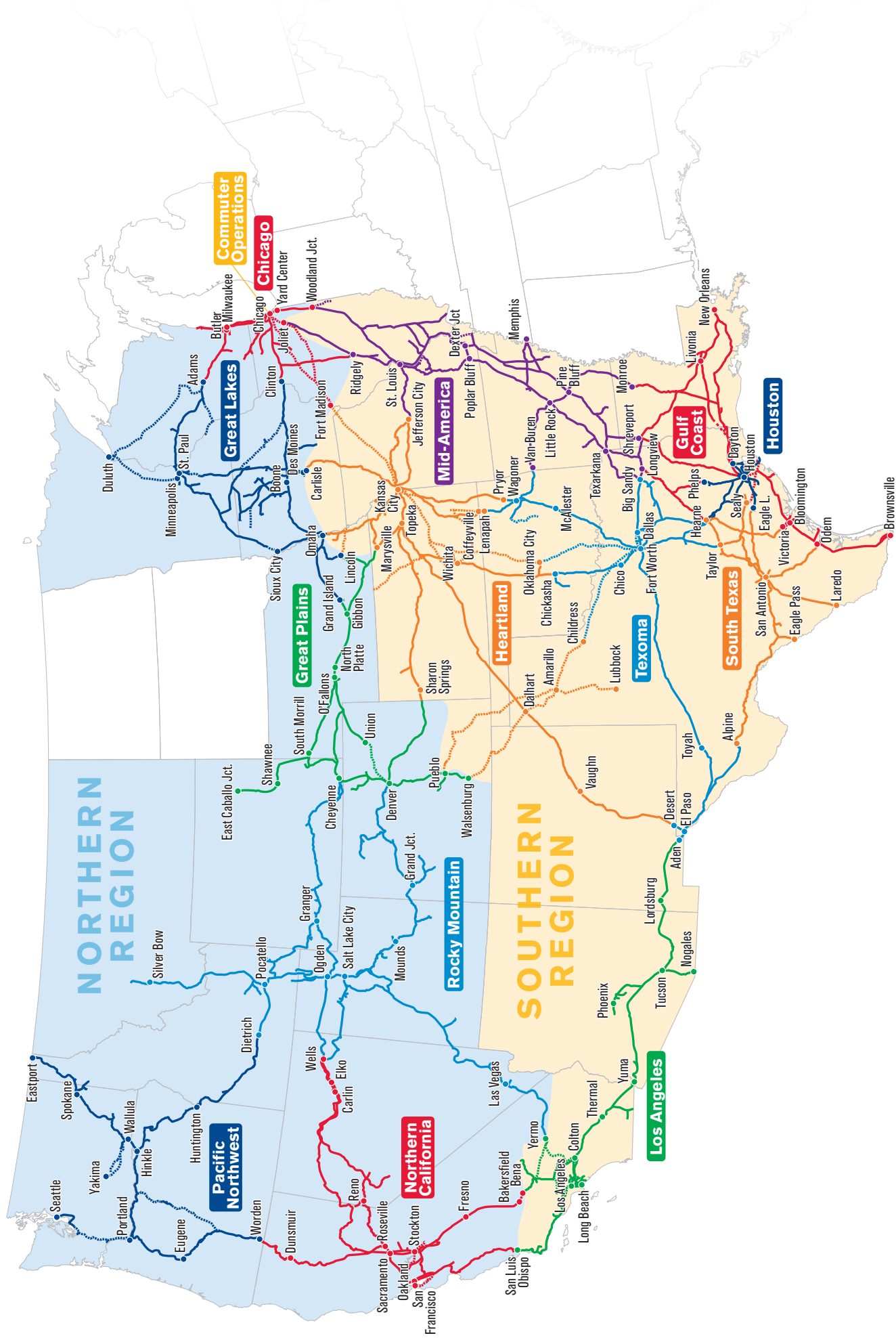


Exhibit 3. Site Condition Characterization - Railroad Wreckage Distribution / Condition of Bridge Structure^{1, 2}

The accident site (i.e., the derailment, bridge span segment collapse, and subsequent fire) comprised a number of the structural bridge elements at the site, in which a description of the wreckage distribution³, commensurate damage sustained, and condition of the bridge structure, is summarized in the following tabulation.

Structural Bridge Element	Construction Configuration	Summarized Damage Description - Railroad Wreckage Distribution / Condition of Bridge Structure
1 st ⁴	wood-constructed trestle	<p>The northern end of this structural bridge element, comprised of the four northern-most bents of this trestle, collapsed, resulting in several railcars that had been on this structural bridge element to either [1] derail and remain upright on the non-damaged segment of the trestle (i.e., railcar GATX 1384), or [2] derail and come to rest amid the wreckage of this structural bridge element (DBCX 201081).</p> <p>No evidence of fire damage was observed in the wreckage of the railcars (at this location), or in the wreckage of this structural bridge element.</p> <p>The collapse of the described segments of this structural bridge element required the replacement of this structural bridge element.</p>
2 nd	steel-constructed truss	<p>This entire structural bridge element collapsed, resulting in the five railcars that had been on this structural bridge element (ACFX 72540, GATX 90208, TILX 540613, GACX 55605, TILX 540850) to drop to the ground, or to come to rest upon other derailed railcars at this location, in which the railcars also</p>

¹ Data sources include on-scene photo and corresponding report documentation (providing descriptive narratives of the on-scene evidence) as made available to the SF investigation, including [1] a document, having the e-document filename “NFIRS 20-287000”, which was titled “NFIRS-1 Basic”, was made available by the Tempe Fire Medical Rescue Department, and [2] a document, having the e-document filename “Additional Tempe Maps-Diagrams”, which was titled “Select Maps and Scene Overview”, as made available by the Tempe Police Department, both documents of which via transfer to the NTSB Accellion FTP [secure transmittal] website.

² Additional data of infrastructure / railcar equipment damage depictions, as described in photo and report documentation, as sourced from local media reports, included, e.g., [Internet] https://www.cbs46.com/news/train-derailment-massive-fire-on-bridge-over-tempe-town-lake/article_cf4353ee-9aa5-5793-a688-f0d24727f4ad.html, and <https://www.newcivilengineer.com/latest/us-rail-bridge-collapses-after-fire-breaks-out-30-07-2020/>.

³ The Summarized Damage Description column identified *railcar reporting marks* (i.e., the railcar owner identification and railcar number), which are cited in parenthesis in that column.

⁴ This structural bridge element is the southern-most, of the sequence of structural bridge elements at the site.

		<p>correspondingly came to rest amid the wreckage of this collapsed structural bridge element.</p> <p>Evidence of fire damage was observed to have been confined to a relatively small area, which was immediately proximate to the concrete pier that supported the northern end of this truss bridge segment, the fire of which appeared to be sourced to spilled / displaced dimensional lumber that was scattered on the ground at that location (i.e., the fire damage [evidence] was essentially situated in a small area that was beneath the southern end of the center beam flatcar⁵ [transporting a cargo of dimensional lumber] that remained suspended from the adjacent structural bridge element to the north of this point).</p> <p>Otherwise, no evidence of fire damage was observed in the wreckage of the five railcars (at this location), or in the wreckage of this structural bridge element.</p> <p>The collapse of this structural bridge element required the replacement of this structural bridge element.</p>
<p>3rd</p>	<p>steel-constructed truss</p>	<p>Two railcars (TTZX 862290, TTZX 856969), both center beam flatcars, both of which were transporting a full-load cargo of dimensional lumber, came to rest derailed, in an upright orientation, and remained coupled together, on this structural bridge element.</p> <p>A portion of the cargo of these two individual railcars was observed to have separated from the loaded positions (on the surface decks) of the subject flatcars, in which that [dimensional lumber] cargo was observed to have been displaced (spilled) onto the track bed deck of this structural bridge element.</p> <p>What was additionally described as a substantial portion of the [dimensional lumber] cargo of one of the two railcars was further observed to have spilled, and had dropped to the ground on the east side of this structural bridge element, in which this displaced cargo came to rest in somewhat of a compact pile of combustible material, that was strewn on the ground at that location.</p> <p>The spilled [dimensional lumber] cargo, which came to rest on the track bed deck of this structural bridge element, and had spilled to the ground on the east side of this structural bridge element, was observed to have ignited.</p> <p>The fire that was observed in the pile of the [dimensional lumber] cargo (on the ground on the east side of this structural bridge</p>

⁵ An exemplar “center beam flatcar” (design) is illustrated in [Internet] <https://www.paintcad.com/image/2/68>.

		<p>element) was observed to become substantial in size (e.g., flames were observed to extend up to the structural members of the truss bridge).</p> <p>The fire that ignited on the track bed deck was also observed to become substantial in size, in which fire also spread to the [dimensional lumber] cargo that remained on board the two bulkhead flatcars at this location.</p> <p>The damage sustained (resulting from the heat of the fire) to this structural bridge element required the replacement of this structural bridge element.</p>
4 th	steel-constructed truss	<p>No railcars came to rest on this structural bridge element, in which fire damage was sustained to the entire length of the track bed deck of this structural bridge element.</p> <p>The damage sustained to this structural bridge element did not necessitate replacement of this structural bridge element.</p>
5 th	steel-constructed truss	<p>No railcars came to rest on this structural bridge element, in which fire damage was sustained to the entire length of the track bed deck of this structural bridge element.</p> <p>The damage sustained to this structural bridge element did not necessitate replacement of this structural bridge element.</p>
6 th	steel-constructed truss	<p>No railcars came to rest on this structural bridge element, in which fire damage was sustained to the entire length of the track bed deck of this structural bridge element.</p> <p>The damage sustained to this structural bridge element did not necessitate replacement of this structural bridge element.</p>
7 th	steel-constructed truss	<p>A center beam flatcar (TTZX 861493), transporting dimensional lumber, the north end of which was coupled to the south end of a [adjacently located] derailed tank car, came to rest derailed, in an upright orientation, on this structural bridge element, which displayed fire damage to approximately the southern half of this railcar.</p> <p>A tank car (GATX 6479), the south end of which was coupled to the north end of [the adjacently located] center beam flatcar (that was transporting dimensional lumber), the north end of which was coupled to a [adjacently located] non-derailed railcar (described below), came to rest derailed, in an upright orientation, on this structural bridge element, in which this railcar did not display fire damage.</p>

		<p>Fire damage was sustained to a segment of the track bed deck, comprising approximately the southern half of this structural bridge element.</p> <p>The damage sustained to this structural bridge element did not necessitate replacement of this structural bridge element.</p> <p>A quantity of dimensional lumber, as evidently⁶ displaced (spilled / off-loaded) from the bulkhead flatcar (transporting dimensional lumber) that came to rest on this structural bridge element, was subsequently recovered from the Tempe Town Lake.⁷</p>
8 th	steel-constructed truss	<p>A tank car (NATX 160112), the south end of which was coupled to the north end of a derailed tank car (that was located on the 7th structural bridge element), the north end of which was coupled to a [adjacently located] non-derailed railcar (described below), came to rest derailed, in an upright orientation, on this structural bridge element, in which this railcar did not display fire damage.</p> <p>Two non-derailed railcars, which remained coupled to the adjacent railcars, came to rest on this structural bridge element, in which no fire damage was observed to the two noted railcars.</p> <p>No fire damage was observed to this structural bridge element.</p>
9 th	steel-constructed truss	<p>One railcar, and about one-half of a railcar, both non-derailed, came to rest on this structural bridge element, in which no fire damage was observed to the noted railcars.</p> <p>No fire damage was observed to this structural bridge element.</p>
10 th	steel-constructed truss	<p>One railcar, and about one-third of a railcar, both non-derailed, came to rest on this structural bridge element, in which no fire damage was observed to the noted railcars.</p> <p>No fire damage was observed to this structural bridge element.</p>

– End of Exhibit –

⁶ The evidentiary observation of the displaced (spilled / off-loaded) dimensional lumber, as recovered from the Tempe Town Lake, was attributable to the factual observation, that the noted railcar, which was the only railcar of the group of 12 railcars involved in the derailment, that could have been the source of the displaced cargo, came to rest on the 7th structural bridge element (above the Tempe Town Lake), to which a quantity of that [dimensional lumber] cargo was also observed, in ‘pre-recovery’ photo-images of that structural bridge element, to be missing from that railcar.

⁷ Source, and for further information, see [Internet] <https://www.tempe.gov/government/communication-and-media-relations/railroad-bridge#ad-image-12>.

Exhibit 4. Annotated Maps and Aerial Imagery, Describing Overall Accident Site and Wreckage Distribution¹

¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the Tempe PD, dated 09/02/2020.



Selected Maps and Scene Overview



Additional Maps and Diagrams

Unless noted, the included images are taken from Google Earth, and are NOT identical to the conditions on the date/time of the incident but are representative to the area to assist those unfamiliar with the landmarks mentioned in Tempe Police reports.

Approximate scale and compass located in lower right-hand corner of each image

Additional Maps Included:

- Approximate Locations of Vehicle Perimeters, as established by area law enforcement
- Approximate Locations of Pedestrian Perimeters, as established by area law enforcement
 - Approximate Locations of First Responder Tactical/Strategic Elements
 - Approximate Locations of Involved Rail Cars

Vehicle Perimeter/Road Closures



Diagram Label	Location of Road Closure
1	Loop 202 Red Mountain Freeway, both directions between Priest Drive and Scottsdale Road
2	Southbound Mill Avenue at Curry Road
3	Northbound Mill Avenue at Rio Salado Parkway
4	Westbound Rio Salado Parkway at Mill Avenue
5	Westbound 3 rd Street at Mill Avenue
6	Northbound Ash Avenue at 5 th Street
7	Westbound 1 st Street at Farmer Avenue
8	Eastbound Rio Salado Parkway at Hardy Drive

Pedestrian Perimeters/Pedestrian Access Closures



The above yellow line approximates the pedestrian/non-emergency personnel outer perimeters during the first 12-hours of this incident response.

Locations of First Responder Tactical/Strategic Elements



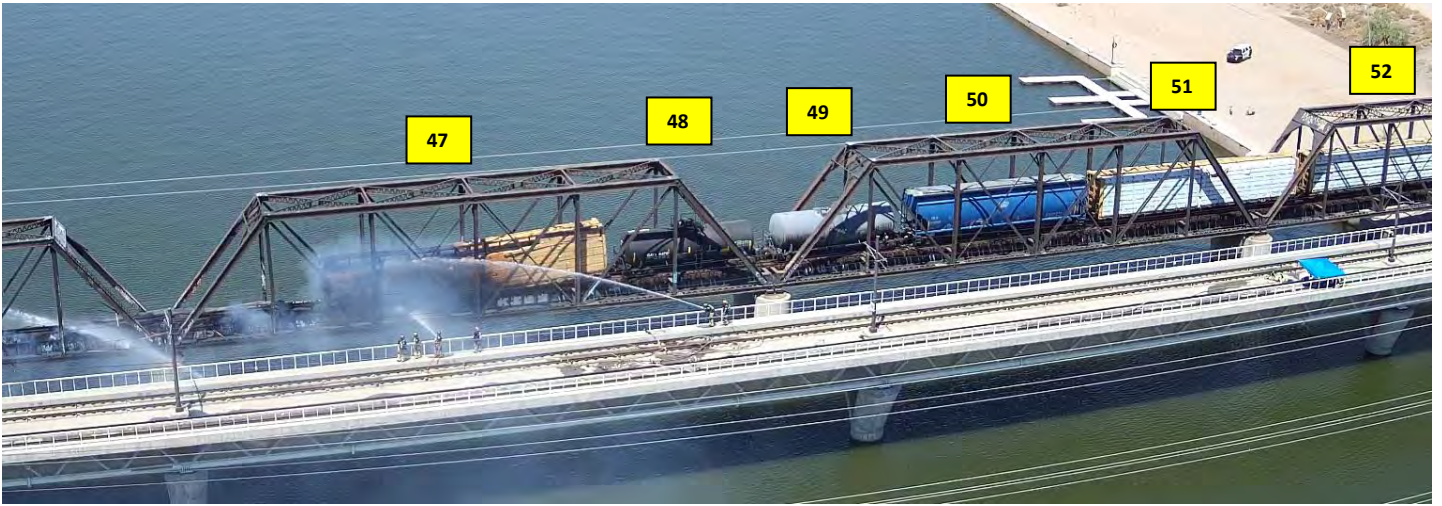
Diagram Label	Tactical/Strategic Element
1	Tempe Fire/Police Forward Command (Day 1 – Day 3)
2	Tempe Fire Operations (Day 1)
3	Tempe Police Operations (Day 1)
4	Tempe Center for the Arts (Emergency Operations Center from end of Day 1)
5	Tempe Police Investigations Forward Command (Day 2 – Day 5)

Approximate Layout of Train Cars, Post-Incident



(Based upon scene photographs and Union Pacific Consist, as received by Tempe Police Department on 07/29/20 at 0632 hours, with knowledge that Union Pacific orders their train car sequence from the rear)

Consist Sequence Line # (labeled on diagrams)	Equipment ID #	Distance from Head of Train	Loaded or Empty	Listed Car Type	Listed Content	Notes
49	NATX 160112	49 th	Loaded	Tank	Sodium Hydroxide	Minimal to no damage
48	GATX 6479	50 th	Loaded	Tank	Sulfuric Acid 93%	Minimal to no damage
47	TTZX 861493	51 st	Loaded	Flat/Center Beam	Lumber	Destroyed by fire/mechanical
46	TTZX 856969	52 nd	Loaded	Flat/Center Beam	Lumber	Destroyed by fire/mechanical
45	TTZX 862290	53 rd	Loaded	Flat/Center Beam	Lumber	Destroyed by fire/mechanical
44	TILX 540850	54 th	Loaded	Covered Hopper	SBMeal	Destroyed by fire/mechanical
43	GACX 55605	55 th	Loaded	Covered Hopper	SBMeal	Destroyed by fire/mechanical
42	TILX 540613	56 th	Loaded	Covered Hopper	SBMeal	Destroyed by fire/mechanical
41	GATX 90208	57 th	Loaded	Tank	Cyclohexanone	Destroyed by fire/mechanical
40	ACFX 72540	58 th	Loaded	Tank	Cyclohexanone	Destroyed by fire/mechanical
39	DBCX 201081	59 th	Loaded	Tank	Rubber	Destroyed by fire/mechanical
38	GATX 1384	60 th	Loaded	Tank	Cyclohexanone	Minimal to no damage
37	TTGX 715892	61 st	Loaded	Autorack	Trucks	Minimal to no damage



Screenshot Source Folder: Matrice 210, File "DJI_0023" at 00:07



Screenshot Source Folder: Matrice 300 / DJI_202007300750_001, File "Day 2 Overview" at 00:15



Screenshot Source Folder: Hawk 10 07-29-20 / 2020-07-29, File "DJI_0059" at 00:55



Screenshot Source Folder: Hawk 10 07-29-20 / 2020-07-29, File "DJI_0059" at 01:09

Exhibit 5. Jurisdictional Fire Department - Timeline of Response Activities¹

Note(s) of this Exhibit –

[1] Personally Identifiable Information (PII) (e.g., names of individuals, personal telephone numbers, etc.) cited in the received documentation has been redacted for considerations of privacy.

¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), as responded (email) to the SF Group Chair by the TFMRD, dated 10/29/2020.

Search FireWire:

[Internet Search](#)

PFD Incident Information

Incident Number:

Incident Summary

Incident	City	Address	Nature	Response	Entered	Dispatched	Closed
20287000	TMP	S FARMER AV & W UNIVERSITY DR TEMPE, AZ	hazardous materials assignment (first alarm)	HZMTM1	07/29/20 @06:09:27	07/29/20 @06:09:43	07/30/20 @20:00:40

Unit Information

Unit	City	Shift	Code	Hospital	Dispatched	En Route	On Scene	Left Scene	At Hospital	Available
L276	TMP	C	3		07/29/20 @06:09:43	07/29/20 @06:10:13	07/29/20 @06:18:41			07/29/20 @16:21:26
LT276	TMP	C			07/29/20 @06:09:43					07/29/20 @06:10:13
E276	TMP	C	3		07/29/20 @06:09:43	07/29/20 @06:10:08	07/29/20 @06:13:10			07/29/20 @12:10:37
BC271	TMP	C	3		07/29/20 @06:09:43	07/29/20 @06:10:15	07/29/20 @06:17:29			07/29/20 @18:51:47
E278	TMP	C	3		07/29/20 @06:09:43	07/29/20 @06:10:21	07/29/20 @06:17:16			07/29/20 @12:10:09
SQ278	TMP	C			07/29/20 @06:09:43					07/29/20 @06:10:21
E271	TMP	C	3		07/29/20 @06:09:43	07/29/20 @06:10:07	07/29/20 @06:20:47			07/29/20 @14:30:57
BC601	SCT	A	3		07/29/20 @06:09:43	07/29/20 @06:11:06	07/29/20 @06:21:14			07/29/20 @11:16:38
TMPP		C			07/29/20 @06:10:48	07/29/20 @06:10:48	07/29/20 @06:10:48			07/29/20 @20:00:40
MESCRV		C			07/29/20 @06:16:14					07/29/20 @06:24:40
E272	TMP	C	3		07/29/20 @06:16:14	07/29/20 @06:16:40	07/29/20 @06:27:57			07/29/20 @20:54:45
HM272	TMP	C	3		07/29/20 @06:16:14	07/29/20 @06:18:52	07/29/20 @06:28:03			07/29/20 @20:34:49
U29	PHX	A	2		07/29/20 @06:16:14	07/29/20 @06:18:02	07/29/20 @06:39:51			07/29/20 @16:26:15
L273	TMP	C	3		07/29/20 @06:16:14	07/29/20 @06:18:16	07/29/20 @06:30:48			07/29/20 @14:08:27
LT273	TMP	C			07/29/20 @06:16:14					07/29/20 @06:18:16
E32	PHX	A	3		07/29/20 @06:16:14	07/29/20 @06:18:43	07/29/20 @06:33:38			07/29/20 @17:41:56
CRV201	MES	C	3		07/29/20 @06:16:14	07/29/20 @06:18:29	07/29/20 @07:01:24			07/29/20 @22:03:33
U277	TMP	C	3		07/29/20 @06:16:14	07/29/20 @06:21:11	07/29/20 @06:40:20			07/29/20 @21:06:48
E277	TMP	C	3		07/29/20 @06:16:14	07/29/20 @06:17:23	07/29/20 @06:30:27			07/29/20 @20:42:20
					07/29/20	07/29/20	07/29/20			07/29/20

BC2	PHX	A	3		@06:16:14	@06:17:50	@06:36:38		@21:13:51	
GSPSN		A			07/29/20 @06:16:14				07/29/20 @06:25:12	
SQ8	PHX	A	3		07/29/20 @06:16:14	07/29/20 @06:20:29	07/29/20 @06:35:39		07/29/20 @20:12:25	
ST8	PHX	A			07/29/20 @06:16:14				07/29/20 @06:20:29	
C957S	PHX	A	3		07/29/20 @06:16:14	07/29/20 @06:20:13	07/29/20 @06:36:02		07/29/20 @21:51:57	
BC1	PHX	A	3		07/29/20 @06:16:14	07/29/20 @06:17:53	07/29/20 @06:38:13		07/29/20 @21:27:19	
C957N	PHX	A	3		07/29/20 @06:16:14	07/29/20 @06:18:49	07/29/20 @06:47:34		07/29/20 @21:49:10	
RH101	NCO	C	2		07/29/20 @06:16:14	07/29/20 @06:18:30			07/29/20 @07:26:02	
C271	TMP	C			07/29/20 @06:19:41	07/29/20 @06:19:41	07/29/20 @06:19:41		07/29/20 @21:57:49	
C2700	TMP	C	2		07/29/20 @06:21:26	07/29/20 @06:21:26	07/29/20 @06:35:51		07/29/20 @19:18:29	
E275	TMP	C			07/29/20 @06:22:15	07/29/20 @06:22:24	07/29/20 @06:24:26		07/29/20 @15:13:09	
BNSF		C			07/29/20 @06:24:14	07/29/20 @06:24:14			07/29/20 @06:24:58	
UPRR		C			07/29/20 @06:25:05	07/29/20 @06:25:05	07/29/20 @07:21:06		07/29/20 @20:00:40	
M276	TMP	C	3	Scottsdale Healthcare Osborn ER	07/29/20 @06:44:10	07/29/20 @06:44:16	07/29/20 @06:45:17	07/29/20 @10:53:43	07/29/20 @11:05:11	07/29/20 @11:43:47
E23	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:46:55	07/29/20 @06:58:25		07/29/20 @10:28:14	
E29	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:46:59	07/29/20 @07:00:42		07/29/20 @17:19:17	
E241	GUA	B	3		07/29/20 @06:44:10	07/29/20 @06:45:44	07/29/20 @06:45:42		07/29/20 @08:33:31	
E273	TMP	C	3		07/29/20 @06:44:10	07/29/20 @06:44:15	07/29/20 @07:02:26		07/29/20 @13:35:13	
L11	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:46:40	07/29/20 @06:58:18		07/29/20 @10:28:37	
LT11	PHX	A			07/29/20 @06:44:10				07/29/20 @06:46:40	
L602	SCT	A	3		07/29/20 @06:44:10	07/29/20 @06:45:33	07/29/20 @06:59:57		07/29/20 @16:13:44	
LT602	SCT	A			07/29/20 @06:44:10				07/29/20 @06:45:33	
HM4	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:47:50	07/29/20 @06:58:57		07/29/20 @17:56:59	
E4	PHX	A			07/29/20 @06:44:10				07/29/20 @06:47:10	
L4	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:47:44	07/29/20 @07:01:43		07/29/20 @18:11:16	
LT4	PHX	A			07/29/20 @06:44:10				07/29/20 @06:47:44	
BC5	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:47:18	07/29/20 @07:02:20		07/29/20 @18:56:59	
HM284	CHA	B			07/29/20 @06:44:10				07/29/20 @06:46:20	
E284	CHA	B	3		07/29/20 @06:44:10	07/29/20 @06:46:04	07/29/20 @07:02:06		07/29/20 @20:16:22	
BC204	MES	C			07/29/20	07/29/20	07/29/20		07/29/20	

					@06:44:10	@06:46:09	@07:25:12			@09:33:31
RM50	PHX	A	2		07/29/20 @06:44:10	07/29/20 @06:47:09	07/29/20 @07:27:57			07/29/20 @20:18:39
U283	CHA	B	2		07/29/20 @06:44:10	07/29/20 @06:47:20	07/29/20 @07:14:25			07/29/20 @15:03:53
BC3	PHX	A	3		07/29/20 @06:44:10	07/29/20 @06:44:43	07/29/20 @07:11:45			07/29/20 @08:09:57
C2751	TMP	C			07/29/20 @06:46:53	07/29/20 @06:46:53	07/29/20 @06:46:53			07/29/20 @22:02:03
E4	PHX	A			07/29/20 @06:47:11	07/29/20 @06:47:11	07/29/20 @06:59:09			07/29/20 @17:41:42
HM284	CHA	B	3		07/29/20 @06:49:36	07/29/20 @06:49:36	07/29/20 @07:02:08			07/29/20 @20:18:16
E602	SCT	A	3		07/29/20 @07:05:36	07/29/20 @07:06:45	07/29/20 @07:14:48			07/29/20 @15:09:11
E601	SCT	A	3		07/29/20 @07:05:36	07/29/20 @07:06:44	07/29/20 @07:18:07			07/29/20 @10:03:05
E2218	MES	C			07/29/20 @07:05:36	07/29/20 @07:08:19	07/29/20 @07:22:54			07/29/20 @14:10:14
E2203	MES	C			07/29/20 @07:05:36	07/29/20 @07:06:22	07/29/20 @07:23:02			07/29/20 @12:43:11
L201	MES	C			07/29/20 @07:05:36	07/29/20 @07:06:18	07/29/20 @07:20:36			07/29/20 @08:12:48
EDC	MES	C			07/29/20 @07:05:36	07/29/20 @07:06:44	07/29/20 @07:20:31			07/29/20 @19:43:41
L12	PHX	A	3		07/29/20 @07:05:36	07/29/20 @07:05:51	07/29/20 @07:26:25			07/29/20 @08:05:02
BC7	PHX	A	3		07/29/20 @07:05:36	07/29/20 @07:05:52	07/29/20 @07:23:30			07/29/20 @17:01:53
BC282	CHA	B	3		07/29/20 @07:05:36	07/29/20 @07:07:16	07/29/20 @07:24:14			07/29/20 @08:01:58
FRBD00		C			07/29/20 @07:05:40	07/29/20 @07:21:47	07/29/20 @09:22:56			07/29/20 @09:23:52
CDC	PHX	A	2		07/29/20 @07:07:18	07/29/20 @07:07:27	07/29/20 @07:28:26			07/29/20 @14:26:02
SO1	PHX	A	3		07/29/20 @07:07:49	07/29/20 @07:07:49	07/29/20 @07:39:04			07/29/20 @20:52:17
MESCRV		C			07/29/20 @07:13:46	07/29/20 @07:13:46	07/29/20 @07:13:52			07/29/20 @22:11:12
DEQ		C			07/29/20 @07:25:50	07/29/20 @07:25:50	07/29/20 @08:00:00			07/29/20 @20:00:40
DPS		C			07/29/20 @07:26:23	07/29/20 @07:26:23	07/29/20 @07:26:23			07/29/20 @22:18:44
RH101	NCO	C	2		07/29/20 @07:27:18	07/29/20 @07:27:18	07/29/20 @07:36:31			07/29/20 @21:17:59
RH1	PHX	A			07/29/20 @07:28:12	07/29/20 @07:28:12	07/29/20 @07:35:12			07/29/20 @22:00:35
C272	TMP	C			07/29/20 @07:31:29	07/29/20 @07:31:29	07/29/20 @07:31:29			07/29/20 @22:01:22
C2758	TMP	A			07/29/20 @08:07:35	07/29/20 @08:07:35	07/29/20 @08:20:01			07/29/20 @18:33:45
BC202	MES	A			07/29/20 @08:09:28	07/29/20 @08:09:30	07/29/20 @08:40:58			07/29/20 @17:44:35
DC5	PHX	B			07/29/20 @08:20:15	07/29/20 @08:20:15	07/29/20 @08:46:40			07/29/20 @09:19:22
E218	MES	A			07/29/20 @08:24:54	07/29/20 @08:25:19	07/29/20 @08:38:47			07/29/20 @12:22:45
E199	PEO	C	3		07/29/20 @08:47:49	07/29/20 @08:47:49	07/29/20 @09:43:45			07/29/20 @18:05:17

FB199	PEO	C			07/29/20 @08:48:17	07/29/20 @08:48:17	07/29/20 @09:41:54			07/29/20 @18:08:08
BC191	PEO	C			07/29/20 @09:15:12	07/29/20 @09:15:12	07/29/20 @09:44:53			07/29/20 @12:39:34
FRBD07		B			07/29/20 @09:23:52	07/29/20 @09:23:52	07/29/20 @09:23:58			07/29/20 @22:00:01
C958F	PHX	B	2		07/29/20 @09:57:01	07/29/20 @09:57:01	07/29/20 @10:21:46			07/29/20 @18:24:58
C3	PHX	B			07/29/20 @10:05:55	07/29/20 @10:05:55	07/29/20 @10:58:45			07/29/20 @13:32:47
C5	PHX	B			07/29/20 @10:05:55	07/29/20 @10:05:55	07/29/20 @10:58:45			07/29/20 @13:32:47
M271	TMP	A	3		07/29/20 @10:11:48	07/29/20 @10:12:20	07/29/20 @10:22:44			07/29/20 @17:18:31
E601	SCT	B	2		07/29/20 @10:33:43	07/29/20 @10:34:35	07/29/20 @10:41:53			07/29/20 @10:41:55
PMT71		A			07/29/20 @10:54:53					07/29/20 @10:59:25
AM-203		A			07/29/20 @10:59:25	07/29/20 @10:59:25	07/29/20 @11:56:58			07/29/20 @15:10:10
PMT71		A			07/29/20 @11:00:21					07/29/20 @11:05:54
E23	PHX	B	3		07/29/20 @11:05:00	07/29/20 @11:06:20	07/29/20 @11:19:07			07/29/20 @16:17:42
E16	PHX	B	3		07/29/20 @11:05:00	07/29/20 @11:06:14	07/29/20 @11:30:47			07/29/20 @17:49:26
E5	PHX	B	3		07/29/20 @11:05:00	07/29/20 @11:06:04	07/29/20 @11:25:05			07/29/20 @14:13:54
E38	PHX	B	3		07/29/20 @11:05:00	07/29/20 @11:05:36	07/29/20 @11:25:35			07/29/20 @17:45:44
E2510	GIL	A			07/29/20 @11:05:00	07/29/20 @11:08:52	07/29/20 @11:35:25			07/29/20 @15:04:04
AM-214		A			07/29/20 @11:05:51	07/29/20 @11:05:51	07/29/20 @11:49:32			07/29/20 @12:01:00
SQ44	PHX	B	3		07/29/20 @11:28:41	07/29/20 @11:29:55	07/29/20 @12:28:46			07/29/20 @22:03:12
ST44	PHX	B			07/29/20 @11:28:41					07/29/20 @11:29:55
M276	TMP	A	3		07/29/20 @11:46:10	07/29/20 @11:46:10	07/29/20 @11:52:28			07/29/20 @14:44:50
F34	PHX	B			07/29/20 @13:08:20	07/29/20 @13:10:08	07/29/20 @13:40:18			07/29/20 @16:41:29
E34	PHX	B	3		07/29/20 @13:09:36	07/29/20 @13:10:08	07/29/20 @13:40:07			07/29/20 @16:38:19
E276	TMP	A	3		07/29/20 @13:38:40	07/29/20 @13:39:09	07/29/20 @13:43:37			07/29/20 @17:05:42
E278	TMP	A	2		07/29/20 @13:38:40	07/29/20 @13:39:06	07/29/20 @13:50:48			07/29/20 @17:25:53
SQ278	TMP	A			07/29/20 @13:38:40					07/29/20 @13:39:06
E241	GUA	C	3		07/29/20 @13:38:40	07/29/20 @14:12:18	07/29/20 @13:39:22			07/29/20 @17:57:06
E232	SLK	C	3		07/29/20 @15:53:17	07/29/20 @15:53:45	07/29/20 @16:10:43			07/29/20 @21:45:17
E61	PHX	B	2		07/29/20 @15:53:17	07/29/20 @15:54:32	07/29/20 @16:19:43			07/29/20 @18:55:15
E604	SCT	B	2		07/29/20 @15:53:17	07/29/20 @15:54:30	07/29/20 @16:20:19			07/29/20 @19:07:44

E286	CHA	C	2		07/29/20 @15:53:17	07/29/20 @15:54:12	07/29/20 @16:22:05			07/29/20 @18:42:50
E273	TMP	A	2		07/29/20 @16:47:22	07/29/20 @16:48:08	07/29/20 @17:04:15			07/29/20 @21:13:49
M276	TMP	A			07/29/20 @17:15:01		07/29/20 @17:15:46			07/29/20 @20:39:25
CDC	PHX	B	2		07/29/20 @17:45:09	07/29/20 @17:45:09	07/29/20 @18:10:00			07/29/20 @21:13:59
BC271	TMP	A			07/29/20 @18:52:28	07/29/20 @18:52:28	07/29/20 @18:52:28			07/29/20 @18:53:34
BC271	TMP	A			07/29/20 @18:54:01	07/29/20 @18:54:01	07/29/20 @18:54:01			07/29/20 @21:37:53
E41	PHX	B	3		07/29/20 @19:10:27	07/29/20 @19:12:19	07/29/20 @19:51:07			07/29/20 @21:04:50
HM41	PHX	B	3		07/29/20 @19:10:27	07/29/20 @19:13:05	07/29/20 @19:44:11			07/29/20 @21:33:53
E183	GDY	C	3		07/29/20 @19:10:27	07/29/20 @19:11:51	07/29/20 @19:51:16			07/29/20 @21:05:13
HM183	GDY	C	3		07/29/20 @19:10:27	07/29/20 @19:13:18	07/29/20 @19:51:16			07/29/20 @21:13:16
TRUCK8		B			07/29/20 @21:13:53	07/29/20 @21:13:53	07/29/20 @21:13:53			07/30/20 @20:00:37
E276	TMP	A			07/29/20 @22:27:52	07/29/20 @22:27:52	07/29/20 @22:27:52			07/29/20 @23:34:27
E273	TMP	A	2		07/30/20 @00:31:09	07/30/20 @00:32:48	07/30/20 @00:48:48			07/30/20 @01:29:34
E271	TMP	A	3		07/30/20 @01:36:59	07/30/20 @01:37:41	07/30/20 @01:48:23			07/30/20 @02:44:30
E275	TMP	A	2		07/30/20 @03:02:35	07/30/20 @03:04:44	07/30/20 @03:11:05			07/30/20 @04:03:50
E274	TMP	A	2		07/30/20 @05:30:40	07/30/20 @05:34:38	07/30/20 @05:53:54			07/30/20 @07:13:32
C278	TMP	A			07/30/20 @06:57:53	07/30/20 @06:57:53	07/30/20 @06:57:53			07/30/20 @20:00:27
CRV201	MES	A			07/30/20 @06:58:01	07/30/20 @06:58:01	07/30/20 @06:58:01			07/30/20 @19:14:45
LT276	TMP	A	2		07/30/20 @07:17:24	07/30/20 @07:17:52				07/30/20 @07:19:34
E276	TMP	A	3		07/30/20 @07:38:32	07/30/20 @07:38:47	07/30/20 @07:46:13			07/30/20 @11:00:26
C2701	TMP	B			07/30/20 @08:31:05	07/30/20 @08:31:05	07/30/20 @08:31:05			07/30/20 @10:35:55
TMPP		B			07/30/20 @08:38:00	07/30/20 @08:40:01				07/30/20 @20:00:40
SO1	PHX	C			07/30/20 @10:38:24	07/30/20 @10:38:24	07/30/20 @10:38:27			07/30/20 @18:36:38
C2701	TMP	B			07/30/20 @12:25:49	07/30/20 @12:25:49	07/30/20 @12:25:49			07/30/20 @14:28:27
HM272	TMP	B	2		07/30/20 @13:12:59	07/30/20 @13:15:13	07/30/20 @13:33:22			07/30/20 @19:57:06
E272	TMP	B	2		07/30/20 @13:12:59	07/30/20 @13:14:36	07/30/20 @13:32:52			07/30/20 @16:10:30
BC2	PHX	C	3		07/30/20 @13:12:59	07/30/20 @13:15:07	07/30/20 @13:34:20			07/30/20 @15:30:16
C957S	PHX	C	3		07/30/20 @13:12:59	07/30/20 @13:13:09	07/30/20 @13:35:11			07/30/20 @15:24:00
C2704	TMP	B			07/30/20 @14:28:15	07/30/20 @14:28:15	07/30/20 @14:28:15			07/30/20 @14:28:30
					07/30/20	07/30/20	07/30/20			07/30/20

E277	TMP	B	3		@15:55:23	@15:56:25	@16:19:20		@19:46:51
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Incident History

Segment Date	Type	Mile	Status	Operator	Segment Text
07/29/20 @06:07:26	MILENO	RCV		RD1049	
07/29/20 @06:09:27	CHANGE			RD1049	Alert: ???->
07/29/20 @06:09:27	ENTRY			RD1049	
07/29/20 @06:09:35	SUGG			RWUNIT	DS35 A7: L276+{ :29} LT276+{ :29} E276+{ :29} BC271{ 3:21} E278+{ 3:21} SQ278+{ 3:21} E271+{ 3:21} BC601{ 10:03}
07/29/20 @06:09:43	UPDATE			SYSTEM	Paged: C271 C2732 TMPCHF PI602 SCTBC SCTBCD C603 C2702 C278 C2710 C2701 C273 C276 ALL3-1
07/29/20 @06:09:43	ASSG			LS5764	E278 [02.2] CODE 3 (ALS/CAM/CBF/CSU/ENG/MPW/PMP/TRC/TRT) #FD1042 [REDACTED] #MA2152 [REDACTED] #LA9178 [REDACTED] #MK1140 [REDACTED] KYLE
07/29/20 @06:09:43	ASSG			LS5764	SQ278 [02.2] CODE 3 (ALS/CAM/CSU/EXT/FAN/HEX/MPW/SCE/TRC/TRT/TSE/UAS/XTE)
07/29/20 @06:09:43	ASSG			LS5764	E271 [02.2] CODE 3 (ALS/CAM/CBF/CSU/ENG/FAN/MPW/PMP) #NA2182 [REDACTED] #NR8072 [REDACTED] #HE7937 [REDACTED] #NS1943 [REDACTED]
07/29/20 @06:09:43	ASSG			LS5764	BC601 [06.5] CODE 3 (NLS/CAM/CMD/SCT/SAF) #MA6836 [REDACTED] #AS6826 [REDACTED]
07/29/20 @06:09:43	UPDATE			SYSTEM	Paged: L276 E276 BC271 E278 E271 BC601
07/29/20 @06:09:43	ASSG			LS5764	E276 [00.2] CODE 3 (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #LS8524 [REDACTED] #CM7283 [REDACTED] #CC1572 [REDACTED] #OS1829 [REDACTED]
07/29/20 @06:09:43	ASSG			LS5764	LT276 [00.2] CODE 3 (ALS/CAM/CSU/DIV/ENG/EXT/FAN/HEX/LAD/MPW/PMP/TRI/XTL) #MR7285 [REDACTED] #WC9456 [REDACTED] #GN0422 [REDACTED] #GJ1973 [REDACTED]
07/29/20 @06:09:43	DISP	AGN		LS5764	L276 [00.2] CODE 3 (ALS/CAM/CSU/DIV/EXT/FAN/HEX/LAD/MPW/TRT/XTL) #MR7285 [REDACTED] #GN0422 [REDACTED] #WC9456 [REDACTED] #GJ1973 [REDACTED]
07/29/20 @06:09:43	ASSG			LS5764	BC271 [02.2] CODE 3 (NLS/CAM/CMD/DTS/SAF/TMP/XTC) #SC8657 [REDACTED] #DW7003 [REDACTED]
07/29/20 @06:10:07	ENROUT	RSP			E271 [00:24] CODE 3
07/29/20 @06:10:08	ENROUT				E276 [00:25] CODE 3
07/29/20 @06:10:13	ENROUT				L276 [00:30] CODE 3
07/29/20 @06:10:13	CLEAR				LT276
07/29/20 @06:10:15	ENROUT				BC271 [00:32] CODE 3
07/29/20	ENROUT				E278 [00:38] CODE 3

@06:10:21					
07/29/20 @06:10:21	CLEAR				SQ278
07/29/20 @06:10:48	ASSGOS	ONS		NC2709	TMPP04 (NLS)
07/29/20 @06:10:50	UPDATE			HJ1823	BC601
07/29/20 @06:11:03	PTI			RD1049	AGE- SEX- INFECC- CLLR REPORTING FREI GHT TRAIN ON FIRE, ON TRACKS J/ EAST OF FARMER, THINKS POSS DERAILED, UNK HOW MANY CARS INV
07/29/20 @06:11:06	ENROUT				BC601 [01:23] CODE 3
07/29/20 @06:13:10	CMDONS			HJ1823	E276 [03:27] .MADE WAY TO UNIV ON FARMER TRAIN MOVING HEADING NORTH CHECI 5TH AND FARMER 1ST AND FARMER POSS ACTIVE
07/29/20 @06:13:19	MILE	XCM		HJ1823	(XCM)
07/29/20 @06:13:22	ENROUT			HJ1823	E276
07/29/20 @06:14:31	ONSCNE				E276 [04:48]
07/29/20 @06:15:00	CMDONS			HJ1823	E276 .OS GOING TO VE NORTH OF 1ST ST TRAIN OVER BRIDGE DERAILED ACTIVE FIRE 8-10 CARS SL 1.3/4 FROM WEST FARMER CMD 1ST ALAMR
07/29/20 @06:15:39	BALNCE			HJ1823	HAZ1A
07/29/20 @06:15:49	SUGG			RWUNIT	DS35 A7: MESCRV[:00] E272+{ 4:53} HM272{ 4:53} U29{ 7:17} L273+{ 7:27} LT273+{ 7:27} E32+{ 8:21} CRV201{ 11:06} U277{ 11:25} E277+{ 11:25} BC2{ 11:41} GSPSN{ 11:45} SQ8+{ 12:31} ST8+{ 12:31} C957S{ 12:31} BC1{ 13:21} C957N[39:36] RH101[79:24]
07/29/20 @06:16:02	UPDATE			HJ1823	Pagers updated: C271 C2732 TMPCHF PI602 SCTBC SCTBCD C603 C2702 C278 C2710 C2701 C273 AS143 C276 ALL3-1 ALLWF PHXNOT ALLWI TMP1A C2700 C2703 C2704 C2705 C2706 C2708 TMPWF C2742 C2707 TMPST .WORKING FIRE
07/29/20 @06:16:02	STAT		WF	HJ1823	(WF) – WORKING FIRE
07/29/20 @06:16:07	SUGG			RWUNIT	DS35 A7: MESCRV[:00] E272+{ 4:53} HM272{ 4:53} U29{ 7:17} L273+{ 7:27} LT273+{ 7:27} E32+{ 8:21} CRV201{ 11:06} U277{ 11:25} E277+{ 11:25} BC2{ 11:41} GSPSN{ 11:45} SQ8+{ 12:31} ST8+{ 12:31} C957S{ 12:31} BC1{ 13:21} C957N[39:36] RH101[79:24]
07/29/20 @06:16:14	ASSG			LS5764	U277 [07.8] (NLS/DTS/PUT/TUT) #DR1019 [REDACTED]
07/29/20 @06:16:14	ASSG			LS5764	E277 [07.8] CODE 3 (ALS/AHC/AHT/CAM/CBF/CSU/ENG/MPW/PMP/XTE) #RD2778 [REDACTED] #CC7837 [REDACTED] #RR1974 [REDACTED] #JD8440 [REDACTED]
07/29/20 @06:16:14	ASSG			LS5764	BC2 [09.2] (NLS/CAM/CMD/FDO/LAV/PBC/PDV/PHX/SOC/SOG/SOP/SOS/XPC/SAF) #JT1783 [REDACTED] #ET5310 [REDACTED]
07/29/20 @06:16:14	ASSG			LS5764	GSPSN [08.1] (NLS)
07/29/20 @06:16:14	ASSG			LS5764	SQ8 [08.8] CODE 3 (ALS/AHC/AHE/AHT/CAM/CSU/EXT/FAN/HEX/HIR/LAD/MPW/TOX/TRT/TSE/UAS/XPH) #GM2125 [REDACTED] #PG2358 [REDACTED] #ZM5098 [REDACTED] #AK1889 [REDACTED] #LJ9177 [REDACTED]
07/29/20 @06:16:14	ASSG			LS5764	ST8 [08.8] CODE 3 (ALS/AHC/AHE/AHT/CSU/EXT/FAN/HEX/LAD/MPW/TOX/TRT/TSE)
07/29/20 @06:16:14	ASSG			LS5764	C957S [08.8] (NLS/LWV/NBC/PSO/SOG/SOP/SOS) #MT1224 [REDACTED]
07/29/20					BC1 [09.9] CODE 3 (NLS/CMD/CVS/FDO/LAV/PBC/PDV/PHX/PSC/SHF/XPC/SAF)

@06:16:14	ASSG		LS5764	#JC1805 #LM4021
07/29/20 @06:16:14	ASSG		LS5764	C957N [19.8] (NLS/NBC/PSO/SOG/SOP/SOS/LWV) #TT1401
07/29/20 @06:16:14	ASSG		LS5764	RH101 [39.7] (NLS)
07/29/20 @06:16:14	DWARN		SYSTEM	Warn: Response HZM* and Unit From PHXF ENSURE A PHX SPECIAL OPS BC IS SENT ON ALL TRT AND HAZMAT CALLS 2-1 OR LARGER THAT INVOLVE PHX UNITS, EVEN WHEN THE CALL IS OUTSIDE PHX OR A DIFFERENT SPECIAL OPS BC IS RESPONDING. STILL ADD/SPECIAL CALL SOC (CAPAB)
07/29/20 @06:16:14	UPDATE		SYSTEM	Paged: E272 L273 E32 U277 E277 C957S C957N RH101
07/29/20 @06:16:14	UPDATE		SYSTEM	Paged: PI12 E32B BC2A E5 SO1 BC2AF SURTLO C957NA E8 C957 PEOPD1 C957ND C957SC BC1A BC1B DC1 DC4 BC1AF AFMABC AFMABCC ALLHZ1A C2701 ALL1A ALLTO C2700 C2702 C2710 C2732 C278 C2742 BC192CF PHXSO1A MESNOT ALLWF PHXNOT ALLWI TMPCHF TMP1A C2703 C2704 C2705 C2706 C2708 C271 TMPWF C276 C2707 TMPST DC2
07/29/20 @06:16:14	CHANGE		LS5764	TYP: TRAIN -> HAZ1A RSP: 3-1TM1 -> HZMTM1
07/29/20 @06:16:14	ASSG		LS5764	CRV201 [07.2] (NLS)
07/29/20 @06:16:14	ASSG		LS5764	L273 [05.1] CODE 3 (ALS/CAM/CSU/ELV/EXT/FAN/HEX/LAD/MPW/XTL) #DG7004 #SJ6389 #MM4006 #BB1506
07/29/20 @06:16:14	ASSG		LS5764	LT273 [05.1] CODE 3 (ALS/CAM/CSU/EXT/FAN/LAD/MPW/XTL) #DG7004 #SJ6389 #MM4006 #BB1506
07/29/20 @06:16:14	ASSG		LS5764	E32 [05.8] CODE 3 (ALS/AHC/AHT/CAF/CAM/CFB/CSU/ENG/MPW/PMP/TOX/XPE) #DR2372 #KA6013 #SP7582 #HR9668
07/29/20 @06:16:14	ASSG		LS5764	MESCRV [07.2] (NLS)
07/29/20 @06:16:14	ASSG		LS5764	E272 [02.2] CODE 3 (ALS/AHC/AHT/CAM/CFB/CSU/ENG/EXT/MPW/PMP/XTE) #AE7166 #DG4039 #UG3679 #MT0424
07/29/20 @06:16:14	ASSG		LS5764	HM272 [02.2] CODE 3 (NLS/AHE/WT8/XTH)
07/29/20 @06:16:14	ASSG		LS5764	U29 [04.4] CODE 3 (NLS/LTR/PUT/XPU) #KS2542
07/29/20 @06:16:40	ENROUT			E272 [00:26] CODE 3
07/29/20 @06:17:10	CHANGE		WD8622	TYPE DESC: HAZARDOUS SITUATION -> TRAIN FIRE
07/29/20 @06:17:16	STAGED			E278 [07:33]
07/29/20 @06:17:23	ENROUT			E277 [01:09] CODE 3
07/29/20 @06:17:27	SPECL		HJ1823	OSR .LR SHUT DOWN IN BOTH DIRECTIONS
07/29/20 @06:17:29	ONSCNE			BC271 [07:46]
07/29/20 @06:17:50	ENROUT			BC2 [01:36] CODE 3
07/29/20				

@06:17:53	ENROUT			BC1 [01:39] CODE 3
07/29/20 @06:17:56	MISC		HJ1823	.07/29/20 06:17:44 Message To: #7000 TRO From: DS47
07/29/20 @06:17:56	MISC		HJ1823	. TMP PD IS REQ A CMD UNIT COME UP ON THEIR A1 HOT - THEY WOULD LIKE TO
07/29/20 @06:17:56	MISC		HJ1823	. COORDINATE W/FD
07/29/20 @06:18:02	ENROUT			U29 [01:48] CODE 2
07/29/20 @06:18:16	ENROUT			L273 [02:02] CODE 3
07/29/20 @06:18:16	CLEAR			LT273
07/29/20 @06:18:26	MISC		HJ1823	.CMD/BC271, LAY A HORIZONTAL SEE IF CAN GET KOCK DOWN
07/29/20 @06:18:29	ENROUT		MESCAD	CRV201 [02:15]
07/29/20 @06:18:30	ENROUT			RH101 [02:16] CODE 2
07/29/20 @06:18:41	ONSCNE		HJ1823	L276 [08:58]
07/29/20 @06:18:43	ENROUT			E32 [02:29] CODE 3
07/29/20 @06:18:49	ENROUT			C957N [02:35] CODE 3
07/29/20 @06:18:52	ENROUT			HM272 [02:38] CODE 3
07/29/20 @06:19:21	NOTIFY		WD8622	Notifications made: TMPSR TMPOPS SCTSR PHXSR PHXOPS AFMASR AFMAOPS
07/29/20 @06:19:22	CMDONS		HJ1823	BC271 ,FARMER LOCATED JUST EAST ON ICIDENT WEST ON WEST SIDE C271 E276 L276
07/29/20 @06:19:30	MILE	NOT	WD8622	(NOT) .PAGE SENT
07/29/20 @06:19:41	ASSGOS		HJ1823	C271 (NLS) #RG7125 [REDACTED]
07/29/20 @06:19:49	SECTOR		HJ1823	C271 WEST
07/29/20 @06:19:57	SECMEM		HJ1823	E276 WEST
07/29/20 @06:20:10	SECMEM		HJ1823	L276 WEST
07/29/20 @06:20:13	ENROUT			C957S [03:59] CODE 3
07/29/20 @06:20:22	SECCLR		HJ1823	C271 WEST
07/29/20 @06:20:28	SECTOR		HJ1823	C271 EAST
07/29/20 @06:20:29	ENROUT			SQ8 [04:15] CODE 3
07/29/20 @06:20:29	CLEAR			ST8
07/29/20 @06:20:44	SECTOR		HJ1823	E271 WEST
07/29/20 @06:20:47	ONSCNE		HJ1823	E271 [11:04]
07/29/20 @06:21:09	MISC		HJ1823	.07/29/20 06:19:46 Message To: #7000 TRO From: DS32
07/29/20	MISC		HJ1823	.LIGHT RAIL HAS BEEN ADVISED TO CLOSE LIGHT RAIL IN BOTH DIRECTIONS.

@06:21:09				
07/29/20 @06:21:11	ENROUT			U277 [04:57] CODE 3
07/29/20 @06:21:14	ONSCNE			BC601 [11:31]
07/29/20 @06:21:26	ASSGER		RT0201	C2700 CODE 3 (NLS) #SB9995 [REDACTED]
07/29/20 @06:21:26	UPDATE		SYSTEM	Paged: C2705 C2706 C2701 C2710 C2702 C2707
07/29/20 @06:21:38	ENROUT			C2700 CODE 2
07/29/20 @06:21:53	MISC		HJ1823	,07/29/20 06:20:00 Message To: #7000 TRO From: DS43
07/29/20 @06:21:53	MISC		HJ1823	,EMER CONTACT # FOR RR IS 888/877/7267 THEY CAN FAX TRAIN CONTENT INFO
07/29/20 @06:21:53	MISC		HJ1823	,IF NEEDED AND ARE AVAIL BY PHONE AS WELL
07/29/20 @06:22:15	ASSG		SB7601	E275 CODE 3 (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #DR1018 [REDACTED] #LT5201 [REDACTED] #DL7281 [REDACTED] #AV7839 [REDACTED]
07/29/20 @06:22:24	ENROUT		HJ1823	E275 [00:09]
07/29/20 @06:22:57	MISC		HJ1823	,WEST/L276, START TO IDENTIFY MARKERS ON TANKERS.
07/29/20 @06:23:24	MISC		HJ1823	,P271/CMD, VISUAL ON REAR PLACARD 3 BELOWE 1915, 1 RED PLACARD.
07/29/20 @06:23:56	SECMEM		HJ1823	E271 EAST
07/29/20 @06:24:13	SECCLR		HJ1823	C271 EAST
07/29/20 @06:24:14	ASSGER		MM2897	BNSF00 (NLS)
07/29/20 @06:24:15	SECTOR		HJ1823	BC601 EAST ,E271 SUPPLY LINE BLITZ
07/29/20 @06:24:24	MISC		HJ1823	,07/29/20 06:24:07 Message To: #7000 TRO From: DS47
07/29/20 @06:24:24	MISC		HJ1823	, TMP PD IS REQ CMD UNIT COME UP ON THEIR A1 HOT CHNL
07/29/20 @06:24:26	STAGED			E275 [02:11]
07/29/20 @06:24:40	AIQ		MM2897	MESCRV
07/29/20 @06:24:58	AIQ		RD1049	BNSF00
07/29/20 @06:25:05	ASSGER		RD1049	UPRR00 (NLS)
07/29/20 @06:25:12	AIQ		HJ1823	GSPSN
07/29/20 @06:25:45	MISC		HJ1823	,*** UNION PACIFIC SAYS THEY HAVE HAZARDOUS MATERIALS THROUGHOUT THIS
07/29/20 @06:25:45	MISC		HJ1823	,TRAIN *** USE CAUTION. I AM AWAITING A FULL MANIFEST FROM THEM AND WILL UPDATE YOU ASAP
07/29/20 @06:25:45	MISC		HJ1823	,07/29/20 06:25:25 Message To: #000 TRO From: DS34
07/29/20 @06:26:59	MISC		HJ1823	,L276/CMD, FOR 1 CAR 2ND CAR GACX55605 GACX201081
07/29/20	MISC		HJ1823	,07/29/20 06:25:25 Message To: #000 TRO From: DS34

@06:27:52					
07/29/20 @06:27:52	MISC			HJ1823	,*** UNION PACIFIC SAYS THEY HAVE HAZARDOUS MATERIALS THROUGHOUT THIS
07/29/20 @06:27:52	MISC			HJ1823	,TRAIN *** USE CAUTION. I AM AWAITING A FULL MANIFEST FROM THEM AND WILL UPDATE YOU ASAP
07/29/20 @06:27:57	STAGED			HJ1823	E272 [11:43] ,SOUTH
07/29/20 @06:28:03	STAGED			HJ1823	HM272 [11:49] ,SOUTH
07/29/20 @06:28:21	SECTOR			HJ1823	E272 HAZ ,MAKE WAY FWD FOR IN CMD IN PL JUST EAST
07/29/20 @06:28:28	SECMEM			HJ1823	HM272 HAZ
07/29/20 @06:28:41	ONSCNE			HJ1823	E272
07/29/20 @06:28:44	ONSCNE			HJ1823	HM272
07/29/20 @06:29:02	MISC			HJ1823	,L273APPROACH FROM EAST
07/29/20 @06:29:33	MISC			WD8622	,ADV TMP PD ABOUT HAZMAT ON THE TRAIN AND ADV THEM TO KEEP CLEAR
07/29/20 @06:30:01	MISC			HJ1823	,EAST/CMD.MOVING E271 FURTHER TO NORHT HAVE PROTECTION OF BLOCK 3WALL. SET MONITOR AND GET THEM OUT OF THERE, GETTING YOU ANOTHER TRUCK TO LAY IN BEHIND A LITTLE FRTHER SOUTH TO GET MONITOR TO AVOID SPREAD
07/29/20 @06:30:27	STAGED				E277 [14:13]
07/29/20 @06:30:48	STAGED				L273 [14:34]
07/29/20 @06:31:09	SECMEM			HJ1823	E275 EAST
07/29/20 @06:31:27	MISC			HJ1823	,SET STANG GUN AND HIT FROM ENTRANCE OF PARKING LOT.
07/29/20 @06:31:31	MISC			HJ1823	,07/29/20 06:29:34 Message To: #7000 TRO From: DS32
07/29/20 @06:31:31	MISC			HJ1823	,91 DEGREES W/WIND FROM N.E. AT 4MPH W/GUSTS AT 5
07/29/20 @06:31:38	CROSS			CM0093	#F20287015
07/29/20 @06:32:50	MISC			HJ1823	,CMD/WEST,E278 IN POSITON WILL GET LA E278 E276 L276 ON WEST SHUT DOWN ALL HL TO GET FARTHER BACK, NEED TO RELOCATE E276 TO HYDRANT TO PUMP E278, REQ 2 ADDT ENG REQ FB IN SERVICE TO TRAVEL NORTH TO LMBAR CAR
07/29/20 @06:33:18	SECMEM			HJ1823	E278 WEST
07/29/20 @06:33:22	ONSCNE			HJ1823	E278
07/29/20 @06:33:24	NOTIFY			WD8622	Notifications made: TMPSR TMPOPS SCTSR PHXSR PHXOPS AFMASR AFMAOPS
07/29/20 @06:33:38	STAGED				E32 [17:24]
07/29/20 @06:33:49	MISC			HJ1823	,E278, READY FOR WATER ON BLITZ,
07/29/20 @06:33:52	MILE	NOT		WD8622	(NOT) ,UPDATE PAGE SENT RE: BRIDGE COLLAPSE
07/29/20 @06:33:54	MISC			HJ1823	C2700 RESET BLINK NOTIFICATION ..
07/29/20 @06:34:00	CHANGE			WD8622	TYPE DESC: TRAIN FIRE --> TRAIN DERAILMENT
07/29/20	ONSCNE				L273

@06:34:07					
07/29/20 @06:34:25	SECMEM			HJ1823	E277 HAZ
07/29/20 @06:34:32	STAGED			HJ1823	E32 ,SOUTH
07/29/20 @06:35:03	MISC			HJ1823	,WEST/CMD, DO NOT HAVE PUMP ON NEW BOAT, ANY WAY FOR AIR SUPPORT AND TAKE FROM LAKE AND DROP TO BRIDGE. CMD TRYING TO GET AIR SUPPORT
07/29/20 @06:35:20	MISC			HJ1823	,25MIN ETN, GIVEN
07/29/20 @06:35:34	MISC			HJ1823	,CMD/E32,WORK WAY TO WEST C271
07/29/20 @06:35:39	STAGED				SQ8 [19:25]
07/29/20 @06:35:40	SECTOR			HJ1823	C271 WEST
07/29/20 @06:35:49	SECMEM			HJ1823	E32 WEST
07/29/20 @06:35:51	ONSCNE				C2700 [14:25]
07/29/20 @06:36:02	ONSCNE				C957S [19:48]
07/29/20 @06:36:32	MISC			HJ1823	,NEED MORE SUPPORT FOR E271, E271 PUMP NEEDS HYDRANT,
07/29/20 @06:36:38	ONSCNE			HJ1823	BC2 [20:24]
07/29/20 @06:36:40	ONSCNE				E277
07/29/20 @06:36:43	STAGED			HJ1823	SQ8 ,SOUTH
07/29/20 @06:37:20	MISC			HJ1823	,MAIN BODY OF FIRE, MULTIPLE PRESSURE , SETTING UP MONITOR AND BACKIN G OUT
07/29/20 @06:37:43	MISC			HJ1823	,CMD/E275,HOLD POSITION
07/29/20 @06:38:13	ONSCNE				BC1 [21:59]
07/29/20 @06:38:45	MISC			HJ1823	,E278/P278,UNTIL WE GET HEMAT PUMP SHUT DOWN LADDER GO TO BLITZ,
07/29/20 @06:39:51	STAGED				U29 [23:37]
07/29/20 @06:40:00	MISC			HJ1823	,E32/WEST/STG JUST ON 1ST/FARMER, ASSIGN, COME FWD NORTH RIO PUMP E27 8 HYDRANT. LAST HYDRANT ON CURB ON RIO
07/29/20 @06:40:16	MISC			HJ1823	,07/29/20 06:40:10 Message To: #000 TRO From: DS34
07/29/20 @06:40:16	MISC			HJ1823	,SPOKE WITH PHX PD AIR SUPPORT, THEY'RE CHECKING TO SEE IF THEY CAN PROV
07/29/20 @06:40:16	MISC			HJ1823	,UDE WATER DROPS ONTO THE BRIDGE AND WOULD LIKE C957S TO CALL THEM DIRECTLY...MSG SENT TO C957S DIRECTLY W/PHONE NUMBER
07/29/20 @06:40:20	ONSCNE				U277 [24:06]
07/29/20 @06:41:13	MISC			HJ1823	,HAZ JUST GOT WITH C957S AT RIO SALADO
07/29/20 @06:41:23	SECMEM			HJ1823	SQ8 HAZ
07/29/20 @06:41:43	MISC			HJ1823	,PD HAS A COPY OF THE MANIFEST FOR THE TRAIN ..DO U NEED IT OR DO U HAV
07/29/20 @06:41:43	MISC			HJ1823	,E ONE ALREADY ?
07/29/20 @06:41:43	MISC			HJ1823	,07/29/20 06:41:29 Message To: #7000 TRO From: DS41

07/29/20 @06:42:06	MISC		HJ1823	.WEST/E32,COME DOWN SAME ROUT BY E272 AND HAVE YOU STANDBY AS CREWS R OATATE, STILL RESP TO RIO SALADO
07/29/20 @06:42:31	MISC		HJ1823	.CRV201/CMD, WHERE LOCATED CMD JUST EAST IN PARKING LOT
07/29/20 @06:43:54	ALARM		HJ1823	2 HAZMAT
07/29/20 @06:43:56	SUGG		RWUNIT	DS35 A7: M276{ :29} E23+{ 6:55} E29+{ 7:17} E241+{ 7:25} E273+{ 7:27} L11{ 8:55} LT11{ 8:55} L602+{ 10:03} LT602+{ 10:03} HM4{ 12:37} E4+{ 12:37} L4+{ 12:37} LT4+{ 12:37} BC5{ 12:41} HM284{ 12:48} E284+{ 12:48} BC204{ 13:09} RM50{ 14:42} U283{ 15:17} BC3[39:00]
07/29/20 @06:44:10	ASSG		LS5764	M276 [00.2] CODE 3 (NLS/ALT/AMB/PMT) #GB8781 [REDACTED] #CZ1456 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	E23 [05.0] CODE 3 (ALS/CAM/CSU/ENG/MPW/PMP) #SA2593 [REDACTED] #OJ8491 [REDACTED] #PJ7562 [REDACTED] #RC1754 [REDACTED]
07/29/20 @06:44:10	PARQST		SYSTEM	Ambulance dispatch message sent to PMT
07/29/20 @06:44:10	CHANGE		LS5764	RSP: HZMTMI -> HAZMAT LVL: 1 -> 2
07/29/20 @06:44:10	ASSG		LS5764	E29 [04.4] CODE 3 (ALS/CAM/CSU/ENG/MPW/PMP/CAF) #SM6899 [REDACTED] #JJ5753 [REDACTED] #BT7171 [REDACTED] #TR0978 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	E241 [04.6] CODE 3 (ALS/CAM/CSU/ENG/MPW/PMP) #DD7081 [REDACTED] #SL1933 [REDACTED] #FG0842 [REDACTED] #FM8113 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	E273 [05.1] CODE 3 (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #KM2151 [REDACTED] #LS7129 [REDACTED] #TG2458 [REDACTED] #CB5071 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	L11 [07.0] CODE 3 (BLS/CAM/CSU/EXT/FAN/HEX/LAD/LLT/MPW/ELV) #BK5590 [REDACTED] #RZ7357 [REDACTED] #DM3050 [REDACTED] #JS0902 [REDACTED] #WS1245 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	LT11 [07.0] CODE 3 (BLS/CSU/EXT/FAN/HEX/LAD/MPW) #BK5590 [REDACTED] #RZ7357 [REDACTED] #DM3050 [REDACTED] #JS0902 [REDACTED] #WS1245 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	L602 [06.5] CODE 3 (ALS/CAM/CSU/EXT/FAN/HEX/LAD/MPW/SNK/ENG/PMP) #MK6748 [REDACTED] #MC9263 [REDACTED] #CA8422 [REDACTED] #SA2518 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	LT602 [06.5] CODE 3 (ALS/CAM/CSU/ENG/EXT/FAN/HEX/LAD/MPW/PMP/SNK) #MK6748 [REDACTED] #MC9263 [REDACTED] J. #CA8422 [REDACTED] #SA2518 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	HM4 [10.7] CODE 3 (NLS/AHE/XPH)
07/29/20 @06:44:10	ASSG		LS5764	E4 [10.7] CODE 3 (ALS/AHC/AHT/CAM/CBF/CSU/ENG/HIR/MPW/PMP/TOX/XPE/CAF) #GG1072 [REDACTED] #ZN9564 [REDACTED] #TM7121 [REDACTED]

				#GH1249 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	L4 [10.7] CODE 3 (ALS/AHC/AHT/CAM/CSU/ELV/EXT/FAN/HEX/HIR/LAD/MPW/TOX/XPL) #WW2466 [REDACTED] #HT6999 [REDACTED] #CS3076 [REDACTED] #WA0919 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	LT4 [10.7] CODE 3 (ALS/AHC/AHT/CSU/EXT/FAN/HEX/LAD/MPW/TOX/XPL) #WW2466 [REDACTED] #HT6999 [REDACTED] #CS3076 [REDACTED] #WA0919 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	BC5 [08.8] CODE 3 (NLS/CAM/CMD/FDO/LAV/PBC/PDV/PHX/XPC/SAF) #GD6887 [REDACTED] #MK6495 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	HM284 [07.9] CODE 3 (NLS/AHE)
07/29/20 @06:44:10	ASSG		LS5764	E284 [07.9] CODE 3 (ALS/AHC/AHT/CAM/CSU/ENG/FAN/MPW/PMP/SNK/TOX) #EW7458 [REDACTED] #VR7454 [REDACTED] #PA7379 [REDACTED] #MT4985 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	BC204 [08.6] CODE 3 (NLS/CMD)
07/29/20 @06:44:10	ASSG		LS5764	RM50 [09.7] CODE 3 (NLS/LOG/LWV) #SS1346 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	U283 [11.8] CODE 3 (NLS/CUT) #DD5593 [REDACTED]
07/29/20 @06:44:10	ASSG		LS5764	BC3 [19.5] CODE 3 (NLS/CMD/FDO/LAV/PBC/PDV/PHX/SOC/SOG/SOP/SOS/XPC/SAF) #SF1621 [REDACTED] #SB5093 [REDACTED]
07/29/20 @06:44:10	DWARN		SYSTEM	Warn: Response HZM* and Unit From PHXF ENSURE A PHX SPECIAL OPS BC IS SENT ON ALL TRT AND HAZMAT CALLS 2-1 OR LARGER THAT INVOLVE PHX UNITS, EVEN WHEN THE CALL IS OUTSIDE PHX OR A DIFFERENT SPECIAL OPS BC IS RESPONDING. STILL ADD/SPECIAL CALL SOC (CAPAB)
07/29/20 @06:44:10	DWARN		SYSTEM	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @06:44:10	UPDATE		SYSTEM	Paged: M276 E241 E273 HM4 E284 RM50 U283
07/29/20 @06:44:10	UPDATE		SYSTEM	Paged: C241 C242 C246 PI241 HM4A BC5B BC5C BC5BF BC5AF DC5 BC5A RM50B RM50C BC3C BC3A ALLHZ1A C957N C957S DC4 C2701 ALL1A ALLTO C2700 C2702 C2710 C2732 C278 C2742 BC192CF CHA2-1 PHXSO1A MESNOT PHXNOT ALLWI C276 DC2 ALLGA C131 TMPCHF TMP1A
07/29/20 @06:44:15	ENROUT			E273 [00:05] CODE 3
07/29/20 @06:44:16	ENROUT			M276 [00:06] CODE 3
07/29/20 @06:44:43	ENROUT			BC3 [00:33] CODE 3
07/29/20 @06:45:17	STAGED			M276 [01:07]
07/29/20 @06:45:33	ENROUT			L602 [01:23] CODE 3
07/29/20 @06:45:33	CLEAR			LT602
07/29/20 @06:45:36	MISC		HJ1823	.FIRE TRAVELING NORTH
07/29/20 @06:45:42	STAGED			E241 [01:32]
07/29/20 @06:45:44	ENROUT			E241 CODE 3

07/29/20 @06:46:04	ENROUT			E284 [01:54] CODE 3
07/29/20 @06:46:09	ENROUT		MESCAD	BC204 [01:59]
07/29/20 @06:46:20	AIQ			HM284
07/29/20 @06:46:40	ENROUT			L11 [02:30] CODE 3
07/29/20 @06:46:40	CLEAR			LT11
07/29/20 @06:46:53	ASSGOS		HJ1823	C2751 (NLS/DTS) #MM5051 [REDACTED]
07/29/20 @06:46:53	DWARN		HJ1823	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @06:46:55	ENROUT			E23 [02:45] CODE 3
07/29/20 @06:46:59	ENROUT			E29 [02:49] CODE 3
07/29/20 @06:47:01	SECTOR		HJ1823	C2751 NORTH
07/29/20 @06:47:09	MISC		HJ1823	,07/29/20 06:47:04 Message To: #7000 TRO From: DS47
07/29/20 @06:47:09	MISC		HJ1823	, TMP PD STAGING UNITS AT 3RD & ASH
07/29/20 @06:47:09	ENROUT		MM2897	RM50 [02:59]
07/29/20 @06:47:10	AOR		GB1464	E4
07/29/20 @06:47:11	ASSGER		GB1464	E4 CODE 3 (ALS/AHC/AHT/CAM/CBF/CSU/ENG/HIR/MPW/PMP/TOX/XPE/CAF) #GG1072 [REDACTED] #ZN9564 [REDACTED] #TM7121 [REDACTED] #GH1249 [REDACTED]
07/29/20 @06:47:11	DWARN		GB1464	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @06:47:11	UPDATE		SYSTEM	Paged: DC4 PHXS01A
07/29/20 @06:47:18	ENROUT			BC5 [03:08] CODE 3
07/29/20 @06:47:20	ENROUT			U283 [03:10] CODE 2
07/29/20 @06:47:34	ONSCNE			C957N [31:20]
07/29/20 @06:47:44	ENROUT		GB1464	L4 [03:34]
07/29/20 @06:47:44	CLEAR		GB1464	LT4
07/29/20 @06:47:50	ENROUT			HM4 [03:40] CODE 3
07/29/20 @06:48:10	RADINF		HJ1823	Radio Info: LEVEL 2 STG FARMER/ASH
07/29/20 @06:49:36	ASSGER		HJ1823	HM284 CODE 3 (NLS/AHE)
07/29/20 @06:49:36	DWARN		HJ1823	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @06:49:44	ENROUT			HM284 CODE 3
07/29/20 @06:50:19	MISC		HJ1823	,40MIN ETN NOT GIVEN

07/29/20 @06:50:40	UPDATE			HJ1823	HM284
07/29/20 @06:52:38	MISC			HJ1823	,WEST/CMD NAT2X16012
07/29/20 @06:53:18	CHANGE			WD8622	TYPE DESC: TRAIN DERAILMENT -> 2A TRAIN DERAILMENT
07/29/20 @06:54:03	ENROUT				RM50 CODE 2
07/29/20 @06:54:34	ONSCNE				U29
07/29/20 @06:54:47	RADINF			HJ1823	Radio Info: LEVEL 2 STG RIO SALADO/ASH ,LEVEL 2 STG: RIO SALADO/ASH ON A2 -> LEVEL 2 STG RIO SALADO/ASH
07/29/20 @06:54:47	RADINF			WD8622	Radio Info: LEVEL 2 STG: RIO SALADO/ASH ON A2 ,LEVEL 2 STG FARMER/ASH -> LEVEL 2 STG: RIO SALADO/ASH ON A2
07/29/20 @06:55:02	MISC			HJ1823	,07/29/20 06:53:32 Message To: #000 TRO From: DS33
07/29/20 @06:55:02	MISC			HJ1823	,SKY HARBOR HAS BEEN ADVISED OF THIS INCIDENT, THEY'LL VECTOR AIRCRAFT A
07/29/20 @06:55:02	MISC			HJ1823	,ROUND IT.
07/29/20 @06:55:12	MISC			HJ1823	,07/29/20 06:54:00 Message To: #000 TRO From: DS33
07/29/20 @06:55:12	MISC			HJ1823	,ORTH TO TRY AND CLEAR THE UNINVOLVED CARS OUT OF THE WAY, TO THE NORTH
07/29/20 @06:55:12	MISC			HJ1823	,I CALLED UNION PACIFIC, THEY'RE GOING TO SEND A RESCUE TRAIN FROM THE N
07/29/20 @06:55:44	STAT		WHZ	WD8622	(WHZ) -- WORKING HAZ MAT
07/29/20 @06:55:44	UPDATE			WD8622	Pagers updated: C271 C2732 TMPCHF PI602 SCTBC SCTBCD C603 PI12 E32B BC2A E5 SO1 BC2AF C957NA E8 C957 PEOPD1 C957ND C957SC BC1A BC1B DC1 DC4 BC1AF AFMABC AFMABCC C2705 C2706 C2701 C2710 C2702 C2707 C241 C242 C246 PI241 HM4A BC5B BC5C BC5BF BC5AF DC5 BC5A RM50B RM50C BC3C BC3A ALLHZ1A C957N ,WORKING HAZ MAT
07/29/20 @06:56:22	MISC			HJ1823	,CLOSE 202 IN BOTH DIRECTIONS
07/29/20 @06:56:23	MISC			GB1464	E273 ,TAKE STAGING SECTOR.
07/29/20 @06:56:35	MISC			HJ1823	,07/29/20 06:56:27 Message To: #7000 TRO From: DS32
07/29/20 @06:56:35	MISC			HJ1823	,STAGING CHANNEL IS A2 AND SAFETY WILL BE ON A3..
07/29/20 @06:56:36	SECTOR			GB1464	E273 STAGE
07/29/20 @06:58:18	ONSCNE				L11 [14:08]
07/29/20 @06:58:25	MISC			TJ5332	C271 ,CAPT L276 WORKING WITH L11 TO SECURE HYDRANT.. HELP HIM LAY SL DOWN THESHORELINE
07/29/20 @06:58:25	STAGED				E23 [14:15]
07/29/20 @06:58:57	STAGED				HM4 [14:47]
07/29/20 @06:59:04	STAGED				E241 [14:54]
07/29/20 @06:59:09	STAGED			GB1464	E4 [11:58] ,RIO SALADO/ASH
07/29/20 @06:59:35	STAGED			GB1464	HM4 ,RIO SALADO/ASH
07/29/20 @06:59:57	STAGED				L602 [15:47]

07/29/20 @07:00:20	MISC		TJ5332	C2751 ,NORTH TO CMD.. NEED PD TO EVAC ON THE NORTH SIDE OF THE LAKE, CLOSE SBMILL AVE BRIDGE
07/29/20 @07:00:33	ONSCNE			SQ8
07/29/20 @07:00:40	MISC		TJ5332	C271 ,WEST TO CMD.. FIRE TRAVEL'D TO THE LUMBER CAR
07/29/20 @07:00:42	STAGED			E29 [16:32]
07/29/20 @07:01:00	ONSCNE		MJ4066	CRV201 [44:46] .BY AVL (15:47:48)
07/29/20 @07:01:07	MISC		TJ5332	BC271 ,**50 MIN ELAP** CMD ADVISED
07/29/20 @07:01:24	ONSCNE		MESCAD	CRV201 [45:10]
07/29/20 @07:01:35	MISC		RA2710	E4 ,RIO SALADO JUST WEST OF EVENT, NOT IN SMOKE
07/29/20 @07:01:43	STAGED			L4 [17:33]
07/29/20 @07:02:02	MISC		TJ5332	RH101 RESET BLINK NOTIFICATION ..
07/29/20 @07:02:06	STAGED			E284 [17:56]
07/29/20 @07:02:08	STAGED			HM284 [12:32]
07/29/20 @07:02:10	MISC		TJ5332	E284 RESET BLINK NOTIFICATION ..
07/29/20 @07:02:20	STAGED		RA2710	BC5 [18:10]
07/29/20 @07:02:26	STAGED			E273 [18:16]
07/29/20 @07:03:42	MISC		MD7804	.SQ8 TO HAZ - WHAT DO YOU NEED FROM US? LET'S FACE TO FACE
07/29/20 @07:05:05	ALARM		MD7804	3 HAZMAT
07/29/20 @07:05:06	MISC		RA2710	.CMD TO E23 E241 GO TO WEST SECTOR
07/29/20 @07:05:07	SUGG		RWUNIT	DS35 A7: E602+(275){ 3:42} E601+{ 7:11} E2218+{ 8:25} E2203+{ 8:57} L201+{ 11:06} EDC{ 11:06} L12+{ 11:41} BC7{ 14:01} BC282{ 15:16}
07/29/20 @07:05:16	SECMEM		RA2710	E241 WEST
07/29/20 @07:05:16	SECMEM		RA2710	E23 WEST
07/29/20 @07:05:16	CHANGE		MD7804	TYPE DESC: 2A TRAIN DERAILMENT --> 3A TRAIN DERAILMENT
07/29/20 @07:05:36	ASSG		EL2410	L12 [09.2] CODE 3 (ALS/CSU/EXT/FAN/HEX/JMP/L12/LAD/LLT/MPW/TRC/TRT/ELV) #CB6168 #MR5854 #MJ9673 #PA7581 #BE0519
07/29/20 @07:05:36	ASSG		EL2410	BC7 [10.9] CODE 3 (NLS/B7 /CAM/CMD/FDO/LAV/PBC/PDV/PHX/XPC/SAF) #ND1785 #SD0509
07/29/20 @07:05:36	ASSG		EL2410	BC282 [11.8] CODE 3 (NLS/CAM/CHA/CMD/SAF) #GN2779 #DM2596
07/29/20 @07:05:36	ASSG		EL2410	EDC [07.2] CODE 3 (NLS/SHF/CMD)
07/29/20				

@07:05:36	ASSG		EL2410	L201 [07.2] CODE 3 (ALS/CSU/HEX/LAD/CBF/ELV/ENG/EXT/CAM/MPW)
07/29/20 @07:05:36	ASSG		EL2410	E2203 [05.9] CODE 3 (ALS/CSU/PMP/CBF/CAF/ENG/CAM/MPW)
07/29/20 @07:05:36	ASSG		EL2410	E2218 [05.7] CODE 3 (ALS/CSU/PMP/CBF/CAF/ENG/CAM/MPW)
07/29/20 @07:05:36	ASSG		EL2410	E601 [04.7] CODE 3 (ALS/CAM/CSU/ENG/MPW/PMP/SNK) #YK6766 [REDACTED] #NT6692 [REDACTED] #SN2081 [REDACTED] #SB0321 [REDACTED]
07/29/20 @07:05:36	ASSG		EL2410	E602 [02.1] CODE 3 (ALS/CAM/CSU/ENG/MPW/PMP/SNK) #TD6769 [REDACTED] #KA0315 [REDACTED] #MQ2079 [REDACTED] #CJ3674 [REDACTED]
07/29/20 @07:05:36	DWARN		SYSTEM	Warn: HAZMAT *** ACTIVATE PHOENIX ALL CALL
07/29/20 @07:05:36	CHANGE		EL2410	LVL: 2 -> 3
07/29/20 @07:05:36	UPDATE		SYSTEM	Paged: BC7A BC7C DC5 BC282F R283 BC231 CHABC BC281F ALLHZ1A C957N C957S DC4 PHXSO1A MESNOT PHXNOT ALLWI C276 DC2 ALLGA C131 TMPCHF TMP1A
07/29/20 @07:05:36	UPDATE		SYSTEM	Paged: BC282
07/29/20 @07:05:40	SPECL		WD8622	FRBD
07/29/20 @07:05:40	ASSG			FRBD00 (NLS)
07/29/20 @07:05:40	DWARN			Warn: HAZMAT *** ACTIVATE PHOENIX ALL CALL
07/29/20 @07:05:40	SPECL		SYSTEM	FIRBRD .FRBD added to incident
07/29/20 @07:05:41	MISC		MD7804	.LUMBER CAR ADJACENT TO FIRST RAIL CAR IS NOW BURNING
07/29/20 @07:05:41	SUGG		RWUNIT	DS33 Response requirements can't be filled
07/29/20 @07:05:49	SUGG		RWUNIT	DS35 Response requirements can't be filled
07/29/20 @07:05:51	ENROUT			L12 [00:15] CODE 3
07/29/20 @07:05:52	ENROUT			BC7 [00:16] CODE 3
07/29/20 @07:05:57	MISC		MD7804	.HAZMAT COMPONENTS ON TRAIN: ALCOHOL N.O.S. X2 (1987), CYCLOHEXANONE (1915)
07/29/20 @07:05:57	MISC		MD7804	.07/29/20 07:05:28 Message To: #000 TRO From: DS33
07/29/20 @07:05:57	MISC		MD7804	.X3, SULFURIC ACID X3 (1830), SODIUM HYDROXIDE (1824), METHYLENE DIPHENYL (3082), TOLUENE (1294)
07/29/20 @07:06:18	ENROUT		MESCAD	L201 [00:42]
07/29/20 @07:06:21	CHANGE		WD8622	
07/29/20 @07:06:22	ENROUT		MESCAD	E2203 [00:46]
07/29/20 @07:06:25	SPECL		FJ1735	CDC/C2
07/29/20 @07:06:38	ONSCNE			L602
07/29/20 @07:06:38	STAGED			L602

07/29/20 @07:06:44	ENROUT			E601 [01:08] CODE 3
07/29/20 @07:06:44	ENROUT		MESCAD	EDC [01:08]
07/29/20 @07:06:45	ENROUT			E602 [01:09] CODE 3
07/29/20 @07:06:59	SUGG		RWUNIT	DS35 A7: CDC{ 20:43}?
07/29/20 @07:07:00	MISC		RA2710	_CMD TO E4 L4, GO TO HAZ SECTOR, ON ASH JUST SOUTH OF INCIDENT
07/29/20 @07:07:14	SECMEM		RA2710	E4 HAZ
07/29/20 @07:07:14	SECMEM		RA2710	L4 HAZ
07/29/20 @07:07:16	ENROUT			BC282 [01:40] CODE 3
07/29/20 @07:07:18	UPDATE		SYSTEM	Paged: CDCA CDCC CDCAF CDCBF DC4
07/29/20 @07:07:18	ASSG		EL2410	CDC [18.7] CODE 2 (NLS/CMD/CVS/FDO/LAV/PDV/PHX/PSC/SHE/WTF/XPC/SAF) #HT1103 [REDACTED] #FT5853 [REDACTED]
07/29/20 @07:07:24	CHANGE		WD8622	
07/29/20 @07:07:27	ENROUT			CDC [00:09] CODE 2
07/29/20 @07:07:46	CHANGE		WD8622	TYPE DESC: 3A TRAIN DERAILMENT --> 2A TRAIN DERAILMENT
07/29/20 @07:07:49	ASSGER			SO1 CODE 2 (NLS/LWV) #SJ1351 [REDACTED]
07/29/20 @07:07:49	DWARN			Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @07:07:51	CHANGE		WD8622	TYPE DESC: 2A TRAIN DERAILMENT --> 3A TRAIN DERAILMENT
07/29/20 @07:07:51	ENROUT			SO1 CODE 3
07/29/20 @07:08:03	SECMEM		RA2710	E29 NORTH
07/29/20 @07:08:03	SECMEM		RA2710	E275 NORTH
07/29/20 @07:08:16	ONSCNE			L4
07/29/20 @07:08:19	ENROUT		MESCAD	E2218 [02:43]
07/29/20 @07:08:20	CROSS		WD8622	#F20287037
07/29/20 @07:08:29	ONSCNE		RA2710	E32
07/29/20 @07:08:29	ONSCNE		RA2710	E4
07/29/20 @07:08:29	ONSCNE		RA2710	E241
07/29/20 @07:08:29	ONSCNE		RA2710	E23
07/29/20 @07:08:40	CROSS		WG7797	#F20287037
07/29/20 @07:08:48	ONSCNE		RA2710	E275
07/29/20 @07:08:48	ONSCNE		RA2710	E29

07/29/20 @07:09:10	MISC		MD7804	.07/29/20 07:08:42 Message To: #7000 TRO From: DS37
07/29/20 @07:09:10	MISC		MD7804	. TEMPE PD CALLING IN - TPD GOT THE CALL FOR DPS TO SHUT DOWN THE
07/29/20 @07:09:10	MISC		MD7804	.A202 EAST AND WEST BOUND. TPD WAS TOLD TO INFORM DPS OFFICER IN THE FD CMD POST OF THIS
07/29/20 @07:09:10	MISC		MD7804	.AT
07/29/20 @07:09:17	SECCLR		RA2710	E272 HAZ
07/29/20 @07:09:21	SECTOR		RA2710	BC2 HAZ
07/29/20 @07:09:27	SECMEM		RA2710	E272 HAZ
07/29/20 @07:10:03	ONSCNE			HM284
07/29/20 @07:10:06	ENROUT			L4 CODE 3
07/29/20 @07:10:20	SECCLR		MD7804	C2751 NORTH
07/29/20 @07:10:24	SECTOR		MD7804	BC5 NORTH
07/29/20 @07:10:29	SECMEM		MD7804	C2751 NORTH
07/29/20 @07:10:31	ONSCNE		MD7804	BC5
07/29/20 @07:11:13	MISC		MD7804	.07/29/20 07:11:06 Message To: #000 TRO From: DS33
07/29/20 @07:11:13	MISC		MD7804	.THE HAZMAT CARS IN THE TRAIN ARE (FROM FRONT TO BACK) #29, 30, 31, 38,
07/29/20 @07:11:13	MISC		MD7804	.40, 41, 48, 49, 74, 75, 81, 82 AND 90
07/29/20 @07:11:45	STAGED			BC3 [27:35]
07/29/20 @07:13:25	MISC		MD7804	.07/29/20 07:13:03 Message To: #000 TRO From: DS33
07/29/20 @07:13:25	MISC		MD7804	.WEATHER UPDATE: 92* F, WIND 5MPH GUSTING 8MPH FROM NORTHWEST, HUMIDITY
07/29/20 @07:13:25	MISC		MD7804	.23%
07/29/20 @07:13:41	SECCLR		MD7804	BC601 EAST
07/29/20 @07:13:45	SECTOR		MD7804	E271 EAST
07/29/20 @07:13:46	ASSGER			MESCRV CODE 2 (NLS)
07/29/20 @07:13:46	DWARN			Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @07:13:52	ONSCNE			MESCRV [00:06]
07/29/20 @07:14:25	ONSCNE			U283 [30:15]
07/29/20 @07:14:48	STAGED			E602 [09:12]
07/29/20 @07:17:52	MISC		MD7804	.NEED UNION PACIFIC CONTACT TO 1ST ST/ASH
07/29/20 @07:18:07	STAGED			E601 [12:31]
07/29/20				

@07:19:08	MISC		MD7804	.07/29/20 07:18:51 Message To: #000 TRO From: DS33
07/29/20 @07:19:08	MISC		MD7804	.ADEQ REP IS ENROUTE FOR AIR MONITORING. NAME IS [REDACTED] PHON
07/29/20 @07:19:08	MISC		MD7804	.E NUMBER 480-209-0312 IF NEEDED. ETA 15 MIN.
07/29/20 @07:19:21	MISC		RA2710	.MOVE LEVEL 2 STAGING TO MILL/RIO SALADO
07/29/20 @07:20:25	MISC		RA2710	.E273 L602 E602 U283 BC3 ARE IN STAGING
07/29/20 @07:20:31	ONSCNE		MESCAD	EDC [14:55]
07/29/20 @07:20:32	MISC		MD7804	.2ND PYLON FROM THE NORTH IS WHERE CARS ARE. THERE ARE 5 PYLONS IN THE WATER HOLDING THE BRIDGE UP
07/29/20 @07:20:36	ONSCNE		MESCAD	L201 [15:00]
07/29/20 @07:20:41	MISC		TT1824	RH101 RESET BLINK NOTIFICATION .RH101 IS RESPONDING PER PHONE CALL FROM [REDACTED] [REDACTED] MCT ISSUES
07/29/20 @07:20:49	RADINF		RA2710	Radio Info: LEVEL 2 STG RIO SALADO/MILL .LEVEL 2 STG RIO SALADO/ASH --> LEVEL 2 STG RIO SALADO/MILL
07/29/20 @07:21:06	ONSCNE		WD8622	UPRR00 [56:01]
07/29/20 @07:21:20	MISC		MD7804	.L11 CLEAR TO OPERATE. ALL PERSONNEL OUT OF THE WAY
07/29/20 @07:21:31	MISC		MD7804	.07/29/20 07:21:10 Message To: #000 TRO From: DS49
07/29/20 @07:21:31	MISC		MD7804	.RH101 IS RESPONDING, DRIVER [REDACTED] HAVING MCT ISSUES
07/29/20 @07:21:36	MISC		MD7804	.07/29/20 07:21:16 Message To: #000 TRO From: DS33
07/29/20 @07:21:36	MISC		MD7804	.UPRR SENDING THEIR REP TO 1ST ST AND ASH TO MEET WITH CMD
07/29/20 @07:21:39	MISC		RA2710	L4 RESET BLINK NOTIFICATION .MAKING ACCESS
07/29/20 @07:21:47	ENROUT		MD7804	FRBD00 [16:07]
07/29/20 @07:22:14	MISC		MD7804	.BASED ON LIST OF CHEMICALS FROM AHQ, NONE OF THESE CARS ARE GOING TO BE PRESSURIZED.
07/29/20 @07:22:35	SECMEM		MD7804	U29 WEST
07/29/20 @07:22:54	STAGED		RA2710	E2218 [17:18]
07/29/20 @07:23:00	ONSCNE			L4 [38:50]
07/29/20 @07:23:02	STAGED		RA2710	E2203 [17:26]
07/29/20 @07:23:30	ONSCNE		RA2710	BC7 [17:54] .AT STAGING
07/29/20 @07:23:42	STAGED			BC7
07/29/20 @07:24:05	ONSCNE			L602
07/29/20 @07:24:14	ONSCNE			BC282 [18:38]
07/29/20 @07:24:47	MISC		RA2710	.W/SECTOR NEEDS ENGINE TO PUMP L276
07/29/20 @07:25:12	STAGED		MD7804	BC204 [41:02]
07/29/20	SECMEM		RA2710	L602 NORTH

@07:25:16					
07/29/20 @07:25:25	SECMEM		RA2710	E601 EAST	
07/29/20 @07:25:25	SECMEM		RA2710	E602 EAST	
07/29/20 @07:25:50	ASSGER		FJ1735	DEQ000 (NLS)	
07/29/20 @07:25:50	DWARN		FJ1735	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL	
07/29/20 @07:26:02	AOR		TT1824	RH101	
07/29/20 @07:26:23	ASSGOS		MD7804	DPS271 (NLS)	
07/29/20 @07:26:23	DWARN		MD7804	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL	
07/29/20 @07:26:25	STAGED			L12 [20:49]	
07/29/20 @07:26:48	SECMEM		RA2710	U283 NORTH	
07/29/20 @07:27:18	ASSGER		TT1824	RH101 CODE 2 (NLS)	
07/29/20 @07:27:18	DWARN		TT1824	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL	
07/29/20 @07:27:18	UPDATE		SYSTEM	Paged: AFMABC AFMABCC	
07/29/20 @07:27:47	ENROUT			RH101 CODE 2	
07/29/20 @07:27:57	STAGED		MD7804	RM50 [43:47]	
07/29/20 @07:28:10	SECMEM		RA2710	E2218 NORTH	
07/29/20 @07:28:12	ASSGER		TT1824	RH1 CODE 2 (NLS)	
07/29/20 @07:28:12	DWARN		TT1824	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL	
07/29/20 @07:28:12	UPDATE		SYSTEM	Paged: DC4 PHXS01A	
07/29/20 @07:28:18	SECMEM		RA2710	E2203 NORTH	
07/29/20 @07:28:26	ONSCNE			CDC [21:08]	
07/29/20 @07:30:32	MISC		MD7804	.RR IS WORKING ON THE LUMBER CAR ABOUT 5 CARS NORTH. LOOKS LIKE THEY'RE DISCONNECTING THE CAR	
07/29/20 @07:30:36	MISC		MD7804	.RR IS MOVING CARS NOW	
07/29/20 @07:31:06	SECMEM		RA2710	BC7 EAST	
07/29/20 @07:31:11	SECCLR		RA2710	E271 EAST	
07/29/20 @07:31:17	SECTOR		RA2710	BC601 EAST	
07/29/20 @07:31:24	SECMEM		RA2710	E271 EAST	
07/29/20 @07:31:29	ASSGOS		WG7797	C272 (NLS) #GA5200 [REDACTED] [REDACTED]	
07/29/20 @07:31:29	DWARN		WG7797	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL	
07/29/20 @07:32:06	SECMEM		RA2710	BC3 STAGE	

07/29/20 @07:32:06	SECMEM			RA2710	L201 STAGE
07/29/20 @07:32:06	SECMEM			RA2710	L12 STAGE
07/29/20 @07:32:24	MISC			MD7804	.CAN USE THE CATWALK. NEGATIVE, HOLD OF ON GETTING ON THE BRIDGE
07/29/20 @07:33:02	SECMEM			RA2710	E284 HAZ
07/29/20 @07:33:02	SECMEM			RA2710	HM284 HAZ
07/29/20 @07:33:39	MISC			RA2710	.RH1 TO STAGING, I'M ON UNIVERSITY COMING UP MILL AV, COME OVER TO STAGING AND RIO SALADO AND MILL
07/29/20 @07:33:55	SECMEM			PG5375	E275 EAST
07/29/20 @07:34:38	SECCLR			MD7804	BC601 EAST
07/29/20 @07:34:41	SECTOR			MD7804	E602 EAST
07/29/20 @07:34:46	ONSCNE			MD7804	E602
07/29/20 @07:35:11	SECCLR			MD7804	E271 EAST
07/29/20 @07:35:12	ONSCNE				RH1 [07:00]
07/29/20 @07:35:16	SECCLR			MD7804	E602 EAST
07/29/20 @07:35:19	SECTOR			MD7804	BC601 EAST
07/29/20 @07:35:24	SECMEM			MD7804	E602 EAST
07/29/20 @07:35:34	ONSCNE			RA2710	E284
07/29/20 @07:36:04	NOTIFY			WD8622	Notifications made: TMPSR TMPOPS SCTSR PHXSR PHXOPS CHASR CHAOPS AFMASR AFMAOPS
07/29/20 @07:36:15	MISC			MD7804	.EVERYTHING 5 CARS NORTH OF TANKER CARS HAVE BEEN REMOVED. 1 RR EMPLOYEE STILL WORKING TO SEE IF HE CAN REMOVE MORE
07/29/20 @07:36:17	MILE	NOT		WD8622	(NOT) .UPDATE PAGE SENT RE: E13 SMK INHALATION PT AND RESCUE TRAIN NOW REMOVING CARS FROM THE NORTH
07/29/20 @07:36:31	STAGED			RA2710	RH101 [09:13]
07/29/20 @07:36:36	SECMEM			RA2710	RH101 STAGE
07/29/20 @07:37:30	MISC			MD7804	.WEST TO CMD - EVALUATED CATWALK. DON'T THINK IT SHOULD BE WALKED ON FROM THE SOUTH. NEED TO EVALUATE THE NORTH SIDE.
07/29/20 @07:38:21	MISC			MD7804	.RECON E272 WITH 2 MEMBERS FROM E32 GOING BACK IN FOR RECON. ALSO NEED TO FIND OUT IF ANY CARS ON THE BRIDGE ARE LEAKING INTO THE LAKE
07/29/20 @07:39:04	ONSCNE				SO1 [31:15]
07/29/20 @07:42:43	SECMEM			RA2710	M276 STAGE
07/29/20 @07:42:43	SECMEM			RA2710	RH1 STAGE
07/29/20 @07:42:44	SECMEM			PG5375	L11 WEST
07/29/20 @07:43:11	SECMEM			PG5375	E241 WEST
07/29/20 @07:43:14	SECMEM			PG5375	BC204 WEST

07/29/20 @07:43:19	MISC		MD7804	.07/29/20 07:43:08 Message To: #000 TRO From: DS33
07/29/20 @07:43:19	MISC		MD7804	.FYI DPS IS SHUTTING DOWN THE A202 IN BOTH DIRECTIONS BETWEEN THE 143 AN
07/29/20 @07:43:19	MISC		MD7804	.D THE 101.
07/29/20 @07:43:24	SECMEM		PG5375	E271 WEST
07/29/20 @07:48:52	MISC		MD7804	.GATX6479 IS IN FRONT OF LUMBER THAT IS BURNING
07/29/20 @07:48:59	MISC		MD7804	.WEATHER UPDATE: 93* F, WIND 4MPH GUSTING 8MPH NORTH NORTHWEST
07/29/20 @07:48:59	MISC		MD7804	.07/29/20 07:47:59 Message To: #000 TRO From: DS33
07/29/20 @07:49:12	MISC		MD7804	.TRAIN CAR "GATX 6749" IS HAZARDOUS CARGO *** SULFURIC ACID X 198,840 LB
07/29/20 @07:49:12	MISC		MD7804	.07/29/20 07:49:07 Message To: #000 TRO From: DS33
07/29/20 @07:51:04	ENROUT		RA2710	RH101
07/29/20 @07:51:20	SECCLR		RA2710	RH101 STAGE
07/29/20 @07:51:50	MISC		MD7804	.RR NOT GOING BACK ON THE BRIDGE DUE TO INSTABILITY
07/29/20 @07:52:24	MISC		MD7804	.SODIUM HYDROXIDE. NOT PRESSURIZED. IS CORROSIVE.
07/29/20 @07:59:49	SECCLR		MD7804	BC601 EAST
07/29/20 @07:59:52	SECTOR		MD7804	BC7 EAST
07/29/20 @07:59:55	ONSCNE		MD7804	BC7
07/29/20 @08:00:00	ONSCNE		KB5076	DEQ000 [34:10] (22:01:52)
07/29/20 @08:00:45	SECMEM		MD7804	HM4 HAZ .TO ASSIST WITH RESEARCH AND SAMPLING
07/29/20 @08:01:58	AOR			BC282
07/29/20 @08:03:06	SECMEM		PG5375	C957N HAZ
07/29/20 @08:03:08	SECMEM		PG5375	C957S HAZ
07/29/20 @08:05:02	CLEAR			L12
07/29/20 @08:05:43	MISC		MD7804	.HOUR AND 10 MIN FOR BAMBI BUCKET. STAND DOWN ON THAT FOR NOW. GOING TO USE FIREBOAT
07/29/20 @08:07:35	ASSGER		CM0093	C2758 CODE 2 (NLS/DTS/TLO)
07/29/20 @08:07:35	DWARN		CM0093	Warn: HAZMAT §** ACTIVATE PHOENIX ALL CALL
07/29/20 @08:08:16	MISC		MD7804	.07/29/20 08:07:48 Message To: #7000 TRO From: DS32
07/29/20 @08:08:16	MISC		MD7804	.C2758 RESP W/5 MIN ETA
07/29/20 @08:08:31	MISC		MD7804	.SAMPLE BROUGHT OUT IS HIGHLY FLAMMABLE WITH PH OF 7
07/29/20 @08:09:28	ASSG		MESCAD	BC202 (NLS/CMD)

07/29/20 @08:09:30	ENROUT		MESCAD	BC202 [00:02]
07/29/20 @08:09:57	AOV			BC3
07/29/20 @08:12:48	AOR		MESCAD	L201
07/29/20 @08:14:22	MISC		NC2709	,RR CREW HAS REMOVED 3 CARS - THEY WILL BE RTRNING TO REMOVE 5 MORE - THEY CANNOT REMOVE THE 2 TANKERS BECAUSE THEY DERAILED
07/29/20 @08:14:58	MISC		MD7804	,07/29/20 08:14:54 Message To: #7000 TRO From: DS32
07/29/20 @08:14:58	MISC		MD7804	,PLEASE CALL BC191 [REDACTED] AT 602 [REDACTED] IN REGARDS TO TAKING FB199
07/29/20 @08:14:58	MISC		MD7804	, TO YOUR INCIDENT. HE HAS SOME QUESTIONS,ALSO ETA WOULD BE 1.5 HRS.
07/29/20 @08:15:35	MISC		MD7804	,MORE RR PERSONNEL ENROUTE. THEY CAN REMOVE 5 MORE CARS AND EVALUATE THE BRIDGE FURTHER. ABOUT 15 MIN OUT
07/29/20 @08:16:26	MISC		MD7804	,LUMBER CAR ON FIRE SEEMS TO BE TILTING DOWN TO THE SOUTH, APPEARS TO BE SAGGING
07/29/20 @08:16:35	EXPOS			LT273 DG7004 [REDACTED] SJ6389 [REDACTED] MM4006 [REDACTED] BB1506 [REDACTED] ,Hydrocarbons/Paints/Solvents,STAGED.GOT SMOKE EXPOSURE
07/29/20 @08:20:01	STAGED		MD7804	C2758 [12:26]
07/29/20 @08:20:15	ASSGER			DC5 CODE 2 (NLS/CMD/PSC/SHF)
07/29/20 @08:20:15	DWARN			Warn: HAZMAT \$** ACTTVATE PHOENIX ALL CALL
07/29/20 @08:20:15	UPDATE		SYSTEM	Paged: DC4 PHXSO1A
07/29/20 @08:21:08	EXPOS			E602 TD6769 [REDACTED] KA0315 [REDACTED] MQ2079 [REDACTED] CJ3674 [REDACTED] ,Other,HYDROGEN SULFIDE WITH SMOKE AND FIRE FROM TRAIN CAR TANK FIRE.
07/29/20 @08:21:32	MISC		MD7804	[REDACTED] W/ARIZONA STATE DISP CALLED TO ADVISE THEY HAVE HELICOPTERS THAT
07/29/20 @08:21:32	MISC		MD7804	,07/29/20 08:21:23 Message To: #7000 TRO From: DS32
07/29/20 @08:21:32	MISC		MD7804	, WILL BE ON DUTY AT 0900 THAT CAN DO BUCKET DROPS FOR THE FIRE IF NEEDED. YOU CAN CALL HIM AT 623 [REDACTED]
07/29/20 @08:24:31	SPECL		RA2710	ENG ,TO NORTH SECTOR
07/29/20 @08:24:34	SUGG		RWUNIT	DS35 A7: E207+{ 9:21}?
07/29/20 @08:24:34	MISC		MD7804	,SHUTTING DOWN L11 AND OPENING UP GROUND MONITOR
07/29/20 @08:24:40	ADDREQ		EL2410	ENG
07/29/20 @08:24:40	SUGG		RWUNIT	DS35 A7: E218+{ 8:25} E207+{ 9:21}?
07/29/20 @08:24:44	ADDREQ		EL2410	ENG
07/29/20 @08:24:44	SUGG		RWUNIT	DS35 A7: E218+{ 8:25} E13+{ 8:48} E207+{ 9:21}?
07/29/20 @08:24:52	RELREQ		EL2410	E207 E13
07/29/20 @08:24:54	ASSG		EL2410	E218 [05.7] (ALS/CSU/PMP/CBF/ENG/CAM/MPW)

07/29/20 @08:25:19	ENROUT		MESCAD	E218 [00:25]
07/29/20 @08:25:45	SECMEM		RA2710	E273 NORTH
07/29/20 @08:26:35	MISC		MD7804	.SHUTTING DOWN BOTH AERIALS. RE-DEPLOYING HANDLINES AND MONITOR. WILL STAY OUT OF THE COLLAPSE ZONE
07/29/20 @08:27:17	SECMEM		MD7804	E218 NORTH
07/29/20 @08:29:18	ONSCNE			E273
07/29/20 @08:29:41	MISC		RA2710	.MILL AV ACROSS THE LAKE AND THEN CIRCLE DOWN AROUND TO NORTH SECTOR FOR E218
07/29/20 @08:29:43	MISC		MD7804	.HAZ TO CMD - ENTRY TEAM GOING IN
07/29/20 @08:33:06	MISC		MD7804	.07/29/20 08:32:57 Message To: #000 TRO From: DS49
07/29/20 @08:33:06	MISC		MD7804	. [REDACTED] /EPA - BRINGING AIR SAMPLE TESTS TO SCENE; ALSO WILL HAVE
07/29/20 @08:33:06	MISC		MD7804	.DEPLOYMENT IN THE AIR TO DO AIR SAMPLING. HIS # 562 [REDACTED] WANTED CMD TO HAVE HIS NUMBER. ENRT FROM SAN DIEGO
07/29/20 @08:33:31	CLEAR			E241
07/29/20 @08:37:32	MISC		RA2710	E218 .PULL INTO P/LOT OF MARQUEE THEATRE AND YOU WILL BE ONDECK
07/29/20 @08:38:47	ONSCNE		RA2710	E218 [13:53]
07/29/20 @08:40:28	STAGED			RH101 [01:13]*
07/29/20 @08:40:58	ONSCNE		MESCAD	BC202 [31:30]
07/29/20 @08:42:26	SECMEM		RA2710	RH101 NORTH
07/29/20 @08:45:21	EXPOS			LT276 LS8524 [REDACTED] CM7283 [REDACTED] OS1829 [REDACTED] CC1572 [REDACTED] .Other, ALL BYPRODUCTS OF MULTIPLE RAILCARS ON FIRE TO INCLUDE WOOD PRODUCTS, RUBBER, GRAIN, UNKNOWN HAZADOUS CHEMICALS
07/29/20 @08:46:40	SECCLR		RA2710	E602 EAST
07/29/20 @08:46:40	ONSCNE			DC5 [26:25]
07/29/20 @08:47:08	MISC		RA2710	.CMD TO E602 REPORT BACK TO EAST SECTOR
07/29/20 @08:47:16	SECMEM		RA2710	E602 EAST
07/29/20 @08:47:49	ASSGER		WG7797	E199 CODE 3 (ALS/ARU/BPE/CAM/CSU/ENG/MPW/PMP/BR5/FWD/TY3) #CR5328 [REDACTED] #CT2407 [REDACTED] #EB7475 [REDACTED] #SB0856 [REDACTED]
07/29/20 @08:47:49	DWARN		WG7797	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @08:47:49	UPDATE		SYSTEM	Paged: FS199 C1958E C1926 PEOALL
07/29/20 @08:48:17	ASSGER		WG7797	FB199 CODE 3 (ALS/LPB/WT1)
07/29/20 @08:48:17	DWARN		WG7797	Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20	UPDATE		SYSTEM	Paged: FS199 PEOALL

@08:48:17				
07/29/20 @08:49:30	ENROUT			E199 CODE 3
07/29/20 @08:51:25	ONSCNE			RH101
07/29/20 @08:54:42	MISC		MD7804	,07/29/20 08:54:37 Message To: #000 TRO From: DS33
07/29/20 @08:54:42	MISC		MD7804	,WEATHER UPDATE: 96* F, WIND 2MPH FROM WEST NORTHWEST, HUMIDITY 18%
07/29/20 @08:56:33	MISC		MD7804	,CMD TO AIR OPS - WORK WITH DRONE OPERATOR. NEED EYES ON THE FIRE
07/29/20 @08:58:34	MISC		MD7804	,AIR OPS TO CMD - WHAT DIRECTION WOULD YOU LIKE YOUR FOOTAGE? FROM THE EAST TO THE WEST
07/29/20 @08:58:49	MISC		MD7804	E199 RESET BLINK NOTIFICATION ,STILL RESPONDING
07/29/20 @09:01:04	MISC		MD7804	,FOAM BLANKET, NO READINGS
07/29/20 @09:02:06	MISC		MD7804	,NO EYES ON ENTRY TEAM, NEEDS TEAM OUT FROM UNDER THE COLLAPSE ZONE OF THE BRIDGE
07/29/20 @09:02:59	MISC		MD7804	,REP FROM UNION PACIFIC HERE REQUESTING PLAN FOR REMOVAL OF HAZ MATER IALS
07/29/20 @09:03:32	MISC		MD7804	,E2203 EIXITING FOR REHAB
07/29/20 @09:05:15	MISC		MD7804	,LOOKING FOR A BETTER FOAM BLANKET. IF AT 3%, BUMP IT UP
07/29/20 @09:11:00	MISC		MD7804	E199 RESET BLINK NOTIFICATION ,STILL RESPONDING
07/29/20 @09:11:24	MISC		MD7804	,AIR OPS DOING BATTERY SWAP
07/29/20 @09:15:12	ASSGER			BC191 CODE 3 (NLS/CAM/CMD/PEO/SAF) #KC4097 [REDACTED] #AJ7730 [REDACTED]
07/29/20 @09:15:12	DWARN			Warn: HAZMAT \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @09:15:12	UPDATE		SYSTEM	Paged: BC191B BC191C BC192B C192 C1928 BC192F BC101C BC191A C1937 C1938 C1958 C197 PEOBCS C193 C1926 BC191BF BC192AF BC192BF BC192CF BC191AF C1919 PEOALL
07/29/20 @09:15:45	MISC		MD7804	,ANOTHER DRONE WITH THERMAL CAPABILITY FROM EAST TO WEST
07/29/20 @09:19:22	CLEAR			DC5
07/29/20 @09:21:42	MISC		MD7804	,DPS HAZMAT TANK CAR SPECIALISTS OS, 2 MEMBERS.
07/29/20 @09:22:38	MISC		MD7804	,HOT SPOTS LIGHTING BACK UP ON THE BRIDGE. FB199 IS GOING TO BE BEST.
07/29/20 @09:22:46	MISC		MD7804	,L11 HAVING MECH PROBS, SENDING THEM BACK TO PHX
07/29/20 @09:22:56	ONSCNE		WD8622	FRBD00 [02:17]*
07/29/20 @09:23:52	PREMPT		MD7804	FRBD00
07/29/20 @09:23:52	ASSGER		MD7804	FRBD07 CODE N (NLS) {S FARMER AV/W UNIVERSITY DR ,TMP}
07/29/20 @09:23:52	EXCH		MD7804	FRBD00 FRBD07
07/29/20 @09:23:58	ONSCNE		MD7804	FRBD07 [00:06]
07/29/20 @09:24:36	MISC		MD7804	E199 RESET BLINK NOTIFICATION ,STILL RESPONDING

07/29/20 @09:26:15	MISC		MD7804	.NEED A BUCKET OF BOTTLED WATER BROUGHT UP FOR THE CREWS WORKING ON THE BRIDGE
07/29/20 @09:26:39	MISC		MD7804	.ENTRY TO HAZ - GOT FOAM INDUCTOR WORKING. GOING BACK DOWN TO GET FOAM BLANKET GOING
07/29/20 @09:28:15	MISC		MD7804	.CMD TO HAZ - RR IS WAITING ON US TO KNOW WHEN THEY CAN MOVE THE CARS.
07/29/20 @09:33:26	MISC		MD7804	.HAVING SOME PROBLEMS WITH FOAM. THE PROBLEM SEEMS TO BE FOAM THAT WAS ORIGINALLY BROUGHT WAS ABOUT 20 YEARS OLD.
07/29/20 @09:33:31	AOR		MESCAD	BC204
07/29/20 @09:39:01	MISC		MD7804	E199 RESET BLINK NOTIFICATION .STILL RESPONDING
07/29/20 @09:41:03	MISC		MD7804	.EAST TO CMD - FACE TO FACE WITH RM1. INDUSTRIAL MONITOR UNDER THE BRIDGE OUTSIDE OF THE COLLAPSE ZONE
07/29/20 @09:41:54	ONSCNE		MD7804	FB199 [53:37]
07/29/20 @09:42:09	SECTOR		MD7804	C2751 LAKE
07/29/20 @09:42:15	SECMEM		MD7804	FB199 LAKE
07/29/20 @09:43:05	MISC		MD7804	.RAIL CARS HAVE BEEN SEPARATED.
07/29/20 @09:43:45	ONSCNE		MD7804	E199 [55:56]
07/29/20 @09:44:53	ONSCNE			BC191 [29:41]
07/29/20 @09:47:39	MISC		MD7804	.AIR OPS TO CMD - GATOR OS FROM MESA FD. DPS HAZMAT SAYS 6-8 HOURS BEFORE HEAVY EQUIPMENT IS OS TO MOVE RAILCARS.
07/29/20 @09:48:11	MISC		SB8935	.PER BC7, E601 CAN GO AVL.
07/29/20 @09:49:28	SECCLR		MD7804	C271 WEST
07/29/20 @09:50:16	SECTOR		MD7804	BC271 WEST
07/29/20 @09:53:43	MISC		MD7804	.LAKE SECTOR TO CMD. WORKING WAY TO WEST. GOING TO WORK FIRE UNDER LUMBER CAR. WILL NOT GO UNDER COLLAPSE ZONE. COORDINATING WITH NORTH SECTOR.
07/29/20 @09:55:52	MISC		MD7804	.SOME BURN THROUGH AND SAGGING WITH 1 RAIL CAR
07/29/20 @09:56:52	ONSCNE			M276
07/29/20 @09:56:52	MISC		MD7804	.WEST TO CMD - NEED FUEL FOR L276 E278
07/29/20 @09:57:01	ASSGER			C958F CODE 3 (NLS/LWV) #SG9172 [REDACTED]
07/29/20 @09:57:01	DWARN			Warn: HAZMAT \$\$\$ ACTIVATE PHOENIX ALL CALL
07/29/20 @09:57:13	ENROUT			C958F CODE 2
07/29/20 @09:57:28	MISC		MD7804	.FB199 IS EXTREMELY EFFECTIVE
07/29/20 @09:58:51	MISC		MD7804	.275 AT 1/4 TANK AS WELL. NEED FUEL
07/29/20 @09:59:29	MISC		MD7804	.MESA FIRE DRONE DOWN INTO THE WATER. WORKING ON ANOTHER CONNECTION
07/29/20 @10:01:32	MISC		MD7804	.CMD TO EAST - CONFIRM WE DON'T HAVE ANYONE OPERATING UNDER THE BRIDGE? AFFIRM, THEY'RE TO THE WEST IN A SAFE POSITION
07/29/20 @10:01:37	MISC		MD7804	.CORRECTION, WORKING EAST OF

07/29/20 @10:03:05	CLEAR			E601
07/29/20 @10:03:58	MISC		MD7804	.CMD TO AIR OPS - DO YOU HAVE ADEQ WITH YOU? NEGATIVE BUT TEMPE ENVIRONMENTAL IS HERE. SEND THEM TO CMD VAN PLZ
07/29/20 @10:04:36	MISC		MD7804	.ENTRY TEAM GOING IN. 8 FIRE WITH 2 DPS.
07/29/20 @10:05:55	ASSGER		CM0093	C3 CODE 3 (NLS)
07/29/20 @10:05:55	ASSGER		CM0093	C5 CODE 3 (NLS)
07/29/20 @10:05:55	DWARN		CM0093	Warn: HAZMAT §** ACTIVATE PHOENIX ALL CALL
07/29/20 @10:06:09	MISC		MD7804	.E275 HAS SMK COMING FROM IT. POSS OVERHEATING? NOT SURE YET
07/29/20 @10:06:11	UPDATE		CM0093	
07/29/20 @10:07:27	EXPOS			E601 GD6830 NT6692 TR6580 VD0788 SN2081 SB0321 .Hydrocarbons/Paints/Solvents, TRAIN DERAILMENT WITH FIRE, UNKNOWN MATERIALS BURNING FROM RAIL TANKER CARS
07/29/20 @10:08:51	MISC		MD7804	.E275 WAS PUMPING FOAM INDUCTOR AND HAS TO BE SHUT DOWN
07/29/20 @10:09:22	MISC		MD7804	.5 MIN ETN ON ENTRY TEAM - PAR OF 10. BACKING OUT
07/29/20 @10:09:27	MISC		MD7804	.07/29/20 10:09:09 Message To: #000 TRO From: DS33
07/29/20 @10:09:27	MISC		MD7804	.WEATHER UPDATE: 100* F, WIND 3-7MPH FROM WEST NORTHWEST, HUMIDITY 16%
07/29/20 @10:09:55	MISC		MD7804	.FIRE CONTROL ON LUMBER CAR. WORKING UP AND DOWN RAILS
07/29/20 @10:10:16	MISC		MD7804	.BUNDLES FROM WEST SIDE ARE COMING APART. WILL NEED TO BE UNLOADED.
07/29/20 @10:11:43	SPECL		WK5768	AMB .STG SOUTH SIDE OF SCENE PER STGING
07/29/20 @10:11:44	SUGG		RWUNIT	DS38 A7: M271 { 3:21}
07/29/20 @10:11:48	UPDATE		SYSTEM	Paged: M271
07/29/20 @10:11:48	ASSG		SB7601	M271 [02.2] (NLS/ALT/AMB/PMT) #OM1966 #MS1944
07/29/20 @10:11:48	PARQST		SYSTEM	Ambulance dispatch message sent to PMT
07/29/20 @10:12:20	ENROUT			M271 [00:32] CODE 3
07/29/20 @10:13:15	MISC		MD7804	M271 ATC --> 3
07/29/20 @10:13:37	ENROUT			M271 CODE 2
07/29/20 @10:13:49	MISC		MD7804	M271 ATC --> 2
07/29/20 @10:17:30	MISC		MD7804	.TEMPE ENVIRONMENTAL IS SETTING UP BOOMS FOR HYDROCARBON COLLECTION.
07/29/20 @10:18:11	ENROUT			U283 CODE 2
07/29/20	ONSCNE			U283 [03:34]*

@10:18:14					
07/29/20 @10:20:45	MISC			MD7804	SKY HARBOR AIR TRAFFIC CONTROL TOWER REQUESTING IMMEDIATE PHONE CALL F
07/29/20 @10:20:45	MISC			MD7804	,07/29/20 10:20:15 Message To: #7000 TRO From: DS46
07/29/20 @10:20:45	MISC			MD7804	█████ COMMAND STAFF TO COORDIATE AIR TRAFFIC... ██████
07/29/20 @10:21:46	ONSCNE				C958F [24:45]
07/29/20 @10:22:30	MISC			MD7804	AIR OPS CALLING SKY HARBOR
07/29/20 @10:22:44	STAGED				M271 [10:56]
07/29/20 @10:25:28	MISC			MD7804	NEED ANOTHER TEMPE ENGINE TO E275'S LOCATION
07/29/20 @10:27:06	MISC			MD7804	REFUELING TRUCK IS OS
07/29/20 @10:28:14	CLEAR				E23
07/29/20 @10:28:37	CLEAR			SB8935	L11
07/29/20 @10:30:44	MISC			MD7804	C3 RESET BLINK NOTIFICATION STILL RESPONDING
07/29/20 @10:30:44	MISC			MD7804	C5 RESET BLINK NOTIFICATION STILL RESPONDING
07/29/20 @10:32:42	SPECL			WK5768	ENG RESP TO WEST SECT PER STGING
07/29/20 @10:32:47	SUGG			RWUNIT	DS38 A7: E203+(271){ 3:21}
07/29/20 @10:33:33	MISC			MD7804	E271 MOVING TO BE THE FORWARD PUMPER
07/29/20 @10:33:34	ADDREQ			SB7601	ENG
07/29/20 @10:33:34	SUGG			RWUNIT	DS38 A7: E203+(271){ 3:21} E930+(275){ 3:42}
07/29/20 @10:33:37	ADDREQ			SB7601	ENG
07/29/20 @10:33:37	SUGG			RWUNIT	DS38 A7: E203+(271){ 3:21} E930+(275){ 3:42} E601+{ 7:11}
07/29/20 @10:33:42	RELREQ			SB7601	E203 E930
07/29/20 @10:33:43	ASSG			SB7601	E601 [04.7] (ALS/CAM/CSU/ENG/MPW/PMP/SNK) #GD6830 ██████ #NT6692 ██████ #TR6580 ██████ #VD0788 ██████
07/29/20 @10:34:35	ENROUT				E601 [00:52] CODE 2
07/29/20 @10:37:52	MISC			MD7804	DPS DRONE ENROUTE
07/29/20 @10:39:14	MISC			MD7804	DPS CAN COME UP ON H7 FOR THEIR AIR OPS
07/29/20 @10:41:53	STAGED				E601 [08:10]
07/29/20 @10:41:55	AOR				E601
07/29/20 @10:43:21	MISC			MD7804	E601 REPLACING E275
07/29/20	MISC			MD7804	CORRECTION E602 REPLACING E275

@10:43:45					
07/29/20 @10:45:38	MISC			MD7804	.HAZ TO CMD - NEED EZ-UP TENT FOR ENTRY TEAMS PLZ
07/29/20 @10:53:27	MISC			MM2897	.M276 TRANS FF FROM E273 TO OSB FOR HEAT RELATED ISSUES
07/29/20 @10:53:43	LEAVE				M276 (ALS) {SME} [5.8]
07/29/20 @10:53:43	UPDATE				Pagers updated: HO.SME
07/29/20 @10:54:40	MISC			MD7804	.FF TO OSBORN WITH HEAT RELATED ISSUES
07/29/20 @10:54:47	SPECL			WK5768	AMB .TO NORTH SECT PER STGING
07/29/20 @10:54:49	SUGG			RWUNIT	DS38 A7: PMT71{ 24:08}
07/29/20 @10:54:53	ASSG			SB7601	PMT71 [22.1] (NLS/ALT/AMB/BLT/LED/PMT/WT9)
07/29/20 @10:54:53	PARQST			SYSTEM	Ambulance dispatch message sent to PMT
07/29/20 @10:55:59	NOTIFY			WD8622	Notifications made: TMSR TMPOPS SCTSR PHXSR PHXOPS CHASR CHAOPS AFMASR AFMAOPS PEOSR
07/29/20 @10:56:09	MILE	NOT		WD8622	(NOT) .UPDATE PAGE SENT RE: FF W/HEAT RELATED ILLNESS
07/29/20 @10:58:18	MISC			MD7804	.M271 TO STAGE BEHIND U277
07/29/20 @10:58:33	SECMEM			MD7804	M271 HAZ
07/29/20 @10:58:45	ONSCNE			MD7804	C3 [52:50]
07/29/20 @10:58:45	ONSCNE			MD7804	C5 [52:50]
07/29/20 @10:59:25	PREMPT			PMTDSP	PMT71
07/29/20 @10:59:25	ASSGER			PMTDSP	AM-203 (NLS/AMB) {S FARMER AV/W UNIVERSITY DR .TMP}
07/29/20 @10:59:25	EXCH			PMTDSP	PMT71 AM-203
07/29/20 @11:00:16	SPECL			WK5768	AMB .TO EAST SECTOR
07/29/20 @11:00:17	SUGG			RWUNIT	DS38 A7: PMT71{ 24:08}?
07/29/20 @11:00:21	ASSG			SB7601	PMT71 [22.1] (NLS/ALT/AMB/BLT/LED/PMT/WT9)
07/29/20 @11:00:21	PARQST			SYSTEM	Ambulance dispatch message sent to PMT
07/29/20 @11:00:26	ONSCNE				M271
07/29/20 @11:02:09	ENROUT				RH101 CODE 2
07/29/20 @11:02:11	ONSCNE				RH101 [03:34]*
07/29/20 @11:02:21	CLEARX				E273
07/29/20 @11:02:46	ALARM			WD8622	4 REHAB
07/29/20 @11:02:47	SUGG			RWUNIT	DS38 A7: BC272{ 3:21}? E905+(272){ 5:13} E23+{ 6:55} E201+(218){ 7:38}? E2209+(203){ 7:56}? LT11{ 8:55} L201+{ 11:06} BC9(22){ 12:41}
07/29/20 @11:03:17	RELREQ			SB7601	BC272 BC9 LT11 L201

07/29/20 @11:03:28	ADDREQ		SB7601	MPW
07/29/20 @11:03:28	SUGG		RWUNIT	DS38 A7: E905+(272){ 5:13} E23+{ 6:55} E241+{ 7:25} E201+(218){ 7:38}? E2209+(203){ 7:56}?
07/29/20 @11:03:36	ADDREQ		SB7601	ENG ENG ENG ENG
07/29/20 @11:03:36	SUGG		RWUNIT	DS38 A7: E905+(272){ 5:13} E23+{ 6:55} E241+{ 7:25} E201+(218){ 7:38}? E2209+(203){ 7:56}? E207+{ 8:26}? E607+(602){ 10:03} E16+{ 11:01} E2510+{ 11:37}?
07/29/20 @11:03:55	ADDREQ		SB7601	ENG ENG ENG ENG
07/29/20 @11:03:55	SUGG		RWUNIT	DS38 A7: E905+(272){ 5:13} E23+{ 6:55} E241+{ 7:25} E201+(218){ 7:38}? E2209+(203){ 7:56}? E207+{ 8:26}? E607+(602){ 10:03} E16+{ 11:01} L201+{ 11:06} E5+{ 11:16} LT204+{ 11:18} E38+{ 11:18} E2510+{ 11:37}?
07/29/20 @11:04:17	RELREQ		SB7601	E905 E201 E2209 E607 L201
07/29/20 @11:04:36	RELREQ		SB7601	LT204
07/29/20 @11:04:49	RELREQ		SB7601	E241 E207
07/29/20 @11:04:52	CHANGE		MD7804	TYPE DESC: 3A TRAIN DERAILMENT --> 4A TRAIN DERAILMENT
07/29/20 @11:05:00	ASSG		SB7601	E23 [05.0] CODE 3 (ALS/CAM/CSU/ENG/MPW/PMP) #FJ9659 #KC5031 #BP2504 #SP7582
07/29/20 @11:05:00	ASSG		SB7601	E16 [07.8] (ALS/CAM/CSU/ENG/MPW/PMP/CAF) #GJ1801 #SG5304 #KK5587 #CM4077
07/29/20 @11:05:00	CHANGE		SB7601	RSP: HAZMAT --> REHAB LVL: 3 -> 4
07/29/20 @11:05:00	UPDATE		SYSTEM	Paged: ALLHZ1A C957N C957S DC4 MESNOT PEOALL AMRALL PHXNOT ALLWI C276 DC2 ALLGA C131 TLO TMPCHF TMP1A
07/29/20 @11:05:00	UPDATE		SYSTEM	Paged: E5
07/29/20 @11:05:00	DWARN		SYSTEM	Warn: REHAB \$\$\$ ACTIVATE PHOENIX ALL CALL
07/29/20 @11:05:00	ASSG		SB7601	E2510 [09.2] (ALS/CSU/PMP/CAF/ENG/CAM/MPW)
07/29/20 @11:05:00	ASSG		SB7601	E5 [09.4] (ALS/CAM/CSU/ENG/MPW/PMP/CAF) #GR7936 #MR9130 #FD7338 #WJ1027
07/29/20 @11:05:00	ASSG		SB7601	E38 [08.0] (ALS/CAM/CSU/ENG/MPW/PMP/CAF) #TB7583 #RC0656 #AS9773 #VB1917
07/29/20 @11:05:11	HOSPITL			M276 (ALS) {SME} [5.8]
07/29/20 @11:05:11	CLEARX			M276
07/29/20 @11:05:36	ENROUT			E38 [00:36] CODE 3
07/29/20 @11:05:51	DWARN		PG5375	Warn: REHAB \$\$\$ ACTIVATE PHOENIX ALL CALL
07/29/20 @11:05:51	ASSGER		PG5375	AM-214 CODE 3 (NLS/AMB)

07/29/20 @11:05:54	AIQ		PG5375	PMT71
07/29/20 @11:06:04	ENROUT			E5 [01:04] CODE 3
07/29/20 @11:06:14	ENROUT			E16 [01:14] CODE 3
07/29/20 @11:06:20	ENROUT			E23 [01:20] CODE 3
07/29/20 @11:06:26	ENROUT			E5 CODE 2
07/29/20 @11:06:26	ENROUT			E5 CODE 3
07/29/20 @11:08:37	CHANGE		WD8622	SRC: S FARMER AVE/W UNIVERSITY DR,TMP --> 301 W UNIVERSITY DR,TMP, TYPE DESC: 4A TRAIN DERAILMENT --> 3A TRAIN DERAILMENT
07/29/20 @11:08:41	CHANGE		WD8622	TYPE DESC: 3A TRAIN DERAILMENT --> 4A TRAIN DERAILMENT
07/29/20 @11:08:52	ENROUT		MESCAD	E2510 [03:52]
07/29/20 @11:10:21	MISC		MD7804	.DONE UN-COUPLING TRACKS FOR NOW
07/29/20 @11:13:55	MISC		MD7804	.PD BOATS COMING OUT AND THEY ARE GOING TO PUT BOOMS OUT
07/29/20 @11:16:38	AOR			BC601
07/29/20 @11:17:16	SECMEM		MD7804	AM-203 NORTH
07/29/20 @11:17:27	SECMEM		MD7804	AM-214 EAST
07/29/20 @11:17:37	MISC		MD7804	AM-203 RESET BLINK NOTIFICATION
07/29/20 @11:19:07	STAGED			E23 [14:07]
07/29/20 @11:21:03	MISC		MD7804	.MIDDLE TO SOUTH WILL NEED TO BE DONE FROM LR BRIDGE. FIREBOAT CAN'T GET THERE DUE TO DEBRIS
07/29/20 @11:23:10	MISC		MD7804	.ENTRY TEAM GOING IN
07/29/20 @11:23:16	EXPOS			BC601 SC6825 NM6649 MA5346 AS6826 .Hydrocarbons/Paints/Solvents,TRAIN DERAILMENT WITH HAZMAT RELEASE OF 1915 AN MULTIPLE OTHER CLASS A AND CLASS B PRODUCTS
07/29/20 @11:24:58	SECMEM		BC0161	E23 WEST .INTRANSIT FROM STGING
07/29/20 @11:25:05	STAGED		BC0161	E5 [20:05]
07/29/20 @11:25:35	STAGED		BC0161	E38 [20:35]
07/29/20 @11:26:06	SECMEM		BC0161	E5 EAST
07/29/20 @11:27:01	SECMEM		BC0161	E38 NORTH
07/29/20 @11:27:53	ONSCNE		BC0161	E38
07/29/20 @11:27:53	ONSCNE		BC0161	E5
07/29/20 @11:27:53	ONSCNE		BC0161	E23
07/29/20 @11:28:21	MISC		MD7804	.ENTRY APPLYING FOAM. GOOD BLANKET. GETTING 40PPM. GOING TO LAY DOWN MORE FOAM.

07/29/20 @11:28:27	SECMEM		SM6939	E38 NORTH
07/29/20 @11:28:35	SPECL		BC0161	AHE (AHT) .ADDTL HAZMAT UNIT PER CMD ON A2
07/29/20 @11:28:36	MISC		MD7804	.40PPM ON VOC. NOTHING ON LEL
07/29/20 @11:28:37	SUGG		RWUNIT	DS35 A7: SQ44+{ 20:04} ST44+{ 20:04}
07/29/20 @11:28:41	ASSG		TD7793	SQ44 [18.5] (ALS/AHC/AHE/AHT/CAM/CSU/EXT/FAN/HEX/LAD/MPW/TOX/TRT/TSE/UAS/XPH) #HW1087 #KS2881 #NA6893 #NG5556 #BC2015
07/29/20 @11:28:41	ASSG		TD7793	ST44 [18.5] (ALS/AHE/AHT/CSU/EXT/FAN/HEX/LAD/MPW/TOX/TRT/TSE)
07/29/20 @11:28:41	UPDATE		SYSTEM	Paged: SQ44
07/29/20 @11:28:58	UPDATE		BC0161	E16
07/29/20 @11:29:55	CLEAR			ST44
07/29/20 @11:29:55	ENROUT			SQ44 [01:14] CODE 3
07/29/20 @11:30:47	STAGED		BC0161	E16 [25:47]
07/29/20 @11:32:02	MISC		MD7804	.FLASH POINT FOR THIS PRODUCT IS 112 DEGREES. CURRENTLY AT 100
07/29/20 @11:33:28	RADINF		BC0161	Radio Info: LEVEL 2 STG RIO SALADO/MILL-CH A2 .LEVEL 2 STG RIO SALADO/MILL -> LEVEL 2 STG RIO SALADO/MILL-CH A2
07/29/20 @11:33:56	MISC		MD7804	.10 MIN IN HOT ZONE - COPY. STILL IN HOT ZONE MAKING GOOD PROGRESS. HAVE ANOTHER CREW COMING UP IN CASE WE NEED TO MAKE ANOTHER ENTRY
07/29/20 @11:34:10	MISC		MD7804	AM-214 RESET BLINK NOTIFICATION .STILL RESPONDING
07/29/20 @11:34:16	MISC		MD7804	AM-203 RESET BLINK NOTIFICATION .STILL RESPONDING
07/29/20 @11:35:25	STAGED		BC0161	E2510 [30:25]
07/29/20 @11:37:37	MISC		MD7804	.ENTRY TEAM UNABLE TO TIGHTEN BOLT OR PLACE CLAMP. COMING OUT
07/29/20 @11:40:50	MISC		MD7804	.FURTHEST CAR NORTH IS SMOLDERING. GOING TO HIT IT FROM THE WATER.
07/29/20 @11:43:47	AOR			M276
07/29/20 @11:46:10	ASSGER		TJ5332	M276 CODE 3 (NLS/ALT/AMB/PMT) #SB1939 #MJ2504 .HEAD'D TO NORTH SECTOR
07/29/20 @11:46:10	DWARN		TJ5332	Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @11:46:13	ENROUT			M276 CODE 3
07/29/20 @11:47:14	SECMEM		BC0161	E16 NORTH
07/29/20 @11:47:16	ONSCNE		BC0161	E16
07/29/20 @11:47:45	SECMEM		BC0161	E2510 WEST
07/29/20				

@11:48:33	ONSCNE		MESCAD	E2510
07/29/20 @11:49:32	ONSCNE		BC0161	AM-214 [43:41]
07/29/20 @11:52:28	ONSCNE			M276 [06:18]
07/29/20 @11:55:31	STAGED			M276
07/29/20 @11:56:53	SECMEM		BC0161	AM-203 NORTH
07/29/20 @11:56:58	ONSCNE		BC0161	AM-203 [57:33]
07/29/20 @11:57:17	MISC		MD7804	.07/29/20 11:56:25 Message To: #000 TRO From: DS40
07/29/20 @11:57:17	MISC		MD7804	.PER MESA FD, THE TWO MESA AMR AMBO'S ON THIS CALL DO NOT HAVE A2 CAPABI
07/29/20 @11:57:17	MISC		MD7804	.LITIES.
07/29/20 @12:00:42	MISC		BC0161	.EAST/CMD--PMP271 1/2 TANK FUEL.
07/29/20 @12:00:51	ONSCNE			M276
07/29/20 @12:01:00	AOR		MESCAD	AM-214
07/29/20 @12:01:29	EXPOS			E278 KL8659 WK0414 IT1485 FV2506 .Other, TRAIN DERAILMENT WITH LUMBER. OTHER HAZARDOUS MATERIALS LEAKING AS WELL.
07/29/20 @12:04:42	MISC		BC0161	.E38 REP E2203 E29
07/29/20 @12:05:49	SECCLR		BC0161	E29 NORTH .WENT TO REHAB
07/29/20 @12:05:49	SECCLR		BC0161	E2203 NORTH .WENT TO REHAB
07/29/20 @12:08:04	MISC		BC0161	.AIR OPS/CMD--NO DRONES FLYING, ALL GROUND, REQ FOR DPS DRONE TO SOUTHERN END, 150FT TO BRIDGE, FOR FBI
07/29/20 @12:09:35	MISC		BC0161	.DPS DOES NOT NEED STREAM SHUT DOWN SO LONG AS THEY STAY IN GEN LOC, DPS GIVEN OKAY TO LAUNCH DRONE
07/29/20 @12:10:09	CLEAR			E278
07/29/20 @12:10:37	AOR			E276
07/29/20 @12:11:17	SECMEM		BC0161	L273 EAST .MOVE STREAM TO THE SOUTH
07/29/20 @12:12:20	MISC		BC0161	.L273 COME DOWN TO SET UP HORZ STAND PIPE
07/29/20 @12:15:32	MISC		BC0161	.WEST/CMD--WHERE WILL L276 BE EFFECTIVE FRM WEST SIDE?? NO GOOD EYES FROM CAMERA
07/29/20 @12:18:03	MISC		BC0161	.E32 MAKING ENTRY W/PAR 4, 1 BOTTLE WORK CYCLE, METERS IN PLACE, LAYI NG DOWN A FOAM LAYER
07/29/20 @12:18:12	EXPOS			LT276 MR7285 WC9456 GN0422 GJ1973 .Other, ALL BYPRODUCTS OF MUILTPLE RAILCARS ON FIRE TO INCLUDE WOOD PRODUCTS, RUBBER, GRAIN, UNKNOWN HAZADOUS CHEMICALS
07/29/20 @12:18:26	MISC		BC0161	.EAST/HAZ--E5 MANNING BACK UP LINE THEY ARE IN PLACE,
07/29/20				.E5 STAND DOWN, WILL USE THEM ON NEXT CYCLE, EAST SECT SHUT DOWN ALL

@12:18:54	MISC			BC0161	OTHER LINES
07/29/20 @12:19:22	ONSCNE			BC0161	E2203
07/29/20 @12:20:13	SECCLR			BC0161	E218 NORTH
07/29/20 @12:20:19	ONSCNE			BC0161	E2218
07/29/20 @12:22:45	AOR			MESCAD	E218
07/29/20 @12:23:52	SECMEM			BC0161	E271 EAST
07/29/20 @12:25:22	MISC			BC0161	.DPS DRONE COMPLETED MISSION, NO DRONES IN THE AIR
07/29/20 @12:26:31	MISC			BC0161	.ENTRY/HAZ--NEED MORE B FOAM...HAVE 300 GAL
07/29/20 @12:27:42	MISC			BC0161	.ENTRY/HAZ--METER READINGS O2 20.9; CO 40 PPM, 0 LEL; AT HALF A BOTTLE
07/29/20 @12:28:19	MISC			BC0161	.CMD/HAZ--10 MIN ETN FOR ENTRY, HAZ COPIES, WORK CYCLE 1 FULL BOTTLE
07/29/20 @12:28:46	ONSCNE			BC0161	SQ44 [01:00]*
07/29/20 @12:34:02	MISC			BC0161	.ENTRY/HAZ--3 MIN LEFT IN CYCLE, TEMP ON CAR 123 DEGREES
07/29/20 @12:35:04	MISC			BC0161	.HAZ/CMD--REP FRM UNION PACIFIC GOING IN WITH CREWS TO TAKE PICTURES
07/29/20 @12:38:11	MISC			BC0161	.LAKE/CMD--STILL WRKING ON CAR WITH LUMBER ON IT, MOVING TANKERS?? NEG ON MOVING. GOING TO MAKE OP VERY EXTENDED
07/29/20 @12:38:27	MISC			BC0161	.ENTRY/HAZ--ENTRY E32 LEFT HOT ZONE PAR OF 4 GOING TO DECON
07/29/20 @12:38:35	MILE	PAR		BC0161	E32 (PAR) .OF 4 OUT OF HOT ZONE
07/29/20 @12:39:34	CLEAR				BC191
07/29/20 @12:39:51	MISC			BC0161	.HAZ/CMD--REP FRM UNION PACIFIC COMING TO CMD VAN TO REVIEW VIDEO FRO M EARLIER IN HOPES OF AVOIDING THEM HAVING TO MAKE ENTRY
07/29/20 @12:43:11	AOR			MESCAD	E2203
07/29/20 @12:44:05	MISC			BC0161	.E32 DONE WITH DECON GOING TO MEDICAL
07/29/20 @12:47:23	MISC			BC0161	.NORTH/E38--JUST YOU ON THE BRIDGE?? E16 COMING TO RELIEVE YOU
07/29/20 @13:00:31	MISC			BC0161	.HAZ/E5-- GOING TO MAKE ENTRY AGAIN SOON FOR ANOTHER FOAM APPLICATION
07/29/20 @13:02:04	MISC			BC0161	.AIR OPS/CMD--DPS TO FLY TO SOUTHERN END OF DERAILMENT FOR FBI, 150FT TO AS LOW AS 50FT, PERMISSION GRANTED
07/29/20 @13:05:37	MISC			BC0161	.CMD/LAKE--F34 WILL BE RESPONDING, WILL THEY BE BETTER ON NORTH? AFFI RM
07/29/20 @13:06:05	MISC			BC0161	.2 MEMBERS FROM SQ8 MAKING WAY DOWN TO ASSIST WITH ENTRY TEAM
07/29/20 @13:06:25	MISC			BC0161	.SQ8 ENTERING HAZARD ZONE ON AIR
07/29/20 @13:07:12	MISC			BC0161	.NORTH/CMD--F34 WILL NOT BE EFFECTIVE ON NORTH SIDE, WILL HAVE THEM GO TO EAST
07/29/20 @13:08:05	SPECL			BC0161	F34 .FOAM TRUCK ONLY
07/29/20 @13:08:09	SUGG			RWUNIT	DS35 A7: F34{ 20:42} E34+[31:37]
07/29/20	RELREQ			RA7623	E34

@13:08:19					
07/29/20 @13:08:20	ASSG			RA7623	F34 [15.8] (NLS/FOM/CAF/CBF/CAT/CBT)
07/29/20 @13:08:46	MISC			BC0161	.02 20.0 CO 7 ALL OTHER READINGS ARE ZERO, THIS IS BEFORE REAPPLYING FOAM BLANKET
07/29/20 @13:09:31	SPECL			SB8935	E34
07/29/20 @13:09:33	SUGG			RWUNIT	DS35 A7: E34+{ 20:42}
07/29/20 @13:09:36	ASSG			RA7623	E34 [15.8] (ALS/CAM/CBF/CSU/ENG/MPW/PMP/CAF) #BT2161 #DA4054 #SR1377 #BM2266
07/29/20 @13:10:08	ENROUT			MD7804	E34 [00:32]
07/29/20 @13:10:08	ENROUT			MD7804	F34 [01:48]
07/29/20 @13:10:48	MISC			BC0161	.UNION PACIFIC REP WILL BE IN FD GATOR GOING UP LIGHT RAIL SIDEWALK TO TAKE PICTURES
07/29/20 @13:12:36	ENROUT				E34 CODE 3
07/29/20 @13:15:44	MISC			BC0161	.SQ8-HAZ-92, 20.9 O2, CO 0, LEL 0, ALL OTHERS ZERO AFTER FOAM APPLICATION, MAKING WAY OUT NOW
07/29/20 @13:17:00	MISC			BC0161	.EAST/CMD--FOCUSING ON LUMBER CARS, SHUTTING DOWN HANDLINES AND OPERATE MASTER STREAMS ONLY. KNOCKED DOWN ALL HOT SPOT UP TO NORTH SECTOR
07/29/20 @13:17:18	MISC			BC0161	.SQ8 IS OUT OF HAZARD ZONE
07/29/20 @13:18:52	MISC			BC0161	.E602 1/2 TANK FUEL
07/29/20 @13:32:03	MISC			BC0161	.L273/EAST--READY FOR WATER? AFFIRM FLOW WATER TIL F34 GETS ONSCENE
07/29/20 @13:32:47	AIQ			RA2710	C3
07/29/20 @13:32:47	AIQ			RA2710	C5
07/29/20 @13:35:13	AIQ				E273
07/29/20 @13:35:29	SECCLR			BC0161	E5 EAST .GOING TO REHAB AND THEN TO BE RELEASED
07/29/20 @13:35:29	SECCLR			BC0161	E275 EAST .GOING TO REHAB AND THEN TO BE RELEASED
07/29/20 @13:36:42	MISC			BC0161	.PMP602 PRESSURE FLUCTUATING GREATLY
07/29/20 @13:37:13	MISC			BC0161	.UNION PACIFIC TO FLY SOUTH TO NORTH OVER TRACK 100-150FT ALTITUDE--GO AHEAD
07/29/20 @13:37:25	MISC			SB8935	.SAFETY REQ 3 ADDTL ENGS TO RESP TO LVL 2 STAGING AT MILL/RIO SALADO AND COME UP ON A2
07/29/20 @13:38:00	SPECL			SB8935	ENG ENG ENG .RESPOND TO LVL 2 STAGING @ MILL/RIO SALADO
07/29/20 @13:38:03	SUGG			RWUNIT	DS35 A7: E276+{ :29} E278+{ 3:21} E930+(275){ 3:42} SQ278+[4:29]
07/29/20 @13:38:19	RELREQ			RA7623	E930
07/29/20 @13:38:25	ADDREQ			RA7623	ENG
07/29/20 @13:38:25	SUGG			RWUNIT	DS35 A7: E276+{ :29} E278+{ 3:21} E930+(275){ 3:42} SQ278+[4:29]

07/29/20 @13:38:28	ADDREQ		RA7623	ENG
07/29/20 @13:38:28	SUGG		RWUNIT	DS35 A7: E276+{ :29} E278+{ 3:21} E930+(275){ 3:42} SQ278+[4:29] E905+(272){ 4:53}
07/29/20 @13:38:32	ADDREQ		RA7623	ENG
07/29/20 @13:38:32	SUGG		RWUNIT	DS35 A7: E276+{ :29} E278+{ 3:21} E930+(275){ 3:42} SQ278+[4:29] E905+(272){ 4:53} E241+{ 7:26}
07/29/20 @13:38:38	RELREQ		RA7623	E930 E905
07/29/20 @13:38:40	ASSG		RA7623	E276 [00.2] (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #WB7366 [REDACTED] #CJ6857 [REDACTED] #MJ1828 [REDACTED] #MD1970 [REDACTED]
07/29/20 @13:38:40	ASSG		RA7623	E278 [02.2] (ALS/CAM/CBF/CSU/ENG/MPW/PMP/TRC/TRT) #KL8659 [REDACTED] #WK0414 [REDACTED] #FV2506 [REDACTED] #IT1485 [REDACTED]
07/29/20 @13:38:40	ASSG		RA7623	SQ278 [02.2] (ALS/CAM/CSU/EXT/FAN/HEX/MPW/SCE/TRC/TRT/TSE/UAS/XTE) #KL8659 [REDACTED] #WK0414 [REDACTED] #IT1485 [REDACTED] #FV2506 [REDACTED]
07/29/20 @13:38:40	ASSG		RA7623	E241 [04.6] (ALS/CAM/CSU/ENG/MPW/PMP) #DJ2986 [REDACTED] #SL1933 [REDACTED] #JR1947 [REDACTED] #CJ1882 [REDACTED]
07/29/20 @13:38:40	UPDATE		SYSTEM	Paged: E276 E278 E241
07/29/20 @13:38:40	UPDATE		SYSTEM	Paged: C241 C242 C246 PI241
07/29/20 @13:39:06	ENROUT			E278 [00:26] CODE 2
07/29/20 @13:39:06	CLEAR			SQ278
07/29/20 @13:39:09	ENROUT			E276 [00:29] CODE 3
07/29/20 @13:39:22	ONSCNE			E241 [00:42]
07/29/20 @13:40:07	STAGED			E34 [30:31]
07/29/20 @13:40:18	STAGED		RC7599	F34 [31:58]
07/29/20 @13:40:29	SECMEM		RC7599	E34 EAST
07/29/20 @13:40:32	SECMEM		RC7599	F34 EAST
07/29/20 @13:40:45	ONSCNE		RC7599	F34
07/29/20 @13:40:45	ONSCNE		RC7599	E34
07/29/20 @13:41:28	MISC		BC0161	.L273 WORK ON DECOMMITTING AND MAKING ROOM FOR E34/F34
07/29/20 @13:43:37	STAGED		RC7599	E276 [04:57]
07/29/20 @13:44:33	MISC		BC0161	.DRONE UP TO THE WEST OF THE TRACKS, UNK WHO'S IT IS. NOT ANY OF OUR AGENCIES
07/29/20	MISC		BC0161	.UNION PAC DRONE ON THE GROUND

@13:46:02					
07/29/20 @13:47:00	ENROUT				U283 CODE 2
07/29/20 @13:47:02	ONSCNE				U283 [07:02]*
07/29/20 @13:47:15	CROSS			DB0095	#F20287509
07/29/20 @13:49:41	SECMEM			RC7599	E276 EAST
07/29/20 @13:49:43	ONSCNE			RC7599	E276
07/29/20 @13:49:49	ONSCNE			RC7599	HM4
07/29/20 @13:50:23	MISC			BC0161	,SQ8 GOING TO COME UP AND APPLY ANOTHER FOAM BLANKET
07/29/20 @13:50:38	MISC			BC0161	,HAZ/E602--2 CREW MEMBERS MAN BACKUP LINE FOR SQ8
07/29/20 @13:50:46	SECMEM			RC7599	E278 EAST
07/29/20 @13:50:48	ONSCNE			RC7599	E278 [12:08]
07/29/20 @13:50:58	MISC			RC7599	E278 ,E278 TAKING E271 SPOT
07/29/20 @13:51:07	STAGED			RC7599	E241
07/29/20 @13:52:08	MISC			RC7599	E2218 ,BEING RELEASED
07/29/20 @13:53:43	SECCLR			BC0161	BC271 WEST
07/29/20 @13:53:45	SECTOR			BC0161	L276 WEST ,E2510 E23 U29
07/29/20 @13:53:53	SECCLR			BC0161	E32 WEST
07/29/20 @13:56:09	MISC			BC0161	,SQ8 FULL PPE MAKING ENTRY TO HOT ZONE, 3 MEMBERS FRM E602 MANNING LINE
07/29/20 @13:57:47	MISC			RC7599	BC271 ,RR ENGINEERS WANT TO SEND TO UNDER LIGHTRAIL BRIDGE TO EVAL RR BRIDGE
07/29/20 @13:58:10	MISC			BC0161	,BEFORE FOAM: TANK 92 DEGREES, 24.9 O2, ALL OTHERS IN NORMAL RANGE
07/29/20 @13:58:16	EXPOS				E273 PD6696 [REDACTED] HA2635 [REDACTED] JA1384 [REDACTED] TR1486 [REDACTED] ,Other,RAIL RODE TIESALONG WITH RAIL CARS
07/29/20 @14:00:28	MISC			BC0161	,SQ8 USING LAST BUCKET OF CLASS B FOAM
07/29/20 @14:00:31	MISC			RC7599	BC271 ,AIR OPS TOT TO DPS. BC202 GOING AVAIL
07/29/20 @14:05:58	MISC			BC0161	,SQ8/HAZ--PAR ON SQ8 E602; 20.9 O2, ZERO ON ALL OTHER READINGS, TEMP OF TANK 84 DEGREES ON TANK TEMP
07/29/20 @14:06:39	MILE	PAR		BC0161	SQ8 (PAR) ,OUT OF HAZ ZONE
07/29/20 @14:06:45	MILE	PAR		BC0161	E602 (PAR) ,OUT OF HAZ ZONE
07/29/20 @14:07:19	EXPOS				L273 AD8451 [REDACTED] KZ7279 [REDACTED] GP2578 [REDACTED] BM0988 [REDACTED] ,Other,RAILCARS INTO TOWNLAKE FIRE, O/S FOR 6+ HRS WITH MULTIPLE ENTRIES AND UNKOWN MAT'L TANK CAR EXPOSURES

07/29/20 @14:08:27	CLEAR			L273
07/29/20 @14:08:31	MISC		RC7599	BC271 ,REHAB LOCATIONS ARE SOUTH OF CMD VAN, EAST SECTOR OWN REHAB
07/29/20 @14:10:14	AOR		MESCAD	E2218
07/29/20 @14:10:45	MISC		BC0161	,E271 MECH, L273 D/C AND GOING AVAILABLE; E278 IS REPLACEMENT
07/29/20 @14:12:18	ENROUT			E241 CODE 3
07/29/20 @14:12:35	ONSCNE		BC0161	E241 [33:55]
07/29/20 @14:13:37	MISC		RC7599	BC271 ,NORTH SECTOR PHX SUPPORT TRUCK WITH 300 GAL TOTE CLASS A. GO TO E29 FOR POC.
07/29/20 @14:13:54	AIQ			E5
07/29/20 @14:16:19	EXPOS			E5 FD7338 MR9130 GR7936 WJ1027 FD0800 Hydrocarbons/Paints/Solvents, TRAIN DERAILMENT
07/29/20 @14:22:45	MISC		BC0161	,E602 WILL BE RELEASED ONCE E278 IS IN PLACE
07/29/20 @14:25:54	MISC		BC0161	,07/29/20 14:25:39 Message To: #7000 TRO From: DS39
07/29/20 @14:25:54	MISC		BC0161	, HAVE REP ██████████ FRM APS CALLING IN 936 ██████ HE HAS STAF
07/29/20 @14:25:54	MISC		BC0161	,F NEARBY GOING DWN INTO MAN HOLE IN AREA, ASKING FOR LIST OF CHEMS INVOLVED W/YOUR INC TO ENSURE HIS STAFF'S SAFETY. REQUESTS A CALL.
07/29/20 @14:26:02	AOV			CDC
07/29/20 @14:27:55	STAGED			E241
07/29/20 @14:30:28	EXPOS			E271 PS7282 BA0323 KM1784 MA1972 Other, RAIL CAR LEAKING WITH HAZARD PLATE OF 1915 AND ID NUMBER GATX-90208. MULTIPLE RAIL CARS WITH WOOD PLANKS BURNING.
07/29/20 @14:30:57	CLEAR			E271
07/29/20 @14:32:25	MISC		BC0161	,E2510 AT 1/4 TANK FUEL, NEED TO REPLACE W/STG'D UNIT--E241
07/29/20 @14:32:28	SECCLR		BC0161	E2510 WEST
07/29/20 @14:32:32	SECMEM		BC0161	E241 WEST
07/29/20 @14:36:40	ONSCNE			E241
07/29/20 @14:37:53	MISC		BC0161	,EAST/CMD--F34 READY TO FLOW
07/29/20 @14:37:54	EXPOS			E602 MK8715 TB9770 EM9771 GM0991 Hydrocarbons/Paints/Solvents, HAZMAT WITH FIRE. WORKING IN EXPOSURE AREA FOR 6 HOURS. EXPOSED TO SMOKE PRODUCTS FROM BURNING WOOD AND HYDROCARBONS AND POSSIBLE HAZARDOUS MATERIALS.
07/29/20 @14:38:40	MISC		BC0161	,F34 FOCUSED ON LUMBER CARS, SOUTH SIDE OF THE LAKE

07/29/20 @14:39:54	MISC		BC0161	.LADDER PIPE FLOWING ON RAILCAR TO THE SOUTH...SHUT IT DOWN ?? AFIRM
07/29/20 @14:44:43	EXPOS			M276 SB1939 MJ2504 .Wood Products
07/29/20 @14:44:48	MISC		BC0161	.SQ44 ENTERING HOT ZONE ON AIR
07/29/20 @14:44:50	CANONS			M276
07/29/20 @14:53:07	MISC		BC0161	.OUT OF HOT ZONE WITH A PAR. DO WE NEED TO REAPPLY FOAM?? AFFIRM, ZERO READINGS ON ALL METERS
07/29/20 @14:53:44	ENROUT			CRV201 CODE 3
07/29/20 @14:53:53	UPDATE		BC0161	CRV201
07/29/20 @14:56:06	MISC		BC0161	.GOING TO DO GROSS DECON AT E276
07/29/20 @14:58:29	ONSCNE		BC0161	CRV201 [08:42]*
07/29/20 @15:03:53	AOR			U283
07/29/20 @15:04:04	AOR		MESCAD	E2510
07/29/20 @15:05:37	EXPOS			HM272 RD2778 CL7280 RK7838 ER8439 .Hydrocarbons/Paints/Solvents, TRAIN DERAILMENT
07/29/20 @15:06:37	MISC		MJ4066	BC271 .NORTH TO E16...SHUT UR HL DOWN FOR A FEW MIN AND WELL CK FOR HOT SPOT..
07/29/20 @15:07:27	MISC		MJ4066	BC271 .E16 TO NORTH...LUMBER CART APPEARS TO BE GOOD NOT GETTING SMOKE ON THIS SIDE. FURTHER SOUTH WE ARE GETTING HOT SPOT
07/29/20 @15:09:11	AOR			E602
07/29/20 @15:10:10	AOR		MESCAD	AM-203
07/29/20 @15:13:09	AOR		OZ1226	E275
07/29/20 @15:15:30	MISC		MJ4066	BC271 .HAZ TO CMD... WE HAVE RP W/CRANE THAT IS READY TO SET UP BUT PD CARS THAT ARENT MANNED ARE BLOCKING IT
07/29/20 @15:16:26	MISC		MJ4066	BC271 .LAKE TO CMD.. WE ARE ON SOUTH SIDE NEAR NORTH RAIL CAR ON SOUTH SIDE TRYING TO HIT IT FROM UNDERNEATH ON THE BOAT
07/29/20 @15:22:24	MISC		MJ4066	BC271 .E16 TO NORTH... BOTH HL LOST WATER PRESSURE ..ARE U SHUTTING IT DOWN? AFFRIM USING CLASS A FOAM TO COVER RAIL CAR
07/29/20 @15:23:17	MISC		MJ4066	BC271 .SO1 TO CMD...UNION PACIFIC HAS CRANE AND 8 VEHS THAT ARE BEING REFUSED ENTRANCE INTO SCENE BY PD ON RIO SALADO..CMD COPIES WORKING W/PD NOW
07/29/20 @15:25:57	MISC		MJ4066	BC271 .FOLKS ON BRIDGE ARE AUTHORIZED TO BE THERE
07/29/20 @15:28:09	MISC		MJ4066	BC271 .LAKE TO CMD.. MOVING BOAT BETWEEN BOTH BRIDGES TRYING TO WORK UNDER NEATH ON TRACKS FOR SMOULDERING WONT BE UNDER THE TRACKS
07/29/20 @15:35:04	MISC		MJ4066	BC271 .L602 TO NORTH...PUMPING FOAM NOW
07/29/20 @15:37:25	MISC		MJ4066	BC271 .NORTH TO CMD.. WE ARE PUTTING CLASS A FOAM ON LUMBER YARD AND THEN WORKING W/UNION PACIFIC TO RERAIL THE 2 SULFURIC GAS CARS
07/29/20 @15:39:22	MISC		MJ4066	BC271 .CMD TO NORTH...NEED TO GET U SOME REPLACEMENT COMPANY..HOW MANY UNITS DO U NEED TO BE EFFECTIVE ? WE HAVE 3 UNITS WORKING NOW SO 3 ENGS CO?
07/29/20	MISC		MJ4066	BC271 .HAZ TO E4...ARE U AND CREW INTAKE? AFRRIM COME FORWARD AND

@15:39:52					REPLYING FOAM
07/29/20 @15:40:31	MISC			MJ4066	BC271 _E241 TO CMD. WATER DEPT WANTS TO KNOW WERE RUN OFF THE STORM DRAINS..CMD COPIES STAND BY
07/29/20 @15:41:28	MISC			MJ4066	BC271 _EAST TOOT CMD. F34 IS EFFECTIVE ON LUMBER CAR FC ON LUMBER CAR WORKING ON SMOULDERING UNDERNEATH
07/29/20 @15:41:43	MISC			MJ4066	BC271 _EAST SECTOR IS GOOD NO NEEDS
07/29/20 @15:43:40	ENROUT				CRV201 CODE 3
07/29/20 @15:44:18	MISC			MJ4066	BC271 _WEST TO E241...SHUT DOWN SL
07/29/20 @15:44:33	MISC			MJ4066	CRV201 RESET BLINK NOTIFICATION _RSP
07/29/20 @15:45:03	MISC			MJ4066	BC271 _NORTH TO L602... WE HAVE NO FOAM AT OUR END U PUMPING FOAM? WORKING ON IT
07/29/20 @15:45:30	MISC			MJ4066	BC271 _CMD TO E241...ADVISE RP WATER DEPT RUN OFF IS LEAVING UNDER BRIDGE GOING WEST OF LAKE GOING INTO RIVER BOTTOM
07/29/20 @15:46:12	MISC			MJ4066	BC271 _WEST TO CMD...HOT SPOTS IN COLLAPSE ZN TAKEN CARE OF . L276 E23 U29 _LEAVE E241 F34 AND FIREBOAT HAS BEEN EFFECT
07/29/20 @15:46:25	SECCLR			MJ4066	L276 WEST
07/29/20 @15:46:28	SECTOR			MJ4066	E241 WEST
07/29/20 @15:46:55	MISC			MJ4066	BC271 _HAZ SECTOR ENTERING HOT ZN APPLYING AIR..
07/29/20 @15:48:00	MISC			MJ4066	BC271 _L602 ISNT ABLE TO GET FOAM OUT OF TRUCK NEED TO USE ENG
07/29/20 @15:48:58	MISC			MJ4066	BC271 _E4 TO HAZ.. WE DO HAVE RP THAT ARE IN HERE W/NO PPE ARE U GOOD W/THAT ? ARE THEY IN HOT ZN? AFFRIM ..THEY NEED TO BE MOVED BACK
07/29/20 @15:49:36	MISC			MJ4066	BC271 _HAZ TO E4. ARE U GETTING READINGS WERE THEY ARE OPER? 0 READINGS STANDING W/RP _HAZ SECTOR COPIES DONT LET THEM OPER WERE U ARE GETTING READINGS
07/29/20 @15:50:27	MISC			MJ4066	BC271 _EAST TO E4...DO U WANT GUYS ON BACKUP LINE? E4 SAYS WE ARE GOOD _HAZ SECTOR WANTS THEM ...E4 TO EAST WE NEED THEM
07/29/20 @15:51:22	MISC			MJ4066	BC271 _NORTH TO E16...U CAN HEAD BACK OFF BRIDGE REROUTING FOAM TO GET DIRECT ACCESS
07/29/20 @15:51:27	MISC			MJ4066	BC271 _E16 EXITING BRIDGE
07/29/20 @15:52:24	MISC			MJ4066	BC271 _PUMP 278 TO PUMP 276...NEED MORE WATER
07/29/20 @15:52:52	MISC			MJ4066	BC271 _EAST TO HAZ...BACK UP ON HOSE LINE
07/29/20 @15:53:09	SPECL			MD7804	E604/C2 E61/C2 E232/C2 E286/C2
07/29/20 @15:53:11	SUGG			RWUNIT	DS35 A7: E232+(32){ 8:22} E61+{ 12:44} E604+{ 16:51} E286+{ 17:46}
07/29/20 @15:53:17	ASSG			SM6939	E232 [05.8] CODE 2 (ALS/CAF/CAM/CSU/ENG/EXT/FAN/MPW/PMP/SLE/SNK) #PR5351 #DD6539 #MJ1347 #TS8759
07/29/20 @15:53:17	ASSG			SM6939	E61 [10.5] CODE 2 (ALS/CAM/CSU/ENG/HIE/HIR/MPW/PMP/CAF) #VM2474 #HJ4080 #RJ7150 #BN0636
07/29/20 @15:53:17	ASSG			SM6939	E604 [13.5] CODE 2 (ALS/CAM/CSU/ENG/MPW/PMP/SNK) #MM6745 #AM6654 #FM8713 #EK2510

07/29/20 @15:53:17	ASSG		SM6939	E286 [13.7] CODE 2 (ALS/CAM/CSU/ENG/MPW/PMP/SNK/CAF) #BT4637 #WR4227 #VS6040 #KB1529
07/29/20 @15:53:17	UPDATE		SYSTEM	Paged: E232 E286
07/29/20 @15:53:17	UPDATE		SYSTEM	Paged: BC231
07/29/20 @15:53:45	ENROUT			E232 [00:28] CODE 3
07/29/20 @15:53:49	ENROUT			E232 CODE 2
07/29/20 @15:54:12	ENROUT			E286 [00:55] CODE 2
07/29/20 @15:54:30	ENROUT			E604 [01:13] CODE 2
07/29/20 @15:54:32	ENROUT			E61 [01:15] CODE 2
07/29/20 @15:55:48	MISC		MJ4066	BC271 _DECON TO HAZ...ARE U STILL WANTING TECH DECON IN PLACE ? AFFRIM
07/29/20 @15:57:19	MISC		MJ4066	BC271 _E4 TO HAZ... 0 LEL AT THIS TIME
07/29/20 @16:00:13	MISC		MJ4066	BC271 _LAKE TO CMD..RAILROAD TRACKS UNDERNEATH BRIDGE HAVE ALL BEEN EXTINGUISHED..APPEARS NORTH LUMBER CAR OUT _HAZARDS STILL ATTACHED TO IT
07/29/20 @16:00:43	MISC		MJ4066	BC271 _HAZ TO E32..COME FORWARD UR CREW IS GOING TO MAKE ENTRY AND LAY DOWN DAMING MATERIAL
07/29/20 @16:01:27	MISC		MJ4066	BC271 _C957N TO HAZ...ON WEST SIDE OF BRIDGE CRANE HAS ARRIVED OS TO CLEAR OUT DEBRIS TO MAKE ACCESS TO THE CAR _IS THAT GOING TO HINDER FOAM BLANKET? NEG
07/29/20 @16:02:07	MISC		MJ4066	BC271 _HAZ TO C957N...STAY ON WEST SIDE OF BRIDGE AND MONITOR THE SAFETY OF THE CIVILIAN WORKERS THAT ARE ON THAT SIDE _AFFRIM
07/29/20 @16:08:14	MISC		MJ4066	BC271 _E4 TO HAZ...HAVE DIKE IN PLACE AND IT APPEARS TO BE WORKING
07/29/20 @16:09:12	MISC		MJ4066	BC271 _CMD TO NORTH..STILL HAVE A COUPLE ENGS COMPANY EN ROUTE HAVE THEM REPORT TO NORTH SIDE OF LAKE AND STAGE ADVISE IF U NEED THEM
07/29/20 @16:09:50	MISC		MJ4066	BC271 _E287 TO HAZ...NOT SURE IF IMPORTANT ALL RUN OFF OF F34 IS GOING IN STORM DRAIN JUST NORTH OF WERE E4 DAMED THE STORM DRAIN
07/29/20 @16:10:43	STAGED			E232 [17:26]
07/29/20 @16:11:34	MISC		MJ4066	BC271 _SO1 TO CMD...UP IS ASKING IF WE CAN SHUT DOWN F34 THEY WANT TO CAPTURE SOME OF THAT FOAM RUN OFF ...F34 COPIED AND IS SHUT DOWN
07/29/20 @16:13:27	EXPOS			L602 HC0314 BS0312 HM7515 RD2515 _Wood Products, TRAIN DERAILMENT IN TEMPE WITH HEAVY FIRE LOAD. WOOD PRODUCTS, AND HAZARDOUS MATERIAL. FULL PPE AND SCBA WORN THROUGH OUT INCIDENT.
07/29/20 @16:13:40	MISC		MJ4066	BC271 _C2700 TO CMD...C2700 AND PD EXITED LIGHT RAIL BRIDGE
07/29/20 @16:13:44	CLEAR			L602
07/29/20 @16:17:29	MISC		MJ4066	BC271 _HAZ TO E32. ARE U MOVING FORWARD TO MOVE THAT DAMING MATERIAL? E32 IS MAKING ENTRY W/L4 AND 2 MEMBERS OF UP TO DIKE
07/29/20 @16:17:42	CLEAR			E23
07/29/20 @16:18:27	MISC		MJ4066	BC271 _EAST TO HAZ...MADE AS MUCH PROG AS WE CAN W/F34..JUST SMOULDERING RAILROAD TIES..HOW MUCH WATER TO U NEED FROM EAST SECTOR? ENOUGH WATER TO MAKE ENTRY AND REAPPLY FOAM. COPY GOIGN

					TO WORK ON THAT AND DEMOBILIZING EAST SECTOR
07/29/20 @16:19:06	MISC			MJ4066	BC271 ,L4 TO HAZ...WE ARE AT 33PPM ON DOC REAPPLYING FOAM
07/29/20 @16:19:43	STAGED				E61 [26:26]
07/29/20 @16:20:19	STAGED				E604 [27:02]
07/29/20 @16:20:51	EXPOS				L276 DJ6990 BJ7835 MP1905 SK1175 Other, TRAIN FIRE WITH TRACK INVOLVEMENT, CARS CONTAINING TOLUENE, AND OTHER HAZ MATERIALS INVOLVED. EXPOSED TO HEAVY BLACK SMOKE FOR 9 HOURS.
07/29/20 @16:21:26	CLEAR				L276
07/29/20 @16:22:05	STAGED				E286 [28:48]
07/29/20 @16:22:16	MISC			MJ4066	BC271 ,PUMP29 TO NORTH...PUMP ON THIS TRUCK FAILED
07/29/20 @16:23:18	MISC			MJ4066	BC271 ,BC5 TO NORTH...E61 IS COMING IN TO REPLACE E29
07/29/20 @16:23:53	MISC			MJ4066	BC271 ,COPY I DONT THINK WE ARE GOING TO BE PUTTING ANYMORE WATER ..COPY ILL HAVE E61 STAND BY
07/29/20 @16:24:38	MISC			MJ4066	BC271 ,CMD TO NORTH...U HAVE 3 ENGS STAGED ON NORTH SIDE OF LAKE ...
07/29/20 @16:25:43	MISC			MJ4066	BC271 ,L4 TO HAZ...THEY ARE WORKING ON EQUIPMENT OPER ON WEST SIDE SO BACKING AWAY WHILE THEY ARE WORKING
07/29/20 @16:26:15	AIQ				U29
07/29/20 @16:26:30	MISC			MJ4066	BC271 ,C957N TO HAZ....CRANE GUYS WORKING INTO POSITION TO WORK ON GREEN CAR THEY HAVE PEOPLE METER WHILE THEY ARE WORKING
07/29/20 @16:30:58	MISC			MJ4066	BC271 ,L4 TO HAZ...CRANE IS OPER FOR 30MIN..L4 E32 HAVE EXITED W/PAR AND THE 2 CONTRACTORS W/RAILROAD
07/29/20 @16:31:33	MISC			MJ4066	BC271 ,HAZ TO L4..WERE WE ABLE TO PLACE DAMING MATERIAL..ON SOUTH SIDE DRAIN..LEAK IS ALMOST STOPPED IF NOT 100 ..DRAIN ON NORTH SIDE THAT IS GETTING RUN OFF ON WATER WE ARE SPRAY NOT FROM THE LEAK
07/29/20 @16:33:25	MISC			OJ5766	.E277 SHUT DOWN, WANT TO CHECK HYDRANT PRESSURE
07/29/20 @16:33:48	MISC			OJ5766	.NORTH TO E29/STARTING TO PICK UP NORTH SECTOR
07/29/20 @16:34:53	MISC			OJ5766	.E277 TO E276/YOU ARE ISOLATED TO YOUR HYDRANT, WE ARE NO LONGER PUMPING IT
07/29/20 @16:36:22	MISC			MJ4066	BC271 ,NORTH TO LAKE...PICKING UP HOSE ON LIGHTRAIL BRIDGE LUMBER YARD LOOKS GOOD NOW IF U SEE ANY HOT SPOTS HIT IT
07/29/20 @16:37:51	MISC			MJ4066	BC271 ,EAST TO CMD...WE HAVE DONE ALL WE CAN ON RAIL CARS..RAIL CARS ARE OUT SMOULDERING UNDERNEATH BUT NOT ABLE TO DO ANYTHING TILL THEY MOVE..LEAVING E278 IN PLACE ON EAST SECTOR TO SUPPORT HAZ ENTRY AND BACK UP
07/29/20 @16:38:02	SECCLR			MJ4066	BC7 EAST
07/29/20 @16:38:05	SECTOR			MJ4066	E278 EAST
07/29/20 @16:38:19	CLEAR				E34
07/29/20 @16:39:05	SECCLR			MJ4066	F34 EAST
07/29/20 @16:39:05	SECCLR			MJ4066	E276 EAST
					E34 BT2161

07/29/20 @16:39:29	EXPOS			DA4054 SR1377 BM2266 Wood Products, CLASS A B MATERIALS AND METALS.
07/29/20 @16:39:56	MISC		MJ4066	BC271 ,CMD TO EAST..ARE U IN POSITION WE CAN REHAB U OUT..WE WOULD NEED A TEMPE TRUCK AND THEY WOULD HAVE TO ENTER OFF RIO SALADO
07/29/20 @16:41:29	CLEAR			F34
07/29/20 @16:41:51	MISC		MJ4066	BC271 ,CMD TO U277..HAVE ICE TRUCK EN ROUTE
07/29/20 @16:42:31	MISC		MJ4066	BC271 ,CMD TO HAZ...WE NEED SOME FRESH HAZ UNIT THAT HAVE BEEN THERE THERE MOST OF DAYS..HOW MANY NEW HAZ UNITS WILL U NEED ? WORKING ON PLAN NOW
07/29/20 @16:43:18	MISC		MJ4066	BC271 ,CMD TO NORTH.. ASSUMING UR BREAKING DOWN ON TURNING NORTH SECTOR OVER TO ANOTHER UNIT TO MONITOR TIL CARS GET OUT OF...AFFRIM BUT THEY'LL PROBABLY GET CARS OUT BEFORE NORTH SECTOR IS DC
07/29/20 @16:43:46	MISC		MJ4066	BC271 ,LAKE TO CMD...THE NORTH RAIL CAR IS COMPLETELY OUT ..HANGING AROUND TIL THEY START WORKING ON THE RAIL TIES
07/29/20 @16:44:48	MISC		MJ4066	BC271 ,E277 TO CMD..HAVE 600FT OF E275 LINE THAT NEEDS TO GET BACK TO THEM
07/29/20 @16:45:15	MISC		MJ4066	BC271 ,E276 TO CMD..WE DONT HAVE TO GET IT BACK TO E275...WORKING W/CHIEF TO GET IT BACK DONT NEED E275 TO COME BACK OUT
07/29/20 @16:47:16	MISC		MJ4066	BC271 ,LAKE TO CMD...TAKING A COUPLE OF RAIL ROAD RP ON FB199 AND EXPECT UNDERSIDE OF TRACKS
07/29/20 @16:47:17	SPECL		DJ7802	E273
07/29/20 @16:47:20	SUGG		RWUNIT	DS35 A7: E273+ { 7:27}
07/29/20 @16:47:22	ASSG		SM6939	E273 [05.1] (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #PD6696 #HA2635 #JA1384 #SJ6389
07/29/20 @16:47:22	UPDATE		SYSTEM	Paged: E273
07/29/20 @16:48:08	ENROUT			E273 [00:46] CODE 2
07/29/20 @16:48:08	ENROUT			E273 CODE 3
07/29/20 @16:49:32	MISC		MJ4066	BC271 ,CMD TO EAST..E273 IS COMING OVER TO TAKE OVER PUMPING OPERATION IF YOU WANT TO GET READY
07/29/20 @16:49:52	ENROUT			E273 CODE 2
07/29/20 @16:50:26	MISC		MJ4066	BC271 ,CMD TO EAST..CONFIRM BEST ACCESS FOR E273 IS MAIN ENTRANCE OF MILL AND RIO SALADO TAKE NORTH TO WATER FRONT THEN WEST
07/29/20 @16:53:30	MISC		MJ4066	BC271 ,EAST TO HAZ...WE ARE SHUTTING DOWN HYDRANT AND TURNING OFF LINE IF U CAN HOLD OFF MAKE ENTRY TIL E273 MAKES IT OS..COPY
07/29/20 @16:54:36	MISC		MJ4066	BC271 ,EAST TO HAZ...RUN OFF THAT WAS GOING INTO NORTH DRAIN ON NORTH SIDE OF MEDIAN HAS STOPPED W/F34 GONE ..MINIMAL DAMING TO DO
07/29/20 @17:00:58	MISC		BC0161	.C957N/HAZ--VALVE ON BOTTOM OF RAILCAR IS INTACT, USE VAC TRUCK TO OFFLOAD SOME
07/29/20 @17:01:53	AOR			BC7
07/29/20 @17:01:54	MISC		BC0161	.FS 4 EQUIPMENT WILL BE GOING AVAILABLE AS THEY ASSEM
07/29/20 @17:03:17	EXPOS			BC7 CD5187 GB6434 .Other, ALL PRODUCTS OF COMBUSTION W/ MULT RAIL CARS AND RAIL TIES ON FIRE, 10 HRS OF EXPOSURE
07/29/20 @17:04:15	STAGED			E273 [16:53]

07/29/20 @17:05:42	AOR			E276
07/29/20 @17:07:46	ONSCNE			E273
07/29/20 @17:08:07	MISC		BC0161	,HAZ/E284--D/C MEDICAL, COME FORWARD W/METERS AND TURNOUTS
07/29/20 @17:10:20	MISC		KT8933	,RELEASING E32
07/29/20 @17:11:21	SECMEM		BC0161	E604 NORTH
07/29/20 @17:11:21	SECMEM		BC0161	E61 NORTH
07/29/20 @17:11:26	ONSCNE		BC0161	E61
07/29/20 @17:11:26	ONSCNE		BC0161	E604
07/29/20 @17:11:34	MISC		KT8933	,NORTH TO CMD KEEP E604 E61 EVERYONE ELSE GOING AVAIL AS THEY ASSEMBLE, AND E286
07/29/20 @17:13:18	MISC		BC0161	,EAST/CMD--TRANSFERRED TO E273, EST WATER SUP AND MAKING HOSE CONNECTIONS, WILL ADV WHEN READY TO SUPPORT ENTRY OP
07/29/20 @17:13:31	SECCLR		BC0161	E278 EAST
07/29/20 @17:13:39	SECTOR		BC0161	E273 EAST
07/29/20 @17:14:59	SPECL		DJ7802	M276
07/29/20 @17:14:59	SUGG		RWUNIT	DS38 A7: M276{ :29}
07/29/20 @17:15:01	ASSG		RN1230	M276 [00.2] (NLS/ALT/AMB/PMT) #SB1939 [REDACTED] #MJ2504 [REDACTED]
07/29/20 @17:15:01	PARQST		SYSTEM	Ambulance dispatch message sent to PMT
07/29/20 @17:15:01	UPDATE		SYSTEM	Paged: M276
07/29/20 @17:15:46	STAGED			M276 [00:45]
07/29/20 @17:16:28	MISC		BC0161	,C957N/HAZ--GETTING SET UP FOR VAC OPERATION, WILL NOT START OP TIL HAZ SECTOR HAS A CREW IN PLACE...ETA 10 MIN
07/29/20 @17:16:39	SECMEM		BC0161	E232 WEST
07/29/20 @17:16:53	MISC		BC0161	,EAST SECT TO CMD...READY TO SUPPORT OPERATIONS
07/29/20 @17:17:13	SECMEM		BC0161	M276 HAZ
07/29/20 @17:17:19	ONSCNE		BC0161	M276
07/29/20 @17:17:45	ONSCNE		BC0161	E232
07/29/20 @17:18:01	MISC		BC0161	,E241 TRANSFERRING WEST SECT TO E232
07/29/20 @17:18:31	AOR			M271
07/29/20 @17:19:17	CLEAR			E29
07/29/20 @17:20:19	MISC		BC0161	,07/29/20 17:20:05 Message To: #000 TRO From: DS37
07/29/20 @17:20:19	MISC		BC0161	, HAVE A CITIZEN ON THE LINE ASKING IF SHE CAN COME GET HER CAR

07/29/20 @17:20:19	MISC		BC0161	.WHICH IS PARKED IN THE WEST PARKING LOT RIGHT OFF OF RIO SALADO PW. SHE HAD TO LEAVE IT WHEN THE TRAIN CRASHED / FIRE STARTED
07/29/20 @17:21:30	EXPOS			E278 KL8659 [REDACTED] WK0414 [REDACTED] IT1485 [REDACTED] FV2506 [REDACTED] .Other, TRAIN DERAILMENT. LEAKING RAIL CAR. MULTIPLE CARS BURNING TOO.
07/29/20 @17:22:43	MISC		BC0161	. CONTACT NUMBER FOR [REDACTED] (OWNER OF VEH): 480 [REDACTED]
07/29/20 @17:22:43	MISC		BC0161	.07/29/20 17:22:38 Message To: #000 TRO From: DS37
07/29/20 @17:25:53	CLEAR			E278
07/29/20 @17:26:13	MISC			RM50 #F20287830 RMFAC {4247 N 32ND ST ,PHX} [STATION 12]
07/29/20 @17:28:07	MISC		BC0161	.C957N/HAZ--5-10 MIN ETA TO BEING READY
07/29/20 @17:31:45	EXPOS			E241 DJ2986 [REDACTED] SL1933 [REDACTED] CJ1882 [REDACTED] JR1947 [REDACTED] .Wood Products,2 HRS LITE SMOKE
07/29/20 @17:32:16	MISC		BC0161	.E277 ONDECK TO RELIEVE E284--BRING UP METERS AND TURNOUTS
07/29/20 @17:38:05	MISC		BC0161	.21% OXYGEN, ZERO READINGS ON EVERYTHING ELSE
07/29/20 @17:39:03	MISC		BC0161	.MAKING CONNECTION TO TANKER CARS NOW. WILL BE MOVING CARS SHORTLY
07/29/20 @17:40:57	MISC		BC0161	.C957N/HAZ--AREA LOOKS GOOD ON RECON, GETTING A COUPLE ADAPTERS AND THEN WILL GO BACK TO CARS TO START
07/29/20 @17:41:26	MISC		BC0161	.LAKE/CMD--BOTH RAIL CAR DISCONNECTED FRM LUMBER, MOVED ABOUT 12FT, WORKING ON GETTING CARS BACK ON THE TRACKS, FB199 WILL BE GOING AVAILABLE
07/29/20 @17:41:42	CLEAR			E4
07/29/20 @17:41:56	CLEAR			E32
07/29/20 @17:42:44	EXPOS			E4 GG1072 [REDACTED] ZN9564 [REDACTED] BD5076 [REDACTED] GH1249 [REDACTED] .Other, CYCLOHEXONON
07/29/20 @17:43:34	MISC		BC0161	.SQ44/HAZ--GETTING READY TO MOVE A PILLAR ON THE WEST SIDE, BE READY IN CASE THE CAR SHIFTS
07/29/20 @17:44:35	AOR		MESCAD	BC202
07/29/20 @17:44:48	MISC		BC0161	.LAKE/CMD--FIRE WATCH ON BURNED CAR TO THE NORTH, NO WHEELS OFF THE BACK OF IT, UNITS IN NORTH SECT WILL BE RESPONSIBLE FOR WATCHING IT
07/29/20 @17:45:09	ASSGER			CDC CODE 3 (NLS/CMD/CVS/FDO/LAV/PDV/PHX/PSC/SHF/WTF/XPC/SAF) #HT1103 [REDACTED] #FT5853 [REDACTED]
07/29/20 @17:45:09	DWARN			Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @17:45:09	UPDATE		SYSTEM	Paged: CDCA CDCB CDCC CDCAF CDCBF DC4
07/29/20 @17:45:12	ENROUT			CDC CODE 2
07/29/20 @17:45:44	AOR			E38
07/29/20 @17:49:26	CLEAR		SM6939	E16

07/29/20 @17:51:56	MISC		BC0161	.PULLING THE PILLAR
07/29/20 @17:52:18	SECCLR		BC0161	RH1 STAGE
07/29/20 @17:53:12	MISC		BC0161	.C957N/HAZ--2 RPS FRM UNION PACIFIC AND 4 FROM E284 GOING IN NOW
07/29/20 @17:56:59	CLEAR			HM4
07/29/20 @17:57:06	AOR			E241
07/29/20 @17:57:45	MISC		BC0161	.HAZ/C957N--GOOD PROGRESS, HAD TO ADD A COUPLE ADAPTERS, ABOUT TO MAKE CONNECTION TO START SUCTION
07/29/20 @17:58:32	EXPOS			HM4 SS2364 [REDACTED] .Hydrocarbons/Paints/Solvents,HAZMAT RAIL
07/29/20 @18:01:26	MISC			RM50 .#F20287870 RMFAC {403 E HATCHER RD ,PHX} [FS 7]
07/29/20 @18:03:36	SECTOR		BC0161	E232 WEST
07/29/20 @18:05:17	CLEAR			E199
07/29/20 @18:08:08	CLEAR		BC0161	FB199
07/29/20 @18:10:00	ONSCNE		NL1233	CDC [24:51] (19:00:49)
07/29/20 @18:10:08	MISC		BC0161	.C957N/HAZ-- MADE CONNECTIONS, HAVE EXITED, USED BACK UP LINE FOR GROSS DECON
07/29/20 @18:11:00	MISC		BC0161	.HAZ/C957N--AIR? WILL NEED TO SWITCH OUT.
07/29/20 @18:11:16	CLEAR		BC0161	L4
07/29/20 @18:11:40	MISC		BC0161	.E277 RELIEVING E284 AND WILL ASSIST W/PUMPING OPERATIONS
07/29/20 @18:14:52	EXPOS			L4 FS5083 [REDACTED] UR5173 [REDACTED] RX7356 [REDACTED] HA1033 [REDACTED] .Other,CYCLOHEXANONE LEAK AND RAIL ROAD TIES LUMBER FIRE
07/29/20 @18:15:03	MISC		BC0161	.C957N/HAZ--TANKER THEY HAVE HERE IS 6,000 GAL, WORKING ON GETTING AN OTHER ONE TO SCENE IN CASE A SECOND IS NEEDED.
07/29/20 @18:15:38	MISC		BC0161	.PUMPING IS IN PROGRESS
07/29/20 @18:17:27	MISC		BC0161	.WEST/CMD--SMALL FLARE UP ON RAILROAD CAR W/LUMBER. ABLE TO HANDLE? AFFIRM
07/29/20 @18:17:58	MISC		BC0161	.SQ8 WILL TAKE OVER ONDECK FOR HAZARD
07/29/20 @18:18:38	MISC		BC0161	.2ND TANKER IS NOW OS
07/29/20 @18:22:12	ONSCNE			E286
07/29/20 @18:22:15	MISC		BC0161	.C957N/HAZ--PAUSED MOMENTARILY, WILL NOTIFY WHEN RESUMED
07/29/20 @18:23:26	EXPOS			E4 GG1072 [REDACTED] CC6436 [REDACTED] BD5076 [REDACTED] DC6996 [REDACTED] .Other,TRAIN DERAILMENT WITH SEVERAL CHEMEICALS INVOLVED
07/29/20 @18:24:58	AOR			C958F
07/29/20 @18:25:40	MISC		BC0161	.C957N/HAZ--VACUUM SEAL ON TANKER, WILL NEED TO GO BACK TO WEST SIDE TO RIGHT THE CAR LEAVING HOSES ATTACHED, NO LEAKS CURRENTLY

07/29/20 @18:27:25	MISC		BC0161	.ANY NEED FOR PROTECTION LINE/READINGS?? NEG, NO ONE OPERATING IN AREA, LEAK OBVIOUSLY STOPPED, GOOD FOAM LAYER ON IT AND ZERO READINGS
07/29/20 @18:28:01	MISC		BC0161	.CMD/HAZ--GOOD WITH CREWS ASSIGNED, WILL JUST BE REAPPLYING FOAM BLANKET UNTIL TANKER IS UPRIGHTED
07/29/20 @18:31:18	MISC		BC0161	.EAST/CMD--WEST SECT WONT BE ABLE TO MAKE ACCESS TO FLARE UP, EAST IS GOING TO ATTEMPT
07/29/20 @18:31:38	MISC		BC0161	.HAZ SECT IS OKAY W/EAST SECT FLOWING WATER
07/29/20 @18:33:45	AOR		LK8178	C2758
07/29/20 @18:38:24	MISC		BC0161	.FLARE UP ON OTHER SIDE ON TOP? AFFIRM GOOD KNOCK DOWN, HAVE ANOTHER FLARE UP ON THE UNDER NEATH, UNABLE TO GET TO IT WITHOUT ENTERING HOT ZONE
07/29/20 @18:38:35	EXPOS			E32 DR2372 WL1452 ZA7010 JR6888 .Other, CYCLOHEXANONE
07/29/20 @18:39:31	MISC		BC0161	.D/C HOSE, CLEAN UP GUYS GOING TO PLACE SAND BAGS
07/29/20 @18:41:45	MISC		BC0161	.HAZ/CMD-- VACUUM ON CONTAINER, LEAK STOPPED TEMPORARILY, GOING TO START WORKING ON WEST SIDE C957S AND SQ44 WILL BE ASSISTING/MONITORING DURING UPRIGHTING OF THE CAR
07/29/20 @18:42:19	MISC		BC0161	.GOING TO START FOAMING AGAIN
07/29/20 @18:42:49	UPDATE		BC0161	CDC
07/29/20 @18:42:50	CLEAR			E286
07/29/20 @18:44:59	MISC		BC0161	CDC RESET BLINK NOTIFICATION .UNK LOCATION
07/29/20 @18:50:16	SECTOR		BC0161	C957S WSTHAZ
07/29/20 @18:50:20	SECMEM		BC0161	SQ44 WSTHAZ
07/29/20 @18:51:47	AOR		EL2410	BC271
07/29/20 @18:52:22	MISC		BC0161	.WEST HAS SOME KNOCKDOWN, STARTING TO HAVE SOME SMOKE PRODUCTION, WORKING ON KNOCKING THAT DOWN
07/29/20 @18:52:28	DWARN		EL2410	Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @18:52:28	UPDATE		SYSTEM	Paged: C271 C2732 TMPCHF
07/29/20 @18:52:28	ASSGOS		EL2410	BC271 (NLS/CAM/CMD/DTS/SAF/TMP/XTC)
07/29/20 @18:52:31	CMDONS		EL2410	BC271
07/29/20 @18:52:50	EXPOS			LT273 DG7004 SJ6389 MM4006 BB1506 .Hydrocarbons/Paints/Solvents, STAGED.GOT SMOKE EXPOSURE
07/29/20 @18:53:34	AOR		EL2410	BC271
07/29/20 @18:54:01	ASSGOS		EL2410	BC271 (NLS/CAM/CMD/DTS/SAF/TMP/XTC)
07/29/20 @18:54:01	DWARN		EL2410	Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/29/20 @18:54:01	UPDATE		SYSTEM	Paged: C271 C2732 TMPCHF

07/29/20 @18:54:03	CMDONS		EL2410	BC271
07/29/20 @18:54:53	MISC		BC0161	.EAST HAS D/C'D HOSE LINE
07/29/20 @18:55:15	AIQ			E61
07/29/20 @18:56:59	AOR			BC5
07/29/20 @19:03:04	ENROUT			E277 CODE 2
07/29/20 @19:03:06	ONSCNE			E277 [12:46]*
07/29/20 @19:07:01	SECTOR		OZ1226	E273 EVAC
07/29/20 @19:07:44	AOR			E604
07/29/20 @19:07:52	MISC		BC0161	.WORKING ON RELIEF CREWS, E284 AND SQ8 WILL BE GOING HOME
07/29/20 @19:08:43	SPECL		KT8933	AHT AHE AHT AHE .2 HAZ UNITS PER CMD ON A2
07/29/20 @19:08:48	SUGG		RWUNIT	DS35 A7: E4+{ 12:37} HM258{ 23:54} E258+{ 23:55}? HM41{ 28:05} E41+{ 28:05}
07/29/20 @19:09:27	HOLD		HS7803	Special Call
07/29/20 @19:10:08	SUGG		RWUNIT	DS35 A7: E4+{ 12:37} E205+{ 17:24}? HM258{ 23:54} E258+{ 23:55}?
07/29/20 @19:10:11	RELREQ		HS7803	ALL
07/29/20 @19:10:19	ADDREQ		HS7803	E183 HM183 E41 HM41
07/29/20 @19:10:19	SUGG		RWUNIT	DS35 A7: E41+{ 28:05} HM41{ 28:05} E183+{ 29:58} HM183{ 29:58}
07/29/20 @19:10:27	ASSG		HS7803	E41 [25.3] (ALS/AHC/AHT/CAM/CBF/CSU/ENG/MPW/PMP/TOX/XPE/CAF) #GS6015 [REDACTED] #LJ5921 [REDACTED] #NB6805 [REDACTED] #DM2791 [REDACTED]
07/29/20 @19:10:27	ASSG		HS7803	HM41 [25.3] (NLS/AHE/XPH)
07/29/20 @19:10:27	ASSG		HS7803	E183 [28.2] (ALS/AHT/CAM/CSU/ENG/MPW/PMP/SNK) #FD8054 [REDACTED] #TL7471 [REDACTED] #HM0163 [REDACTED] #RS8299 [REDACTED]
07/29/20 @19:10:27	ASSG		HS7803	HM183 [28.2] (NLS/AHE/UAC) #FD8054 [REDACTED] #TL7471 [REDACTED] #HM0163 [REDACTED] #RS8299 [REDACTED]
07/29/20 @19:10:27	UPDATE		SYSTEM	Paged: E183
07/29/20 @19:10:27	UPDATE		SYSTEM	Paged: C1899
07/29/20 @19:11:51	ENROUT			E183 [01:24] CODE 3
07/29/20 @19:12:04	UPDATE		BC0161	E41
07/29/20 @19:12:06	UPDATE		BC0161	HM41
07/29/20 @19:12:19	ENROUT			E41 [01:52] CODE 3

07/29/20 @19:12:34	UPDATE			BC0161	HM183
07/29/20 @19:12:37	UPDATE			BC0161	HM41
07/29/20 @19:13:05	ENROUT				HM41 [02:38] CODE 3
07/29/20 @19:13:18	ENROUT				HM183 [02:51] CODE 3
07/29/20 @19:18:29	AOR			NL1233	C2700
07/29/20 @19:25:02	STAGED				RH101
07/29/20 @19:25:23	ONSCNE				RH101
07/29/20 @19:27:38	MISC			BC0161	.GETTING READY TO UPRIGHT RAIL CAR
07/29/20 @19:32:40	SECCLR			BC0161	RH101 NORTH
07/29/20 @19:36:01	SECTOR			BC0161	E273 EAST
07/29/20 @19:37:45	MISC			BC0161	.G LOT THIS AM. WONDERING HOW TO COORDINATE TO GET HIS CALL. ADVISED HIM SOMEONE ON SCENE WOULD BE CALLING SHORTLY
07/29/20 @19:37:45	MISC			BC0161	██████████ ██████████ ██████████ BLACK SUBURA OUTBACK IN "SHUT DOWN" PARKIN
07/29/20 @19:37:45	MISC			BC0161	.07/29/20 19:37:24 Message To: #7000 TRO From: DS53
07/29/20 @19:43:41	AOR			MESCAD	EDC
07/29/20 @19:44:11	ONSCNE				HM41 [33:44]
07/29/20 @19:51:07	ONSCNE			BC0161	E41 [40:40]
07/29/20 @19:51:16	ONSCNE			BC0161	HM183 [40:49]
07/29/20 @19:51:16	ONSCNE			BC0161	E183 [40:49]
07/29/20 @20:08:29	MISC			BC0161	.RAIL CAR UPRIGHTED, LEAK SECURED
07/29/20 @20:08:46	ENROUT				CRV201 CODE 3
07/29/20 @20:09:00	MILE	LS		BC0161	(LS) .PER HAZ SECT, RAILCAR IS UPRIGHT
07/29/20 @20:09:00	MILE	UC		BC0161	(UC) (20:21:07)
07/29/20 @20:09:16	ONSCNE			BC0161	CRV201 [13:53]*
07/29/20 @20:12:25	CLEAR				SQ8
07/29/20 @20:14:25	MISC			BC0161	.RELEASING E277 E272 HM272
07/29/20 @20:16:22	CLEAR				E284
07/29/20 @20:18:16	CLEAR				HM284
07/29/20 @20:18:39	AIQ			BC0161	RM50
07/29/20 @20:21:07	TIMERX				

07/29/20 @20:34:49	CLEAR			HM272
07/29/20 @20:39:25	CANONS			M276
07/29/20 @20:42:20	CLEAR			E277
07/29/20 @20:52:17	AOR			SO1
07/29/20 @20:53:12	MISC		RN1230	.SQ44/HAZ-CLEARING SPOT ON WEST SIDE OF CAR ON BRIDGE, CRANE IN TO LIFT THAT OVER AND PUT ON OTHER SIDE, 1 HR OUT
07/29/20 @20:54:10	MISC		RN1230	.C957S/HAZ- ANOTHER RAIL CAR THAT STILL ON THE GROUND, JSOUTH OF, ANOTHER ONE THEY WILL DRAG
07/29/20 @20:54:45	CLEAR			E272
07/29/20 @21:04:50	CLEAR			E41
07/29/20 @21:05:11	RADINF		KB5076	Radio Info: STAY AWAY FROM ANY DERAILED CARS .LEVEL 2 STG RIO SALADO/MILL-CH A2 --> STAY AWAY FROM ANY DERAILED CARS
07/29/20 @21:05:12	MISC		RN1230	.FLARE UPS ON PALLETS NEAR EAST SECTOR
07/29/20 @21:05:13	CLEAR			E183
07/29/20 @21:06:02	MISC		RN1230	.FIRE WATCH AT 2230
07/29/20 @21:06:48	AOR			U277
07/29/20 @21:08:40	MISC		KB5076	.2 HOUR FIRE CHECKS BEGIN AT 2230 ALTERNATE BETWEEN TEMPE STATIONS PER CMD
07/29/20 @21:09:22	CHANGE		KB5076	TXT1: --> DDD DO NOT CLOSE WITHOUT CMD OK
07/29/20 @21:09:31	CHANGE		KB5076	TXT1: DDD DO NOT CLOSE WITHOUT CMD OK --> DO NOT CLOSE WITHOUT CMD OK
07/29/20 @21:10:26	CHANGE		RN1230	TXT1: DO NOT CLOSE WITHOUT CMD OK --> DDD DO NOT CLOSE WITHOUT CMD OK
07/29/20 @21:13:16	CLEAR			HM183
07/29/20 @21:13:49	CLEAR			E273
07/29/20 @21:13:51	AOR			BC2
07/29/20 @21:13:53	ASSGOS		KB5076	TRUCK8 (NLS)
07/29/20 @21:13:53	DWARN		KB5076	Warn: REHAB \$** ACTTVATE PHOENIX ALL CALL
07/29/20 @21:13:57	MISC		RN1230	PLAN WITH HAZARD AND OTHER PARTIES OS TO STOP OPS FOR THE EVEN ING. ALL UNITS GOING AVAIL AND WILL HAVE FIRE WATCH STARTING AT 2230 AND GOING EVERY 2 HOURS
07/29/20 @21:13:59	AOR			CDC
07/29/20 @21:14:09	CHANGE		RN1230	TXT1: DDD DO NOT CLOSE WITHOUT CMD OK --> DDD DO NOT CLOSE W/O BRIDGE OK
07/29/20 @21:14:40	MISC		RN1230	.CALL IS GOING TO STAY OPEN THROUGHOUT THE NIGHT AND THE FIRE WATCHING WILL JUST HAVE A UNIT SC'D TO THIS ORIGINAL CALL, NO NEW ACTIVITIES OR LATERS PUT IN FOR THE FIRE WATCHES
07/29/20 @21:15:34	MILE	XCM	RN1230	(XCM)
07/29/20 @21:17:59	CLEAR			RH101

07/29/20 @21:27:19	AOR			BC1
07/29/20 @21:33:53	AIQ			HM41
07/29/20 @21:37:53	CLEAR			BC271
07/29/20 @21:45:17	CLEAR			E232
07/29/20 @21:49:10	AIQ			C957N
07/29/20 @21:51:57	AOR			C957S
07/29/20 @21:57:49	AIQ		KB5076	C271
07/29/20 @22:00:01	AIQ		KB5076	FRBD07
07/29/20 @22:00:35	AIQ		KB5076	RH1
07/29/20 @22:01:22	AIQ		KB5076	C272
07/29/20 @22:02:00	CROSS		AR9590	#F20288163
07/29/20 @22:02:03	AIQ		KB5076	C2751
07/29/20 @22:03:12	CLEAR			SQ44
07/29/20 @22:03:33	AOR		MESCAD	CRV201
07/29/20 @22:04:05	EXPOS			SQ44 HW1087 KS2881 NA6893 NG5556 BC2015 .Other,RAILROAD TIES/ CREOSOTE, CYCLOHEANONE FUMES
07/29/20 @22:11:12	AIQ		KB5076	MESCRV
07/29/20 @22:18:44	AIQ		KB5076	DPS271
07/29/20 @22:27:52	ASSGOS		KB5076	E276 (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #WB7366 #CJ6857 #MJ1828 #MD1970 .FOR SCHEDULED FIRE CHECK
07/29/20 @22:27:52	DWARN		KB5076	Wam: REHAB \$** ACTTVATE PHOENIX ALL CALL.
07/29/20 @23:34:27	AOR			E276
07/30/20 @00:31:06	SPECL		SB8180	E273 .CK FIRE OUT
07/30/20 @00:31:08	SUGG		RWUNIT	DS35 A7: E273+{ 7:27}
07/30/20 @00:31:09	ASSG		WG7797	E273 [05.1] (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #PD6696 #HA2635 #JA1384 #SJ6389
07/30/20 @00:31:09	UPDATE		SYSTEM	Paged: E273
07/30/20 @00:32:27	UPDATE		HJ1823	E273

07/30/20 @00:32:48	ENROUT			E273 [01:39] CODE 2
07/30/20 @00:48:48	ONSCNE			E273 [17:39]
07/30/20 @01:20:59	MISC		HJ1823	.ALL GATES LOCKED COMING IN AND GOING FROM SCENE GATE CODE 2700
07/30/20 @01:29:34	CLEAR			E273
07/30/20 @01:36:52	SPECL		RC7599	E271/C3 .UPRR REP SAYS A TRAIN CAR STARTING ON FIRE AGAIN
07/30/20 @01:36:56	SUGG		RWUNIT	DS38 A7: E271+{ 3:21}
07/30/20 @01:36:59	ASSG		RT8455	E271 [02.2] CODE 3 (ALS/CAM/CBF/CSU/ENG/FAN/MPW/PMP) #PS7282 [REDACTED] #BA0323 [REDACTED] #KM1784 [REDACTED] #MA1972 [REDACTED]
07/30/20 @01:36:59	UPDATE		SYSTEM	Paged: E271
07/30/20 @01:37:41	ENROUT			E271 [00:42] CODE 3
07/30/20 @01:42:00	MISC		HJ1823	.UPRR REPS ON SCENE REPORTING A TRAIN CAR STARTING ON FIRE AGAIN
07/30/20 @01:42:00	MISC		HJ1823	.07/30/20 01:41:45 Message To: #7000 TRO From: DS31
07/30/20 @01:48:03	MISC		HJ1823	E271 RESET BLINK NOTIFICATION .SR
07/30/20 @01:48:23	ONSCNE			E271 [11:24]
07/30/20 @01:55:50	MISC		HJ1823	.E271/ALM,OS JUST A SMOLDER RAIL CAR NO ACTIVE FIRE, HIT HOT SPOTS
07/30/20 @02:36:55	MISC		HJ1823	.E271/ALM, HIT ALL HOTSPOTS, GOING AVAIL
07/30/20 @02:44:30	AOR			E271
07/30/20 @02:49:06	EXPOS			E271 PS7282 POPATIA, SCOTT BA0323 [REDACTED] KM1784 [REDACTED] MA1972 [REDACTED] .Other,FIRE WATCH. HIT HOT SPOTS ON RAIL CAR WITH STACKS OF WOOD ON IT.
07/30/20 @03:02:18	SPECL		SB8180	E275
07/30/20 @03:02:19	SUGG		RWUNIT	DS38 A7: E275+{ 3:42}
07/30/20 @03:02:35	ASSG		AR9590	E275 [02.1] (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #TH5203 [REDACTED] #WC1385 [REDACTED] #HZ0327 [REDACTED] #HD9259 [REDACTED]
07/30/20 @03:02:35	UPDATE		SYSTEM	Paged: E275
07/30/20 @03:04:01	UPDATE		HJ1823	E275
07/30/20 @03:04:44	ENROUT			E275 [02:09] CODE 2
07/30/20 @03:07:52	MISC		HJ1823	.07/30/20 03:07:24 Message To: #7000 TRO From: DS45
07/30/20 @03:07:52	MISC		HJ1823	.775-526-9865 ADVISED FLAMES SEEN IN SAME STOP AS EARLIER ON RAILROAD B5
07/30/20 @03:07:52	MISC		HJ1823	.RIDGE ACCESSIBLE FROM SHORE.

07/30/20 @03:11:05	ONSCNE			E275 [08:30]
07/30/20 @04:03:50	AOR			E275
07/30/20 @05:30:35	SPECL		BE0160	E274
07/30/20 @05:30:39	SUGG		RWUNIT	DS35 A7: E274+{ 9:20}
07/30/20 @05:30:40	ASSG		WG7797	E274 [05.6] (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #SM0324 [REDACTED] #FP3097 [REDACTED] #DJ0107 [REDACTED] #BJ8536 [REDACTED]
07/30/20 @05:30:40	UPDATE		SYSTEM	Paged: E274
07/30/20 @05:34:38	ENROUT		RT0201	E274 [03:58]
07/30/20 @05:37:50	ENROUT			E274 CODE 2
07/30/20 @05:53:54	ONSCNE			E274 [23:14]
07/30/20 @06:57:53	DWARN		HJ1823	Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/30/20 @06:57:53	ASSGOS		HJ1823	C278 (NLS/DTS) #AM0040 [REDACTED]
07/30/20 @06:58:01	DWARN		HJ1823	Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/30/20 @06:58:01	UPDATE		SYSTEM	Paged: MESNOT
07/30/20 @06:58:01	ASSGOS		HJ1823	CRV201 (NLS)
07/30/20 @07:00:41	MISC		HJ1823	.C278CLLD TO DISPATCH CRV201, CRV201 WAS ALREADY THERE. DID NOT CONFIRM WITH C278 IF HE NEEDED TO SHOW OS, NO ANSWER AT CELL PHONE CB. ADDED OS PER SUPV
07/30/20 @07:13:32	AOR			E274
07/30/20 @07:17:11	SPECL		PM2241	ENG .FLARE UP PER PD ON SCENE
07/30/20 @07:17:14	SUGG		RWUNIT	DS38 A7: LT276+{ :41}
07/30/20 @07:17:24	UPDATE		SYSTEM	Paged: L276
07/30/20 @07:17:24	ASSG		BE0160	LT276 [00.1] (ALS/CAM/CSU/DIV/ENG/EXT/FAN/HEX/LAD/MPW/PMP/TRT/XLT) #DJ6990 [REDACTED] #BJ7835 [REDACTED] #MP0325 [REDACTED] #SK1175 [REDACTED]
07/30/20 @07:17:52	ENROUT			LT276 [00:28] CODE 2
07/30/20 @07:19:27	RECALL		LS5764	LT276 .PER C278
07/30/20 @07:19:34	AOR			LT276
07/30/20 @07:21:06	MISC		LS5764	.HAVE LUMBER THAT WILL BE SMOLDERING ALL DAY, WELL CONTAINED, NO EXP, IF PD CALLS FOR FLAREUPS CAN DISREGARD. THEY HAVE IT HANDLED
07/30/20 @07:22:26	MISC		LS5764	.WILL HAVE PD MEET YOU AT COMMAND VAN
07/30/20 @07:22:26	MISC		LS5764	.07/30/20 07:20:40 Message To: #7000 TRO From: DS47
07/30/20	MISC		LS5764	.C278 TRANSITIONING TO CRV201

@07:23:18					
07/30/20 @07:37:55	MISC		LS5764		.LUMBER CAR ON BRIDGE ON FIRE AGAIN.
07/30/20 @07:38:01	CMDONS		LS5764	C278	
07/30/20 @07:38:16	SPECL		LS5764	ENG	.WEST SIDE RAIL BRIDGE ACCESS RIO SOLADO
07/30/20 @07:38:23	SUGG		RWUNIT		DS38 A7: E276+{ :29}
07/30/20 @07:38:32	UPDATE		SYSTEM		Paged: E276
07/30/20 @07:38:32	ASSG		BE0160		E276 [00.2] (ALS/CAM/CBF/CSU/ENG/MPW/PMP) #WB7366 #CJ6857 #MJ1828 #MD1970
07/30/20 @07:38:47	ENROUT				E276 [00:15] CODE 3
07/30/20 @07:40:40	ISR		LS5764		.E276 MADE ACCESS FROM RIO SOLADO, LUMBER CAR ON BRIDGE ON FIRE AGAIN ON THE WEST SIDE RAIL.
07/30/20 @07:40:54	MISC		LS5764		.E276 PLEASE ACCESS FROM THE WEST ON RIO SALADO.
07/30/20 @07:40:54	MISC		LS5764		.07/30/20 07:39:28 Message To: #000 TRO From: DS34
07/30/20 @07:42:47	MISC		LS5764		.CMD-E276...TIGHTLY PACKED LUMBER ON 2 RAIL CARS. SOUTH RAIL CAR, NEED TO ACCESS FROM WEST, HAVE COUPLE PLUGS CAN USE.
07/30/20 @07:46:13	ONSCNE				E276 [07:41]
07/30/20 @07:50:27	MISC		LS5764		.GOT THE HOT SPOT OUT, GOING TO GET EMBERS OUT ON THIS SIDE.
07/30/20 @07:53:56	MISC		LS5764		.E276-CMD..ANY CONCERN WITH WATER RUNNING OFF. ENVIRONMENTAL COMP HAS REQUESTED WE LET THEM KNOW ANYTIME WE FLOW WATER AND THEY ARE AWARE, THINK THIS WILL BE A CHRONIC ISSUE DUE TO HOW TIGHTLY LUMBER IS PACKED, PER CMD
07/30/20 @07:54:24	MISC		LS5764		.E276-CMD..GOING TO MOVE OUR LINE CLOSER FOR BETTER ANGLE, STILL AT A SAFE LOCATION
07/30/20 @07:56:39	ENROUT		MESCAD	CRV201	
07/30/20 @07:56:44	ONSCNE		MESCAD	CRV201 [58:43]	
07/30/20 @07:56:50	MISC		LS5764		.E276-CMD...IF THIS IS CHRONIC ISSUE, SHOULD WE LEAVE OUR HOSE SET UP AND GET WITH SUPPORT SERVICES TO SUPPLY ADDL LINE..CMD AFFIRM, LET ME CHECK WITH SUPPORT SERVICES TO MAKE SURE THEY HAVE ENOUGH SUPPLY LINE
07/30/20 @08:02:09	MISC		LS5764		.CMD-E276..SUPPLY ENROUTE TO YOUR LOCATION, GONNA LOAD IT UP AND BRING TO YOU...COPY, HIT THAT BUNDLE PRETTY GOOD, GONNA SIT AND MAKE SURE NO OTHER FLARE UP. WILL WAIT FOR SUPPORT SERVICES
07/30/20 @08:14:51	MISC		LS5764		.E276-CMD...LOOKS LIKE BUNKS ARE MOSTLY UNDER CONTROL, BUNK IN MIDDLE STARTING TO SMOLDER.
07/30/20 @08:16:17	MISC		LS5764		.CMD-E276...IS CAR YOU WERE SPRAYING ON GROUND OR BRIDGE?...ON BRIDGE, OTHER CAR SMOLDERING IS REALLY LIGHT SMOKE.
07/30/20 @08:30:30	MISC		LS5764		.C2701-CMD. INVESTIGATOR TEAM MAKING WAY DOWN TO WEST SIDE OF SCENE TO BEGIN INVESTIGATION
07/30/20 @08:31:05	ASSGOS		LS5764		C2701 (NLS) #SB9995
07/30/20 @08:31:05	DWARN		LS5764		Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/30/20 @08:37:05	MISC		LS5764		.SUPPORT SERVICES ENROUTE WITH SUPPLY LINE TO YOU E276
07/30/20	SPECL		LS5764		TMPP

@08:38:00				FOR PEDESTRIANS ENTERING THE SCENE
07/30/20 @08:38:00	ASSG			TMPP07 (NLS)
07/30/20 @08:38:00	DWARN			Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/30/20 @08:40:01	ENROUT		PM2241	TMPP07 [02:01]
07/30/20 @08:40:37	MISC		LS5764	.07/30/20 08:40:14 Message To: #7000 TRO From: DS47
07/30/20 @08:40:37	MISC		LS5764	.PD SENDING UNITS OVER
07/30/20 @09:07:27	MISC		LS5764	.CMD-E276...DID SUPPORT MAKE CONTACT...AFFIRM HAVE ALL THE HOSE ON OUR TRUCK, HOOKING UP 1 3/4 THEN WILL LOOK AT NORTH SIDE
07/30/20 @09:28:13	CMDONS			E276
07/30/20 @10:35:55	AIQ		SM6939	C2701
07/30/20 @10:38:24	ASSGER			SO1 CODE 3 (NLS/LWV) #SJ1351 [REDACTED]
07/30/20 @10:38:24	DWARN			Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/30/20 @10:38:27	ONSCNE			SO1 [00:03]
07/30/20 @11:00:26	AOR			E276
07/30/20 @12:02:25	MISC		PK1050	.07/30/20 12:02:16 Message To: #7000 TRO From: DS49
07/30/20 @12:02:25	MISC		PK1050	.TMP PD ADVISED OF BIKES GOING THROUGH SCENE, SENDING TWO UNITS RIGHT N
07/30/20 @12:02:25	MISC		PK1050	.OW
07/30/20 @12:25:33	MISC		PK1050	.07/30/20 12:25:19 Message To: DS36 From: C2700
07/30/20 @12:25:33	MISC		PK1050	.PLEASE SHOW C2701 ON SCENE OF THE DERAILMENT CALL. AND LEAVE C2700 AVAILABLE. THANK YOU.
07/30/20 @12:25:49	ASSGOS		PK1050	C2701 (NLS) #SB9995 [REDACTED]
07/30/20 @12:25:49	DWARN		PK1050	Warn: REHAB \$** ACTIVATE PHOENIX ALL CALL
07/30/20 @13:11:05	CMDONS		DB0095	SO1
07/30/20 @13:12:00	SPECL		DB0095	E272/C2 HM272/C2 C957S/C2 BC2/C2
07/30/20 @13:12:01	SUGG		RWUNIT	DS35 A7: HM272 { 4:53} E272+ { 4:53} C957S { 8:19} BC2 { 8:56} C957N [25:49]
07/30/20 @13:12:56	RELREQ		DJ7802	C957N
07/30/20 @13:12:59	ASSG		DJ7802	E272 [02.2] CODE 2 (ALS/AHC/AHT/CAM/CBF/CSU/ENG/EXT/MPW/PMP/XTE) #RJ9606 [REDACTED] #AG7002 [REDACTED] #JK0913 [REDACTED] #SB0613 [REDACTED]
07/30/20 @13:12:59	ASSG		DJ7802	HM272 [02.2] CODE 2 (NLS/AHE/WT8/XTH)
07/30/20 @13:12:59	ASSG		DJ7802	BC2 [07.0] CODE 2 (NLS/CAM/CMD/FDO/LAV/PBC/PDV/PHX/SOC/SOG/SOP/SOS/XPC/SAF) #SS2973 [REDACTED] #PC2884 [REDACTED]
07/30/20 @13:12:59	UPDATE		SYSTEM	Paged: BC2C E5 SO1 BC2AF BC2CF C957C E8 C957 PEOPD1 C957ND C957SC

07/30/20 @13:12:59	UPDATE		SYSTEM	Paged: E272 C957S
07/30/20 @13:12:59	ASSG		DJ7802	C957S [07:0] CODE 2 (NLS/LWV/NBC/PSO/SOG/SOP/SOS) #TT1401 [REDACTED] [REDACTED]
07/30/20 @13:13:09	ENROUT			C957S [00:10] CODE 3
07/30/20 @13:13:11	ENROUT			C957S CODE 2
07/30/20 @13:14:08	UPDATE		PK1050	HM272
07/30/20 @13:14:09	UPDATE		PK1050	E272
07/30/20 @13:14:14	MISC		PK1050	.07/30/20 13:14:05 Message To: #7000 TRO From: DS31
07/30/20 @13:14:14	MISC		PK1050	.CMD POST IS ON THE EAST SIDE OF THE INCIDENT .CMD ASKS YOU RESPOND THE
07/30/20 @13:14:14	MISC		PK1050	.RE
07/30/20 @13:14:18	UPDATE		PK1050	BC2
07/30/20 @13:14:36	ENROUT			E272 [01:37] CODE 2
07/30/20 @13:15:07	ENROUT			BC2 [02:08] CODE 3
07/30/20 @13:15:12	UPDATE		PK1050	HM272
07/30/20 @13:15:13	ENROUT			HM272 [02:14] CODE 2
07/30/20 @13:30:38	MISC		PK1050	E272 RESET BLINK NOTIFICATION ..
07/30/20 @13:30:46	MISC		PK1050	HM272 RESET BLINK NOTIFICATION ..
07/30/20 @13:32:52	ONSCNE			E272 [19:53]
07/30/20 @13:33:22	ONSCNE			HM272 [20:23]
07/30/20 @13:34:20	ONSCNE			BC2 [21:21]
07/30/20 @13:35:11	ONSCNE		PK1050	C957S [22:12]
07/30/20 @14:28:15	ASSGOS		SD1229	C2704 (NLS)
07/30/20 @14:28:15	DWARN		SD1229	Warn: REHAB \$** ACTTVATE PHOENIX ALL CALL
07/30/20 @14:28:27	AIQ		SD1229	C2701
07/30/20 @14:28:30	AIQ		SD1229	C2704
07/30/20 @14:30:22	MISC		PK1050	.C2701/CMD BOTH FIRE INVESTIGATORS HAVE DEPARTED FOR THE DAY, WILL ADVISE IF WERE GOING BACK OUT
07/30/20 @15:21:28	MISC		MJ4066	.07/30/20 15:21:14 Message To: DS37 From: CRV201
07/30/20 @15:21:28	MISC		MJ4066	.4803266378
07/30/20 @15:24:00	AOR			C957S
07/30/20 @15:29:16	ENROUT			BC2 CODE 3

07/30/20 @15:30:16	AOR			BC2
07/30/20 @15:36:35	EXPOS			BC2 SS2973 [REDACTED] PC2884 [REDACTED] ,Hydrocarbons/Paints/Solvents, TRAIN DERAILMENT MULTIPLE CHEMICALS OFF GASING, ALONG WITH BURNING CREOSTE RAIL TIES
07/30/20 @15:55:14	SPECL		SM6939	E277
07/30/20 @15:55:15	SUGG		RWUNIT	DS35 A7: E277+{ 11:25}
07/30/20 @15:55:23	ASSG		TL0568	E277 [07.8] (ALS/AHC/AHT/CAM/CBF/CSU/ENG/MPW/PMP/XTE) #PT3099 [REDACTED] #TT2779 [REDACTED] #AM1691 [REDACTED] #AB1386 [REDACTED]
07/30/20 @15:55:23	UPDATE		SYSTEM	Paged: E277
07/30/20 @15:56:25	ENROUT			E277 [01:02] CODE 3
07/30/20 @16:00:32	ENROUT			E277 CODE 2
07/30/20 @16:10:30	AOR			E272
07/30/20 @16:19:20	ONSCNE			E277 [23:57]
07/30/20 @18:36:38	AOR			SO1
07/30/20 @18:56:28	MISC		WA0157	.PER DAN W/ TMP FIRE, THEY ARE BREAKING INCIDENT DOWN, UNITS WILL BE GOING AVAIL AND CMD TERM. CAN CLOSE OUT CALL WHEN UNITS GO AVAIL
07/30/20 @19:14:45	AOR		MESCAD	CRV201
07/30/20 @19:46:51	AOV			E277
07/30/20 @19:57:06	AIQ			HM272
07/30/20 @20:00:27	AIQ		LK8178	C278
07/30/20 @20:00:37	AIQ		LK8178	TRUCK8
07/30/20 @20:00:40	CLEAR		LK8178	DEQ000
07/30/20 @20:00:40	CLEAR	CLR	LK8178	TMPP07
07/30/20 @20:00:40	CLOSE		LK8178	
07/30/20 @20:00:40	EPREM		LK8178	.Premise Warning created, * RECENT WORKING INCIDENT AT THIS LOCATION. iiiiiiiiiiiiii* NOTIFY MEMBER OF AHQ MANAGEMENT TEAM. iiiiiiiiiiiiii
07/30/20 @20:00:40	CLEAR		LK8178	TMPP04
07/30/20 @20:00:40	CLEAR		LK8178	UPRR00
07/31/20 @01:21:54	CROSS		BA6927	#F20289629
07/31/20 @04:44:10	CROSS		BA6927	#F20289732
07/31/20 @06:17:59	EXPOS			BC271 CK8436 [REDACTED] WJ5072 [REDACTED] ,Other, TRAIN DERAILMENT, MULTIPLE CHEMICALS AND TREATED LUMBER FOR RR

08/02/20 @13:53:19	EXPOS				E271 NA2182 NR8072 HE7937 NS1943 ,Other, TRAIN DERAILMENT AND FIRE WITH HAZARDOUS MATERIALS
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Exhibit 6. Jurisdictional Law Enforcement Agency - Timeline of Response Activities¹

Notes of this Exhibit –

[1] As the emergency services response to the incident was substantially stabilized (the fire was suppressed, and the scene was deemed under control), the Timeline document presented in this Exhibit was truncated at page 43 (i.e., at approximately 4:00 p.m., on the first day of the emergency services response), rather than include the entire Timeline document that comprised 263 pages, which addressed the emergency services response activities for the entire duration at the scene (i.e., nearly midnight, on August 3).

[2] Personally Identifiable Information (PII) (e.g., names of individuals, personal telephone numbers, etc.) cited in the received documentation has been redacted for considerations of privacy.

¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the Tempe PD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/02/2020.

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

CP 2020-76876

Reported: Jul-29-2020 06:07:33

Incident Location

Address : 80 W RIO SALADO PKWY
Place Name : in TEMPE BEACH PARK
City : TEMPE
District : N Zone : DT RD : 0703

General Information

Report number: 2020-76876
Case Type : ARSON/FIRE Priority : 2
Dispatch : Jul-29-2020 06:07:33
Enroute : Jul-29-2020 06:07:33
At Scene : Jul-29-2020 06:07:33
Cleared : Aug-04-2020 11:49:05
How call received : SELF-INITIATED
Unit ids : #1 - P601 #2 - 1P11 #3 - 5E11
Call taker ID : 22061 [REDACTED]

[REDACTED] at CON08) on 2020-07-29
06:07:39 - GETTING TFD TO RESPOND

[REDACTED] at CON08) on 2020-07-29
06:08:02 - 5E23 LOOKS LIKE ITS THE TRAIN AND
HEAVY RAIL AND BURNING UNDER THE BRIDGE ITSELF

[REDACTED] at CON02) on 2020-07-29 06:08:11 - COMP
ADVG HEAVY RAIL BRIDGE COLLAPSED

[REDACTED] at CON08) on 2020-07-29
06:08:13 - 5E23 CONTACT UNION PACIFIC SEE IF THEY
HAVE ANY ISSUES

[REDACTED] at CON02) on 2020-07-29 06:08:28 - SAID
THIS IS THE SECTION OVER THE RIO CURVE /

[REDACTED] at CON08) on 2020-07-29
06:08:36 - IP11 DO U SEE THE STATUS OF THE BRIDGE
SAYING IT COLLAPSED

[REDACTED] at CON02) on 2020-07-29 06:08:37 - UNK
IF ANYTHING WAS UNDERNEATH IT

[REDACTED] at CON08) on 2020-07-29
06:08:46 - 5E23 LOOKS LIKE IT WAS INTACT IM
ACTUALLY AT SCOTTSDALE WILL BE ENR

[REDACTED] at CON02) on 2020-07-29 06:08:58 -
BRIDGE IS ON FIRE /COMP: COLTON MCKNIGHT
602-526-4655

[REDACTED] at CON08) on 2020-07-29
06:09:01 - P601 LOOKS LIKE IT MIGHT BE 1 OF THE
CARS ON THE HEAVY RAIL BRIDGE SAY ITS HALF WAY
ACROSS THE LAKE

[REDACTED] at CON08) on 2020-07-29

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

CP 2020-76876

Reported: Jul-29-2020 06:07:33

06:09:11 - P601 HOWEVER THERE IS STILL FIRE
BURNING ON THE SS OF THE BRIDGE AS WELL

[REDACTED] at CON08) on 2020-07-29
06:09:41 - P601 NOTIFY LIGHT RAIL AS WELL ITS
CLOSE TO THE BRIDGE

[REDACTED] at CON03) on 2020-07-29
06:10:00 - ANOTHER CALLER 602-821-5701

[REDACTED] at CON08) on 2020-07-29
06:10:01 - P601 THE BRIDGE COLLASPED /LOOKS LIKE
A LOT OF LUMBER

[REDACTED] at CON08) on 2020-07-29
06:10:21 - P601 WILL BE BLKING OFF AT THE
ENTRANCE TO TEMPE BEACH PARK /WILL NEED EB RIO
BLK'D

[REDACTED] at CON08) on 2020-07-29
06:10:31 - P601 YA THIS PRETTY MAJOR

[REDACTED] at CON08) on 2020-07-29
06:10:38 - P49 START A CRASH TRUCK

[REDACTED] at CON08) on 2020-07-29
06:10:48 - 1FD ENR

[REDACTED] at CON08) on 2020-07-29
06:11:11 - P601 LOOKS LIKE A TANKER OF SORT
ACTUALLY SEVERAL CLOSE TO THE FIRE MAY NEED TO
EVACUATE FURTHER

[REDACTED] at CON08) on 2020-07-29
06:11:18 - P601 WILL NEED ASSISTANCE

[REDACTED] at CON02) on 2020-07-29 06:11:35 -
PIO EMAILED

[REDACTED] at CON08) on 2020-07-29
06:11:36 - IPTI GIVE US A FEW WE WILL BE THERE IN
A MIN

[REDACTED] at CON08) on 2020-07-29
06:11:46 - P49 LETS MOVE THIS TO A1 HOT

[REDACTED] at CON08) on 2020-07-29
06:12:27 - IPTI P601 ALMOST AT RIO/MILL WANT ME
TO ENTER PARK FROM THERE?

[REDACTED] at CON03) on 2020-07-29
06:12:44 - TRANSPORTATION MAINT ADV FOR CRASH TK

[REDACTED] at CON08) on 2020-07-29
06:12:48 - IPTI WE ARE COMING IN FROM THE PARK ON
THE SS

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

CP 2020-76876

Reported: Jul-29-2020 06:07:33

[REDACTED] at CON08) on 2020-07-29
06:13:18 - P601 10-4 THERE IS PROBLY A DOZEN CARS
IN THE PLOT HERE AND NOTICE TRAFFIC IS BACKED UP
ON EB RIO E OF LAKESIDE /ALL THOSE VEHS WILL NEED
TO BE MOVED OUT /IP11 STARTING TO HIT 647T ON THE
SS RIGHT NOW

[REDACTED] at CON08) on 2020-07-29
06:13:32 - 5E23 SEE IF WE CAN GET HAZMAT FOR THE
TANKERS THAT FALLEN

[REDACTED] at CON01) on 2020-07-29 06:13:49
- 0611 PIO EMAILED

[REDACTED] at CON08) on 2020-07-29
06:13:49 - P49 UNITS HAZARDOUS CONDITIOINS THERE
EVACUATE WHAT U CAN TILL TFD CAN EVACULATE

[REDACTED] at CON01) on 2020-07-29 06:14:01
- 0612 HRS CRASH TRK ADV

[REDACTED] at CON08) on 2020-07-29
06:14:11 - P49 COMMAND STAFF NOTIFICATION AS WELL

[REDACTED] at CON03) on 2020-07-29
06:14:17 - LIGHT RAIL SECURITY ADVISED

[REDACTED] at CON08) on 2020-07-29
06:14:37 - 5E11 EB CLOSURE AT LAKESIDE DRIVE

[REDACTED] at CON08) on 2020-07-29
06:14:58 - P601 LIGHT RAIL IS ON THE BRIDGE JN OF
1ST THEY ARE STOPPED /JUST UPDATE LIGHT RAIL

[REDACTED] at CON08) on 2020-07-29
06:15:20 - P49 P6001 THEY STILL CLOSE DO WE NEED
TO BACK THEM OUT /I THINK THEY NEED TO REVERSE
THEY ARE CLOSE TO TANKERS UNK WHATS IN THEM

[REDACTED] at CON08) on 2020-07-29
06:15:26 - P601 TFD IS 23 ON FARMER

[REDACTED] at CON08) on 2020-07-29
06:15:33 - P49 ADV LIGHT RAIL

[REDACTED] at CON08) on 2020-07-29
06:15:46 - 5E11 TFD TEAM 23 ON MY SIDE GOING TO
TRY AND GET A COUPLE VEHS BACKED OUT OF THE AREA

[REDACTED] at CON08) on 2020-07-29
06:16:02 - IP23 GET ON THE LIGHT RAIL AND TELL
THEM TO STOP TRYING TO CROSS THE RIVER

[REDACTED] at CON08) on 2020-07-29
06:16:17 - LR2 HE IS ON THE 21 WITH THEM /IP23B
AND 158

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

CP 2020-76876

Reported: Jul-29-2020 06:07:33

[REDACTED] at CON03) on 2020-07-29
06:16:55 - STILL ON 21 W/UPRR - THEY HAVE NOT YET
RECVD REPORTS

[REDACTED] at CON01) on 2020-07-29 06:17:18
- FIRE ADV TO COME UP ON A1 HOT

[REDACTED] at CON08) on 2020-07-29
06:17:46 - P601 P302 TFD IS 23 AT MY 20 AND IM AT
THE ENTRANCE OF BEACH STILL HAVE TRAFIFC AT
ROUNDAABOUT MAYBE BLK WB FROM THERE

[REDACTED] at CON03) on 2020-07-29
06:17:51 - TRYING OBTAIN INFO REF HAZ MATERIALS
- BILL W/UPRR CRITICAL INCIDENT LINE CHECKING
INTO THIS

[REDACTED] at CON08) on 2020-07-29
06:18:10 - IPII ADV CONST CANT LEAVE TILL ASPHALT
TRUCK COVERS SAID ABOUT 10MINS AGO

[REDACTED] at CON02) on 2020-07-29 06:18:10 -
LIGHT RAIL ADVD TO STOP ALL TRAFFIC ON THE LIGHT
RAIL

[REDACTED] at CON08) on 2020-07-29
06:18:22 - SE11 I HAVE LAKESIDE/RIO PREVENTING EB
I GOT THAT COVERED

[REDACTED] at CON08) on 2020-07-29
06:19:10 - IPII GOT MOST OF 647T ON SS OF PARK
THAT CAMP IS STARTING TO GET OUT

[REDACTED] at CON08) on 2020-07-29
06:19:23 - IPII GOING TO SET UP TAPE ON THE
ENTRANCE TO PREVENT STRAGGLERS

[REDACTED] at CON08) on 2020-07-29
06:19:33 - SE11 ANYONE ELSE NEED STREETS THEY ARE
ASKING?

[REDACTED] at CON08) on 2020-07-29
06:19:55 - P49 TO P601 NEED U TO MOVE UR TRUCK
/P601 10-4

[REDACTED] at CON08) on 2020-07-29
06:20:29 - P49 TO UNITS NEED ANYTHING ELSE BLKD
OFF ANYONE HAVE TRAFIFC OR PEDS ANYWHERE /SE11 I
HAVE THE CRASH TRUCK JUST NEED TO KNOW WHERE THEY
NEED TO GO

[REDACTED] at CON03) on 2020-07-29
06:20:54 - FIRE CALLED UPRR ALREADY ABOUT THE
FIRE 8-10 CARS ON FIRE /MADONNA W/UPRR WILL BE
RESEARCHING THE MATERIALS ON BOARD AND WILL EMAIL
TO DISPATCH@TEMPE.GOV

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[REDACTED] at CON08) on 2020-07-29
06:21:00 - P49 NEED HARD CLOSURE AT ASH
ROUNDAABOUT SOMEONE THAT IS W ON RIO FROM ASH CAN
U ADV WHERE GOOD CLOSURE THERE IS /5E11
RIO/LAKESIDE HARD CLOSURE FROM STREETS

[REDACTED] at CON08) on 2020-07-29
06:21:12 - P302 WE ARE AT THE ROUNDAABOUT HAVE IT
BLK OFF TILL STREETS CAN GET HERE

[REDACTED] at CON08) on 2020-07-29
06:21:32 - 5E11 GOT CRASH TRUCK HEADED TO ROUND
ABOUT TO HELP P0302

[REDACTED] at CON08) on 2020-07-29
06:22:15 - LR2 IM 23 ON THE NS OF THE BRIDGE U
NEED ME ANYWHERE ELSE /P49 NEED 10-8 UNITS WIND
BLOWING FROM E TO W /1P23 1P11 CLEARED PPL OUT OF
THE PARK IT IS #3 TO MILL HAVE BRIDGE

[REDACTED] at CON08) on 2020-07-29
06:22:35 - 5E23 U WANT US TO PUT SOMEONE BELOW
MILL AVE BRIDGE? P49 ANY ACCESS POINTS U CAN ADV
PUT UNITS THERE

[REDACTED] at CON08) on 2020-07-29
06:22:46 - 1P23 NEED UNIT BLK OFF THE WALKING
PATH BY MILL AVE BRIDGE

[REDACTED] at CON08) on 2020-07-29
06:23:38 - P49 WE JKUST HAD LOUD EXPLOSION IN THE
AREA

[REDACTED] at CON08) on 2020-07-29
06:23:46 - 5E11 SAW IT ON MY END IT WAS A TANKER

[REDACTED] at CON08) on 2020-07-29
06:24:02 - 1FD ADV TO COME UP ON A1 HOT AGAIN

[REDACTED] at CON08) on 2020-07-29
06:24:47 - 1P11 I DONT KNOW IF ANYONE IS NEAR THE
PARKING LOT

[REDACTED] at CON08) on 2020-07-29
06:24:58 - P49 MARK ANOTHER EXPLOSION

[REDACTED] at CON02) on 2020-07-29 06:25:02 -
COMMAND STAFF PAGED

[REDACTED] at CON08) on 2020-07-29
06:25:17 - P49 LAST UNIT WHAT WERE U SAYING ABOUT
THE PLOT?

[REDACTED] at CON03) on 2020-07-29
06:25:25 - ALONZO W/VALLEY METRO BUS DISPATCH
ADVISED - THEY ARE ALREADY WORKING ON DETOUR

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[REDACTED] at CON08) on 2020-07-29
06:25:33 - IP11 P302 CAN U GET THAT CROWD OUT OF
HER BY U /P302 WORKING ON IT

[REDACTED] at CON08) on 2020-07-29
06:26:31 - P49 IP31 JUST COME TO THE AREA AND WE
WILL DIR U

[REDACTED] at CON08) on 2020-07-29
06:26:37 - IP31 10-4

[REDACTED] at CON03) on 2020-07-29
06:26:47 - ASU PD CHECKING ON PROVIDING SUPPORT
UNITS /WILL CALL BK

[REDACTED] at CON08) on 2020-07-29
06:27:27 - P49 UNITS ON SCENE WE HAVE EASTERLY
WIND GOOD ON THE WS MAKE SURE WE OFF VEHS OFF THE
ROAD SO TFD CAN GET THRU

[REDACTED] at CON08) on 2020-07-29
06:27:50 - IP11 P49 WHAT WOULD U SAY FOR HARD
CLOSURE FOR RIO/MILL AND WE CAN LEAVE IT FOR ER
VEHS /P49 GOOD WITH THAT

[REDACTED] at CON08) on 2020-07-29
06:28:06 - IP11 CAN U HAVE CRASH TRUCK TO
RIO/MILL TO STOP TRAFFIC WB

[REDACTED] at CON08) on 2020-07-29
06:28:12 - P302 SENDING CITY EMPY GOING TO WB

[REDACTED] at CON08) on 2020-07-29
06:28:41 - P49 START CALLING IN THE 2P

[REDACTED] at CON08) on 2020-07-29
06:28:53 - 5E11 I HAVE MEDIA HELOS SHOWIING UP

[REDACTED] at CON08) on 2020-07-29
06:29:10 - P49 CAN WE CAN COMMUNICATE WITH PIO TO
KEEP MEDIA OUT OF THE AREA AND AIR TRAFFIC CONTROL

[REDACTED] at CON19) on 2020-07-29 06:29:14 -
MARINA HEIGHTS 400 E RIO SALADO HAS VIDEO OF THE
TRAIN DERAILMENT IF NEEDED /ANASTACIA 480-990-5100

[REDACTED] at CON08) on 2020-07-29
06:29:24 - P302 LETS GET HARD CLOSURE AT 3RD/ASH

[REDACTED] at CON08) on 2020-07-29
06:29:36 - P6 WILL CONTACT FAA

[REDACTED] at CON08) on 2020-07-29
06:29:41 - P6 P49 WHERE IS THE COMMAND POST

[REDACTED] at CON02) on 2020-07-29 06:29:42 - FIRE
WAS ADVD THAT THEY ARE WAITING FOR MANIFEST FROM

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UNION PACIFIC BUT THEY WERE TOLD THAT THE TRAIN
DOES CONTAIN HAZ MAT AND TO STAY CLEAR

[REDACTED] at CON08) on 2020-07-29
06:30:01 - IPT1 THE SMOKE IS SHIFTING TO THE SE
DIR NOW

[REDACTED] at CON01) on 2020-07-29 06:30:07
- SKY HARBOR ADV

[REDACTED] at CON08) on 2020-07-29
06:30:29 - P49 LETS STAGE JS OF THE RIO/ASH ROUND
ABOUT

[REDACTED] at CON09) on 2020-07-29
06:30:34 - P61 WILL CONTACT FAA RESTRICT AIR
SPACE

[REDACTED] at CON08) on 2020-07-29
06:30:42 - LRT1 HAVE 3RD/ASH CLOSED OFF

[REDACTED] at CON08) on 2020-07-29
06:30:58 - P302 THEY HAVE BEEN ADV WILL BE OVER
IN A SEC

[REDACTED] at CON03) on 2020-07-29
06:31:06 - ASU PD WILL BE PROVIDING TWO UNITS -
WILL COME UP AS ASU UNITS ON A1HOT

[REDACTED] at CON08) on 2020-07-29
06:31:24 - P6 FAA HAS BEEN ADV AIRSPACE RESTRICTED

[REDACTED] at CON08) on 2020-07-29
06:31:43 - P49 WE STILL HAVE MEDIA HELO RIGHT
ABOVE /P6 THEY ARE BEING CLEARED BY THE TOWER
ANYONE IN THE WATER

[REDACTED] at CON08) on 2020-07-29
06:31:57 - P49 CAN U SEE IF WE CAN RAISE ANY B
UNITS ON

[REDACTED] at CON08) on 2020-07-29
06:32:24 - P601 ANY UNITS OF 1ST/FARMER ALOT OF
ON LOOKERS RIGHT THERE

[REDACTED] at CON08) on 2020-07-29
06:32:52 - P49 10-4 FAA NEEDS TO RESTRICT THE
AREA OVER LOC

[REDACTED] at CON08) on 2020-07-29
06:33:09 - P49 ANY ONE HAVE GAPS IN THEIR PERM?

[REDACTED] at CON01) on 2020-07-29 06:33:25
- FAA - ADV THEY WILL RESTRICT AIR SPACE ... FOR
DEPARTURES OVER THAT ARE - MEDIA ALSO RESTRICTED

[REDACTED] at CON08) on 2020-07-29

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06:33:36 - P49 U ABLE TO PUSH THEM OUT OR
ADDITIONAL UNIT /IP23 I GOT IT

[REDACTED] at CON01) on 2020-07-29 06:34:05
- **FAA DIRECT LINE 602 306 2674 ****

[REDACTED] at CON08) on 2020-07-29
06:34:20 - P49 UNITS ANYONE HAVE SIGHT ON UNI IS
THAT TRAIN CROSSING THERE /IP11 SOME OF THE SMOKE
IS GOING OVER A MOUNTAIN RIGHT NOW

[REDACTED] at CON02) on 2020-07-29 06:35:30 -
CRAIG CAGGIANO W/DAM FAILURE PROTOCOL IS AWARE
/ENVIRONMENTAL UNIT IS ON SCENE AND ABLE TO
ASSIST /WILL TRY TO CONTACT ON ON-SCENE UNIT

[REDACTED] at CON08) on 2020-07-29
06:35:34 - IP31 ANY UNITS ON RIO ON THE WS /5E11
GO AHEAD /IP31 U NEED ANY OTHER HELP HERE ON THE
WS /5E11 1 MORE UNIT WOULD HELP TRYING TO GET ALL
PEDS TO THE W OF MY TAPE LINE GOT A LOT OFF PPL
TRYING TO TAKE SELFIES

[REDACTED] at CON08) on 2020-07-29
06:35:43 - LRI I BELIEVE THE 5TH/ASH THE TRAIN IS
BLKING

[REDACTED] at CON08) on 2020-07-29
06:35:55 - LRI I BELIEVE THE TRAIN IS ALSO BLKING
5TH/ASH

[REDACTED] at CON08) on 2020-07-29
06:36:24 - 5E11 UNIT COMING TO THE WS CAN U JUMP
ON THE PED BIKE PATH AND RIDE IT EB SO WE HAVE PD
PRESENSE IN BEACH PARK /IP31 COPY

[REDACTED] at CON08) on 2020-07-29
06:36:54 - P6 P49 HOW MANY BODIES U NEED BALL
PARK /5E11 1 MORE ON THE WS WOULD WORK EVERYONE
IS OBEYING THE TAPE I PUT OUT /P6 COPY

[REDACTED] at CON08) on 2020-07-29
06:37:14 - P49 MAYBE 3-4 MORE UNITS I THINK OUR
PERM IS SET JUST WAITING FURTHER FROM TFD /P6 U
NEED 3-4 MORE COPY WAITING ON FIRE

[REDACTED] at CON08) on 2020-07-29
06:37:31 - P49 TRYING TO GET MY VEH TO STAGING
AREA AT MACAYOS /P6 CAN WE DO A TRAFFIC CALL OUT
AND HAVE TRAFFIC UNITS RESPOND AS WELL

[REDACTED] at CON08) on 2020-07-29
06:37:43 - P601 STILL AVE TRAFFIC AT 1ST/FARMER
SOME NB ON FARMER

[REDACTED] at CON08) on 2020-07-29
06:38:02 - IP22 LOOKS LIKE FIRE IS MOVING N ALONG

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THE TRACKS

[REDACTED] at CON08) on 2020-07-29
06:38:14 - P49 ANYONE HAD CONTACT WITH TRAIN
ENGINEER

[REDACTED] at CON08) on 2020-07-29
06:38:53 - P49 SEE IF WE CAN RELAY TO UNION
PACIFIC NEED TO CHECK C4 ON THE ENGINEER

[REDACTED] at CON08) on 2020-07-29
06:39:24 - P6 TO TRAFFIC UNITS GET WITH P49 FOR
ASSIGNMENT

[REDACTED] at CON08) on 2020-07-29
06:40:03 - SE11 MIGHT NEED A BODY AT FARMER AT
THE DEAAD END GOT A LOT GOT PPL OVER THERE /1P23
SAW A COUPLE PPL ON THE LAKE GOT A GUY HEADING
OVER THERE NOW ON THERE /P600 I GOT THAT

[REDACTED] at CON08) on 2020-07-29
06:40:16 - P6 TO BOAT UNITS U ARE GOING TO HAVE
TO HANDLE THAT MAKE SURE NO VICS IN THE WATER

[REDACTED] at CON08) on 2020-07-29
06:40:28 - P600 10-17

[REDACTED] at CON08) on 2020-07-29
06:40:39 - T41 SENDING MOTORS UR WAY TO HELP WITH
TRAFFIC CONTROL /P49 COPY

[REDACTED] at CON03) on 2020-07-29
06:40:42 - T609 ADVISED TO RESPOND TO SCENE PER
T41 REQ ON A2/A4

[REDACTED] at CON08) on 2020-07-29
06:41:28 - P6 T43 WHEN U GET NEARBY OR ONSCENE
NEED U TAKE THE TRAFFIC CLOSURE ON THIS /P6 P49
IS A LIASON

[REDACTED] at CON08) on 2020-07-29
06:41:55 - P49 UNITS ON THE WALKING PATH TO WE
HAVE THAT SHUTDOWN N AND SS

[REDACTED] at CON01) on 2020-07-29 06:41:56
- UNION PACIFIC AMANDA - ADV CONDUCTOR IS C4

[REDACTED] at CON08) on 2020-07-29
06:42:02 - LR2 WE HAVE THE WALKING PATH NS COVERED

[REDACTED] at CON08) on 2020-07-29
06:42:09 - 1P23 I GOT THE ES OF THE WALKING PATH
ON THE SS COVERED

[REDACTED] at CON08) on 2020-07-29
06:42:37 - P302 I CONF WITH LIGHT RAIL AT
MILL/3RD AND CENTER PKWY NO LIGHT RAILS COMING

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OUR WAY

[REDACTED] at CON08) on 2020-07-29
06:42:57 - T43 T401 SHOULD BE CHECKING ON WHEN
SHE DOES WILL U HAVE HER PICK UP CONES AND WATER
CHEST WITH WATERS

[REDACTED] at CON08) on 2020-07-29
06:43:36 - LR1 P49 ANYONE ELSE NEEDS TO BE BLKD
OFF? /P49 I DONT HAVE ANY NEEDS RIGHT ANYONE ELSE
ON SCENE HAVE WHOLES? /IP11 WE ELIMINATING PED OR
TRAFFIC ON THTE BRIDGE OR IS THAT CLEAR

[REDACTED] at CON08) on 2020-07-29
06:43:59 - P49 I THINK WE ARE OK FOR NOW THE
SMOKE SEEMS TO HAVE SHIFTED NOT AS HEAVY BEFORE
/P11 JUST WANTED TO DOUBLE CHECK

[REDACTED] at CON08) on 2020-07-29
06:44:05 - P601 WE STILL HAVE WHOLE AT 1ST/FARMER

[REDACTED] at CON08) on 2020-07-29
06:44:11 - P601 SOME VEHS NB

[REDACTED] at CON01) on 2020-07-29 06:44:23
- ATC T401 TO PICK UP CONES/ICE CHEST/WATER

[REDACTED] at CON08) on 2020-07-29
06:44:24 - D414 NO MORE GOING NB WE GOT PPL
COMING SB

[REDACTED] at CON08) on 2020-07-29
06:44:32 - P49 I HAVE ASU UNIT GOING TO 1ST FARMER

[REDACTED] at CON08) on 2020-07-29
06:44:41 - LR1 TRAFFIC ALSO HEADING OVER TO BLK
ANYTHING OFF

[REDACTED] at CON08) on 2020-07-29
06:44:56 - P49 IS UNI FREE FLOWING FROM TRAIN
FROM UNI /LR1 TRAFFIC FROM UNI WAS OPEN

[REDACTED] at CON08) on 2020-07-29
06:44:59 - P49 COPY

[REDACTED] at CON08) on 2020-07-29
06:45:06 - IN51 ONLY BLK IS AT 5TH

[REDACTED] at CON08) on 2020-07-29
06:45:10 - IN51 ONLY BLKAGE IS AT 5TH

[REDACTED] at CON08) on 2020-07-29
06:45:28 - 5E23 X2 TANKER NUMBER ON THE BRIDGE
NATX160112 /GATX6479

[REDACTED] at CON08) on 2020-07-29
06:46:00 - P49 DOES SOMEONE HAVE HIM IN POCKET SO

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WE CAN VERIFY HIS LOAD

[REDACTED] at CON01) on 2020-07-29 06:46:26
- MANIFEST EMAILED TO P6

[REDACTED] at CON08) on 2020-07-29
06:46:31 - IP11 P49 MANNING HARD CLOSURE RIO/MILL
AS WELL AS FRONT ENTRANCE AT PARK U WANT ANOTHER

[REDACTED] at CON08) on 2020-07-29
06:46:59 - P6 WHEN P49 IS COMFORTABLE WOULD LIKE
TO TAKE TRAFFIC CONTROL STREETS AND SIDEWALKS TO
B1 HOT /WOULD LIKE TO INVESTIGATIONS ON A1 HOT

[REDACTED] at CON08) on 2020-07-29
06:47:27 - P49 WILL STAY ON A1 HOT FOR OPERATIONS
T41 CAN U MOVE TRAFFIC/PERM TO B1 HOT

[REDACTED] at CON08) on 2020-07-29
06:47:36 - P6 WILL HAVE BOAT OPERATIONS STAY ON
A1 HOT AS WELL

[REDACTED] at CON08) on 2020-07-29
06:47:53 - P302 P49 1FD TRYING TO WORK ON
MANIFEST IF WE CAN ELIMINATE EXPOSURE TO SMOKE
THAT WE SHOULD

[REDACTED] at CON08) on 2020-07-29
06:48:06 - P49 ROGER THAT

[REDACTED] at CON09) on 2020-07-29
06:48:34 - D436 ON ONE OF THE BOATS ENR TO SCENE

[REDACTED] at CON08) on 2020-07-29
06:48:40 - 5E11 5E13 U ON THIS CHNL /5E13 10-4
/5E11 WATCH THAT GUY WITH ELECTRIC SKATEBOARD WAS
TRYING TO GET NEAR FIRE WAS AT 1ST/FAMRER NOW
OVER BY U

[REDACTED] at CON03) on 2020-07-29
06:48:50 - FD HAS TWO TKS ON SCENE FOR
SUPPORT/THIRD ENR /WILL BE SETTING UP CANTEEN
UNIT AS WELL AS A REHAB UNIT -- ADV THEM TO GO TO
3RD/ASH TO STAGING AREA -->> P6 ADVISED VIA 21

[REDACTED] at CON08) on 2020-07-29
06:49:17 - P600 WE DID QUICK SWEEP NO VICTIMS WE
PUSHED EVERYONE E OF THE BRIDGE /TONS OF DEBRIS
IN THE WATER WILL TRY PUSH EVERYONE AWAY

[REDACTED] at CON07) on 2020-07-29
06:49:23 - D414 ALL TRAFFIC DIVERTED WB

[REDACTED] at CON08) on 2020-07-29
06:49:51 - P6 T30 WE MOVED TRAFFIC OPERATIONS TO
B1 HOT WHEN U GET HERE I NEED U TO TAKE OVER /T30
COPY B1 HOT

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[REDACTED] at CON08) on 2020-07-29
06:50:26 - TFD P6 IM GOING TO DO PIO ON THIS HAVE
U HAD A MOMENT WHERE U WANT TO DO MEDIA STAGING
/P6 NOT YET HAD TO RESTRIC HELOS FOR AIR TRAFFIC
P49 WHERE IS GOOD MEDIA STAGING LOC

[REDACTED] at CON08) on 2020-07-29
06:50:45 - IP52 IM AT THE END OF FARMER LKEEPING
FOOT TRAFFIC AWAY FROM THE WAY

[REDACTED] at CON07) on 2020-07-29
06:51:40 - IP23 PED WALK WAY AT MILL

[REDACTED] at CON08) on 2020-07-29
06:51:47 - BA 11 271 WE NEED SUPER TO 1ST/FARMER
THAT IS WHERE WE HAVE TRAIN CONDUCTOR WWITH
MANIFEST IS AT /P49 I COPY

[REDACTED] at CON07) on 2020-07-29
06:53:03 - T43 CRASH TRUCK

[REDACTED] at CON07) on 2020-07-29
06:53:06 - T43 ALRADY ON SCENE

[REDACTED] at CON08) on 2020-07-29
06:53:42 - P6 P49 CAN U COORDINATE WITH T43 TO
MAKE CONTACT WITH CONDUCTOR AT 1ST/FARMER PER TFD
REQ /P49 IS HE ON B1?

[REDACTED] at CON08) on 2020-07-29
06:55:28 - P601 GOT A FIREFIGHTER HERE FROM PHX
FIRE LOOKS LIKE THEY ARE GETTING MANIFEST OVER AT
1ST/RIO AND THEY HAVE MANIFEST

[REDACTED] at CON07) on 2020-07-29
06:56:16 - 5E11 WB AT RIO IS OPEN FOR FIRE ACCESS

[REDACTED] at CON08) on 2020-07-29
06:56:21 - P6 L34 RESPONDING TO MACAYAS THE
STAGING POINT AND U WILL TAKE OVER COMMAND FOR
P49 ON A1 HOT /B1 HOT HAS TRAFFIC HAVE RESTRICTED
AIR SPACE TRYING TO FIGURE OUT MEDIA STAGING LOC
AND WE HAVE PPL OUT OF THE WATER

[REDACTED] at CON08) on 2020-07-29
06:56:32 - L34 ANY DRONE OPERATORS /P122 HAVE
DRONE UP ON THE NS

[REDACTED] at CON07) on 2020-07-29
06:56:38 - T30 CONTACT BULSON

[REDACTED] at CON08) on 2020-07-29
06:56:50 - P49 BOATS IN THE WATER YET

[REDACTED] at CON08) on 2020-07-29
06:57:08 - P600 WE ARE IN THE WATER TRYING TO GET

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EVERYONE OUT /D436 IM ALSO ON THE BOAT ON THE
WATER

[REDACTED] at CON08) on 2020-07-29
06:57:28 - P601 SO FIREFIGHTER IS HAZARD AND IS
DEMANDING THE CONDUCTOR GO TO COMMAND CENTER AT
1ST/RIO

[REDACTED] at CON08) on 2020-07-29
06:57:55 - P6 P600 D436 AT THIS POINT GOING TO
SHUT DOWN TEMPE TOWN LAKE WANT EVERYONE CLEARED
WANT UNIT TO THE THE E AND W PART OF BRIDGE TO
ISOLATE BRIDGE

[REDACTED] at CON08) on 2020-07-29
06:58:19 - P600 I DONT KNOW ABOUT WS OF BRIDGE IF
IT COLLAPSED WILL BE STUCK /P6 AT THIS POINT
EVERYONE NEEDS TO BE OFF WATER AT THIS POINT
/P600 10-4

[REDACTED] at CON08) on 2020-07-29
06:58:48 - P49 FIND A UNIT TO STAGE AT MARINA TO
MAKE SURE NO BOATS GO IN

[REDACTED] at CON07) on 2020-07-29
06:58:54 - IPIT CONTACT HAZ MAT COORDINATOR ENRT
TO CP

[REDACTED] at CON08) on 2020-07-29
06:59:01 - P6 CONT L33 HE WILL HAVE C1 OPERATIONS
WITH MILLEN

[REDACTED] at CON01) on 2020-07-29 06:59:34
- ON HOLD W/UNION PAC TO GET CONDUCTOR TO 1ST/RIO
SALADO

[REDACTED] at CON08) on 2020-07-29
06:59:40 - T30 P6 IM AT MACAYOS WHERE U AT /P6
STILL ENR

[REDACTED] at CON08) on 2020-07-29
07:00:14 - P6 GOT ABOUT 40-50 VEHS ON MILL AVE
BRIDGE WATCHING DO U WANT MOTOR TO ASSIST /T30
WILL TAKE CARE OF IT

[REDACTED] at CON08) on 2020-07-29
07:00:54 - P6 L33 WILL HAVE CITY WIDE OPERATIONS

[REDACTED] at CON08) on 2020-07-29
07:01:23 - P6 TO P49 WANT TO CONF U ARE AT THE
MACAYOS? /P49 I AM AT MACAYOS T43 IS WITH ME AS
WELL

[REDACTED] at CON08) on 2020-07-29
07:01:25 - P6 COPY

[REDACTED] at CON08) on 2020-07-29

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07:01:39 - P6 IM STOPPING AT PENNY SAVER REAL
QUICK FOR TFD COMMAND 23 IN THE AREA

[REDACTED] at CON08) on 2020-07-29
07:02:08 - TEMPE BATT 271 WE ARE CLSOING NB BEACH
AS WELL AS LOOP 202 E AND W AS WELL MILL AVE N
AND S NEED ADDITIONAL UNITS

[REDACTED] at CON08) on 2020-07-29
07:02:24 - B715 NEED MORE BOAT OPERATORS

[REDACTED] at CON08) on 2020-07-29
07:02:57 - D436 I CAN USE A 2ND ON BOAT IF THEY
WANT TO 25 ME ON NORTH BEACH

[REDACTED] at CON08) on 2020-07-29
07:03:20 - P49 MEETING UP WITH T30

[REDACTED] at CON07) on 2020-07-29
07:04:31 - T43 LOG AT CLOSURE

[REDACTED] at CON08) on 2020-07-29
07:04:57 - P6 WE WILL CONT TO HAVE EQ AT MACAYOS
ANY UNITS COMING TO ASSIST NEED TO RESPOND THERE
1ST FOR ASSIGMENT AND WILL 25 WITH BATTLION CHIEF
AND INCIDENT COMMAND

[REDACTED] at CON07) on 2020-07-29
07:05:21 - 1P11 HARD LCLUSRE

[REDACTED] at CON08) on 2020-07-29
07:05:21 - LR2 THE NEXT CAR ON TRAIN IS WOOD CAR
THAT CAUGHT FIRE AND THEN 2 MORE TANKERS DO WE
WANT TO STAGE FIRE ON THE NS OF THE BRIDGE COULD
GET UP THERE QUICK

[REDACTED] at CON08) on 2020-07-29
07:05:33 - P49 D414 GOING AROUND THE MARINA TO
ASSISTH WITH SECURITY THERE

[REDACTED] at CON08) on 2020-07-29
07:06:03 - 1P22 THAD CONTACT WITH RR EMPY HE IS
GOING TO BE PULLING WHAT HE CAN OFF THE TRAIN
AWAY FROM WILL NOT STEP ON THE BRIDGE

[REDACTED] at CON08) on 2020-07-29
07:06:13 - P6 DID HE HAVE FIRE CLEARANCE TO DO
THAT /1P22 FROM THE RR BUT UNK ABOUT FIRE

[REDACTED] at CON08) on 2020-07-29
07:06:26 - P6 1P22 TELL HIM TO STANDBY LET ME RUN
BY FIRE RQ /1P22 WILL 21 HIM

[REDACTED] at CON08) on 2020-07-29
07:06:38 - P49 I HAVE ALSO SEND 1P41 TO THE MARINA

[REDACTED] at CON08) on 2020-07-29

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07:06:55 - P6 TO UNIT OW RR /P6 FIRE GAVE
APPROVAL FOR THAT

[REDACTED] at CON07) on 2020-07-29
07:07:33 - SEIT HARD CLOSURE AT RIO/LAKESIDE

[REDACTED] at CON02) on 2020-07-29 07:07:42 - DPS
WAS ADVD TO SHUT DOWN EB AND WB LOOP 202 OVER THE
RAIL /THEY ADVD THAT THEY HV A UNIT ON SCENE AT
THE CP

[REDACTED] at CON08) on 2020-07-29
07:07:53 - P6 FIRE IS SETTING UP CP WITH COMMAND
VEH ONCE THAT GETS SET UP I WILL BE IN THERE WILL
BE RUNNING COMMAND IN VEH WILL KEEP EQ AT MACAYOS
AND WILL HAVE L34 STAY THERE

[REDACTED] at CON08) on 2020-07-29
07:08:01 - P600 THE LAKE IS CLEAR

[REDACTED] at CON08) on 2020-07-29
07:08:07 - P6 LAKE IS CLEAR

[REDACTED] at CON08) on 2020-07-29
07:08:22 - D44 TO P6 CART TRAILER IS GETTING
READY TO HEAD OUT TOWARDS U WILL BE A FEW

[REDACTED] at CON07) on 2020-07-29
07:09:21 - 143 CHECK W WATER AND ICE CHEST READY
TO DISTRIBUTE

[REDACTED] at CON08) on 2020-07-29
07:09:25 - 1P22 NEED A COUPLE TO ASSIST TO CLEAR
ON THE NS TO CLEAR IT OUT

[REDACTED] at CON08) on 2020-07-29
07:09:38 - LR2 WILL TRHOW UP MORE TAPE ON THE WS
THEN WILL BE ABLE TO HELP

[REDACTED] at CON07) on 2020-07-29
07:09:52 - 143 AND CONES

[REDACTED] at CON08) on 2020-07-29
07:10:26 - P6 FOR UNITS OUTSIDE ON PERMS NEAR
SMOKE I NEED U TO PUT UR N95 ON AS WELL

[REDACTED] at CON08) on 2020-07-29
07:11:02 - FIRE COMMAND TO PD I NEED TO GET NS OF
LAKE EVAC'D I NEED PD TO EVAC

[REDACTED] at CON08) on 2020-07-29
07:11:11 - SE23 IM 23 HOW FAR OUT U WANT THEM
PUSHED BACK TO NB MILL?

[REDACTED] at CON08) on 2020-07-29
07:12:01 - P49 WE NEED TFD TO ADV ON THAT

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[REDACTED] at CON08) on 2020-07-29
07:12:08 - P49 P6 IS NOT WITH THEM YET

[REDACTED] at CON08) on 2020-07-29
07:12:35 - IN51 U HAVE X2 UNITS AT 1ST/FARMER WE
HAVE A FEW PEDS WALKING NB

[REDACTED] at CON07) on 2020-07-29
07:12:54 - 5E11 CRASH TRUCK ENRT TO NB MIULL AT
RIO

[REDACTED] at CON07) on 2020-07-29
07:13:39 - N95 MASK WARNING BROADCAST ON B1

[REDACTED] at CON07) on 2020-07-29
07:13:59 - T604 CLOSURES ON LAKEVIEW AND CURRY

[REDACTED] at CON07) on 2020-07-29
07:14:09 - T604 LAKEVIEW NEEDS TO BE CLEARED OUT

[REDACTED] at CON09) on 2020-07-29
07:14:20 - KELLY ADV TO HAVE SERVICE AIDS GET
WATER /ICE AND CONES CON05/20781

[REDACTED] at CON07) on 2020-07-29
07:15:35 - T607 WEST DRIVEWAY AT MARQUEE

[REDACTED] at CON02) on 2020-07-29 07:15:36 - DPS
LIAISON AT CP IS SGT [REDACTED]

[REDACTED] at CON07) on 2020-07-29
07:16:31 - IP11 LET OPS NOW SW TRUCK TRYING TO
FIND OUT IF THEY HAVE ANY FACILITIES NEAR FIRE

[REDACTED] at CON08) on 2020-07-29
07:16:35 - P6 BASED ON SMOKE AND HAZARD THE FIRE
CP IS AT 1ST/RIO AS WELL AS JOINT COMMAND /PD
ICOMMAND POST IS AT MACAYOS AS WELL AS EQUIPMENT
HERE

[REDACTED] at CON08) on 2020-07-29
07:17:18 - P6 MEDIA STAGE AT PARKING LOT 3RD/ASH
THE NS OF THE HAYDEN SQUARE CONDOS ACROSS THE
STREET THAT IS SAFEST PLACE FOR THEM

[REDACTED] at CON08) on 2020-07-29
07:18:00 - P6 3RD/ASH BE THE PUBLIC LOT FOR
HAYDEN SQUARE WILL BE S OF 3RD STREET

[REDACTED] at CON08) on 2020-07-29
07:18:26 - P302 SPEAKING WITH TRD THAT CITIZENS
AT 1ST/FARMER THAT ARE HANGING OUT AND NEED TO
PUSH THEM BACK TO 5TH STREET

[REDACTED] at CON07) on 2020-07-29
07:18:30 - T609 UNABLE TO LOCATE

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[REDACTED] at CON08) on 2020-07-29
07:18:42 - P49 I BELIEVE ASU IS AT 1ST/FARMER
/P302 SHOULD HAVE ACCESS TO A1 HOT CHNL

[REDACTED] at CON08) on 2020-07-29
07:19:13 - P49 I HAVE ANOTHER ASU TRYING TO
COMMUNICATE THAT TO OFCRS AT 1ST/FARMER

[REDACTED] at CON08) on 2020-07-29
07:20:01 - LR2 I HAVE THE WS OF BEACH CLOSED AT
PPS BRIDGE AND IT IS EVACUATED ALL THE WAY

[REDACTED] at CON19) on 2020-07-29 07:20:37 -
VALLEY METRO IS SENDING THEIR COMMUNICATIONS
SPECIALIST TO PD CP

[REDACTED] at CON08) on 2020-07-29
07:20:53 - 5E23 WE HAVE NORTH BEACH TO THE SB
BRIDGE CLEARED OUT

[REDACTED] at CON07) on 2020-07-29
07:21:25 - IP11 CONS CREW ON RIO WRAPPING UP AND
GETTING OUT OF HERE

[REDACTED] at CON08) on 2020-07-29
07:21:40 - LR2 MAKE NOTE WE HAVE TFD 23 ON THE NS
OF THE BRIDGE

[REDACTED] at CON08) on 2020-07-29
07:22:41 - P49 P302 WAS THAT U CALLING OUT PEDS
1ST/FARMER /P302 IM AT RIO CURVE WE WERE ASKING
OUT FAR PPL TO GET AWAY BECUZ OF CHEMICALS AND
THEY SAID PPL NEED TO GET OUT

[REDACTED] at CON08) on 2020-07-29
07:23:23 - P49 WHOEVER HAD EYES ON PEDS AT
1ST/RIO LET THEM KNOW ASU IS HANDLING /5E23 SB
MILL HAVE BRIDGE IS CLOSED WITH EXCEPTION WITH 1
PED WORKING HIS WAY ACROSS

[REDACTED] at CON08) on 2020-07-29
07:24:12 - P49 5E23 U HAVE ANYONE LUCK PUSHING
BACK FURTHER NORTH /5E23 WE HAVE NS OT THE SB
BRIDE EVACUATED HOW FAR BACK U WANT IT /P49 STILL
TRYING TO GET CONF FROM TFD SO HOLD THERE FOR NOW

[REDACTED] at CON08) on 2020-07-29
07:24:29 - P302 TO COMMAND SW GAS SAYING THEY
HAVE HIGH PRESSURE LINES IN THE AREA SO U ARE
AWARE OF IT

[REDACTED] at CON08) on 2020-07-29
07:25:02 - P49 COPY THAT CAN WE RELAY THAT INFO
TO FIRE COMMAND P6 U COPY?

[REDACTED] at CON08) on 2020-07-29
07:25:19 - P302 YA THEY ARE HEADING OVER TO CP

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NOW FOR FIRE /P49 SWG? /P302 YA THEY ARE HEADING
OVER RIGHT NOW

[REDACTED] at CON08) on 2020-07-29
07:25:42 - P5 SHOW ME 23 AT MACAYOS

[REDACTED] at CON07) on 2020-07-29
07:25:49 - T43 PER T609 CONDUCTER IS MIA //21 UP
SEE IF THEY CAN RAISE HIM AGAIN HAVE HIM 25 W T609

[REDACTED] at CON08) on 2020-07-29
07:26:26 - P49 I HAVE ASU GOING TO 5TH/ASH FOR
HARD CLOSURE FOR NB TRAFFIC

[REDACTED] at CON08) on 2020-07-29
07:26:48 - B715 TO DUNITS WANT TO PICK ME UP AT
THE DOCK /D436 10-4

[REDACTED] at CON08) on 2020-07-29
07:27:04 - P6 IM GOING TO BE AT FIRE COMMAND AND
IN A BIT WE ARE GOING TO GO TO ICS WITH
ASSIGNMENTS AND CALL SIGNS

[REDACTED] at CON08) on 2020-07-29
07:27:23 - D436 TO B UNIT WHAT DOCK U AT /B715 BY
THE BOWMONT /D436 10-4

[REDACTED] at CON08) on 2020-07-29
07:28:03 - P49 P6 WANT TO BE SURE U COPIED ABOUT
THE SWG HIGH PRESSURE LINES THEY ARE ENR TO U /P6
THEY JUST ARRIVED THEY ARE 25ING US NOW

[REDACTED] at CON05) on 2020-07-29 07:28:25 -
ASU ADV TO SWITCH TO B1 HOT

[REDACTED] at CON07) on 2020-07-29
07:28:47 - T30 MEDIA ALERT TOWN LAKE IS CLOSED

[REDACTED] at CON08) on 2020-07-29
07:29:18 - P49 TO OSMONSON CAN U RELCOATE TO
3RD/MILL AND SHUT DOWN WB /LR1 10-4

[REDACTED] at CON08) on 2020-07-29
07:29:36 - 5E11 I HAVE SUPER WITH SRP HEADING TO
COMMAND POST

[REDACTED] at CON08) on 2020-07-29
07:29:45 - P49 T0-22 STAY ON UR POST /LR1 10-4

[REDACTED] at CON02) on 2020-07-29 07:29:53 - A601
ADV TO SEND MEDIA ALERT OF TOWN LAKE CLOSURE

[REDACTED] at CON08) on 2020-07-29
07:31:17 - P6 ANY DRONE OPERATOR TO MY MAIN
COMMMAND POST AT THE FIRE MOBILE COMMAND CENTER

[REDACTED] at CON08) on 2020-07-29

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07:31:53 - P49 CAN WE DO CALL OUT THRU SGT
GILLITIAN FOR DRONE OPERATOR

[REDACTED] at CON01) on 2020-07-29 07:32:27
- PATCHED H2 W/BI

[REDACTED] at CON08) on 2020-07-29
07:32:40 - 5E23 TO IP22 WHERE U AT? /IP22 IM ON
THE NB MILL AVE BRIDGE IF SOMEONE CAN COVER THERE
I CAN ASSIST WITH IP22 /P49 TO 5E23 U NEED
BACAKFILL /5E23 GOING TO BACKFILL IP22 /P49 U
NEED UR SPOT BACKFILLED /5E23 NEG WAS JUST
PUSHING EVACS

[REDACTED] at CON08) on 2020-07-29
07:33:13 - PER P49 CAN 10-22 DRONE OPERATOR

[REDACTED] at CON01) on 2020-07-29 07:33:14
- BACK ON LINE W/UNION PAC

[REDACTED] at CON07) on 2020-07-29
07:34:15 - IP11 CONSTR SITE AT RIO IS CLEARING OUT

[REDACTED] at CON08) on 2020-07-29
07:35:12 - P49 IP22 U HAVE TO GO TO 10-36 FOR
THAT OR U HAVE IT WITH U /IP22 I HAVE DRONE WITH
ME /P6 I COPY REQ ON DRONE REQ I NEED THEM TO GO
TO MESA MOBILE COMMAND VAN FOR ASSIGNMENT FOR TFD
/IP22 WHERE IS COMMAND LOCATED

[REDACTED] at CON08) on 2020-07-29
07:35:55 - P6 P5 FIRE REQ CONF WE NEED TO
EVACUATE ENTIRE PARK NEED TO SHUT IT OFF NO
ACCESS INTO TEMPE BEACH PARK

[REDACTED] at CON08) on 2020-07-29
07:36:32 - P601 BOATS SLIPPING THRU ON THE ES OF
CULINARY GOT A FEW MORE STRAGGLERS ON 1ST/FARMER

[REDACTED] at CON07) on 2020-07-29
07:36:33 - DPS CLOSING DOWN WB 202 ON RAMP AT
SCOTTSDALE

[REDACTED] at CON08) on 2020-07-29
07:36:44 - P49 P6 DO U WANT ME TO WORK ON 2ND
DRONE OPERATOR /P6 10-4

[REDACTED] at CON08) on 2020-07-29
07:36:51 - P49 DO DRONE CALL OUT

[REDACTED] at CON08) on 2020-07-29
07:37:23 - P6 P5 I HAVE REQ FOR FIRE FOR EVAC IN
KEEPING AREA CLEAR LET ME KNOW WHEN U READY FOR
LOCS /P5 MIGHT WANT TO ASSIGN SUPER TO DTL

[REDACTED] at CON10) on 2020-07-29
07:38:37 - PER GILLITIAN DO A CALL OUT PAGE FOR

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2ND DRONE OPERATOR AS NEEDED

[REDACTED] at CON07) on 2020-07-29
07:38:54 - 143 TRAFFIC MGMT CENTER CAN COME UP
THIS CHANNEL

[REDACTED] at CON08) on 2020-07-29
07:39:23 - EVAC AT RIO TO ASH THE ENTIRE N BEACH
TEMPE TOWN LAKE WATER 202 EB AND WB AND THE MILL
AVE BRIDGE NB AND SB AND LOOP 202 PROBABLY
LOOKING AT MCCLINTOCK TO PRIEST

[REDACTED] at CON09) on 2020-07-29
07:39:58 - 5P32 ENR TO ASSIST 1P22

[REDACTED] at CON08) on 2020-07-29
07:39:59 - P6 P5 WE CAN SCRATCH THAT ONE THEN /P5
COPY

[REDACTED] at CON08) on 2020-07-29
07:40:17 - P49 TO P6 HAVE TFD ADV HOW FAR THEY
WANT THE NORTH BEACH PUSHED /P6 THE ENTIRE NORTH
BEACH

[REDACTED] at CON08) on 2020-07-29
07:40:58 - P49 SOUNDS LIKE THE PART OF TRAIN THAT
WAS DRIVABLE SO ITS ASSUMED THE CONDUCTOR IS IN
THAT SO WE NO LONGER HAVE HIM IN POCKET

[REDACTED] at CON08) on 2020-07-29
07:41:09 - P49 SOUNDS LIKE THE PART OF TRAIN THAT
WAS DRIVABLE HAS DROVE AWAY SO ITS ASSUMED THE
CONDUCTOR IS IN THAT SO WE NO LONGER HAVE HIM IN
POCKET

[REDACTED] at CON08) on 2020-07-29
07:42:12 - P49 TO ANY BIKE /B711 GO AHEAD /P49
ALL U ON BOATS RIGHT /B711 NEG MYSELF AND B717
ARE WORKING ON CLEARING PLOT ON THE MARINA AND NS
OF THE BEACH

[REDACTED] at CON01) on 2020-07-29 07:42:15
- UNION PAC BILL ON LINE ATTEMPTING TO GET
THROUGH TO DISPATCH TO RADIO TRAIN PERSONNEL

[REDACTED] at CON08) on 2020-07-29
07:42:27 - P49 I WOULD LIEK TO GET A QUAD IN THE
PARK TO MAKE SURE PARK IS EVAC'D /B711 WILLMAKE
THAT HAPPEN RIGHT NOW

[REDACTED] at CON08) on 2020-07-29
07:43:09 - P6 WE ARE GOING TO MOVE TO ICS PLAIN
TALK ON THE RADIO STANDBY FOR BRANCH TITLES

[REDACTED] at CON08) on 2020-07-29
07:43:31 - P6 UNITS ON THIS CHNL WILL GIVE
ASSIGNMENT NAMES AND THEN SUPERVISING OFCRS OVER

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THAT AREA WHEN U BROADCAST THE AREA U ARE WORKING
FOR AND THEN UR CALL SIGN

[REDACTED] at CON01) on 2020-07-29 07:43:38
- PER UNION PAC PERSONNEL ON THE NORTHSIDE OF THE
BRIDGE - UNION PAC SPECIAL AGENT [REDACTED]
IS W/FIRE BAT CHIEF RIGHT NOW

[REDACTED] at CON08) on 2020-07-29
07:44:26 - P6 I WILL BE OPERATIONS COMMAND /JONNY
AND LT [REDACTED] WILL BE LOGISTICS COMMAND /T30 TRAFFIC
COMMAND / [REDACTED] AND [REDACTED] MEDIA / [REDACTED] BOAT
COMMAND / [REDACTED] K TMU /LT [REDACTED] AND [REDACTED] WILL BE
OPERATIONS

[REDACTED] at CON08) on 2020-07-29
07:44:43 - P6 ANYONE OUT WITH CONDUCTOR PD AND
TFD IS LOOKING FOR HIM

[REDACTED] at CON01) on 2020-07-29 07:45:01
- BAT CHIEF IS MEETING W/UNION PAC AGENT

[REDACTED] at CON08) on 2020-07-29
07:46:36 - P49 B717 U ADV WHEN QUAD DEPLOYMENT AS
SOON AS POSS /B717 WILL ADV

[REDACTED] at CON08) on 2020-07-29
07:47:17 - P6 TO P5 DO WE HAVE A SUPER OVER EVAC
U WANT TO ASSIGN? /P5 RIGHT NOW P49 AS IT /

[REDACTED] at CON08) on 2020-07-29
07:47:21 - P49 WILL BE EVACUATIONS

[REDACTED] at CON07) on 2020-07-29
07:48:17 - T30 MILL N AND S SHUT DOWN

[REDACTED] at CON07) on 2020-07-29
07:48:26 - T30 MONITORING SCOTTSDALE

[REDACTED] at CON08) on 2020-07-29
07:49:08 - P6 P49 WHEN U CAN I JUST NEED CONF THE
NORTH BEACH IS EVAC'D

[REDACTED] at CON08) on 2020-07-29
07:49:10 - P49 COPY

[REDACTED] at CON08) on 2020-07-29
07:49:26 - P6 CONDUCTOR AND TRAIN CREW HAVE BEEN
LOC

[REDACTED] at CON08) on 2020-07-29
07:50:25 - P6 CONDUCTOR AND TRAIN CREW WERE LOC
ON THE NS OF THE LAKE OW FIRE PERSONNEL

[REDACTED] at CON08) on 2020-07-29
07:50:32 - P6 HAVE WE DONE A PSAP

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[REDACTED] at CON08) on 2020-07-29
07:52:01 - IP22 IM MAKING MY OVER

[REDACTED] at CON08) on 2020-07-29
07:52:34 - P6 TO P600 I DONT KNOW IF POSS IF U
CAN STAY OUT OF SMOKE THAT WOULD BE ADVISABLE

[REDACTED] at CON08) on 2020-07-29
07:52:39 - P600 10-4

[REDACTED] at CON08) on 2020-07-29
07:52:51 - P6 P600 MAKE SURE OTHER BOAT IS AWARE
/P600 HE IS AWARE

[REDACTED] at CON10) on 2020-07-29
07:52:57 - L34 A MONTH AGO /DATE TIME AND IR
TRAIN DERAILMENT

[REDACTED] at CON10) on 2020-07-29
07:53:40 - L34 21 ME W/IR FOR TRAIN DERAILMENT
FROM A MONTH AGO

[REDACTED] at CON02) on 2020-07-29 07:56:23 - A237
ADV ETA FOR 2ND DRONE 15-30 MINS /THEY WILL TRY
TO GET IN ASAP

[REDACTED] at CON08) on 2020-07-29
07:56:57 - ASU ADV THEY HAVE 1 ADDITIONAL UNIT
THAT THEY CAN SPARE

[REDACTED] at CON08) on 2020-07-29
07:57:57 - IP22 HOW FAR BACK IS THE TRAIN BLKING

[REDACTED] at CON08) on 2020-07-29
07:58:27 - P302 P6 PAYNE ADV IT GOES PAST 5TH
STREET BUT DOES NOT GO BACK UNIVERSITY

[REDACTED] at CON08) on 2020-07-29
07:59:06 - P49 CONF I HAVE VISUAL OF TRAIN PAST
5T BUT CANT SEE PASSED UNIVERSITY

[REDACTED] at CON07) on 2020-07-29
07:59:29 - T30 MCSO 1513 AUM

[REDACTED] at CON08) on 2020-07-29
07:59:38 - P49 CONF I HAVE PARTIAL VISUAL OF
UNIVERSITY AND LOOKS LIKE TRAFFIC IS CREEPING
FORWARD

[REDACTED] at CON06) on 2020-07-29 08:00:27 -
DIA AT FREEWAY ACCESS GATE, EB 202 [REDACTED] / [REDACTED]
480- [REDACTED] [REDACTED], 21 CONTACT

[REDACTED] at CON08) on 2020-07-29
08:00:36 - B717 AND B711 HAVE THE ATV DEPLOYED
/P49 I COPY

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[REDACTED] at CON08) on 2020-07-29
08:01:08 - P49 B711 GO AHEAD WHO IS THE 2ND WITH
U /B711 B717 HAVE THE ATV DEPLOYED GOING TO CHECK
PAPAGO AND THE NS OF THE BEACH

[REDACTED] at CON06) on 2020-07-29 08:01:28 -
DTA AVAIL TO LET IN TPD FOR ACCESS

[REDACTED] at CON07) on 2020-07-29
08:01:34 - T609 CONDUCTOR IS NOT AT 7TH/LINCOLN

[REDACTED] at CON08) on 2020-07-29
08:01:42 - Z40 P6 WE HAVE SEVERAL DRONE UNITS 17
WILL STOP AND PICKUP APACHE AND THEN WILL HEAD
THERE /P6 TFD NEEDED 1 AT TFD COMMAND

[REDACTED] at CON08) on 2020-07-29
08:01:58 - Z40 WILL SEE IF WE CAN GET SOMEONE
HERE FASTER

[REDACTED] at CON08) on 2020-07-29
08:02:36 - P6 5P32 HAS OPERATOR ARRIVED OR U
WAITING FOR ONE /5P32 EWAITING FOR 1P22 /P6 ONCE
HE GETS THERE U HAVE DRONE TEAM /5P32 COPY /Z40 I
COPY I DONT KNOW IF THEY HAVE OTHER DRONE
EQUIPMENT BUT WILL BRING IT

[REDACTED] at CON10) on 2020-07-29
08:02:48 - TO L34 PREVIOUS IR'S FOR
DAMAGE/DERAILMENT IN AREA IR 20-66884 AND 20-67031

[REDACTED] at CON08) on 2020-07-29
08:04:16 - LR2 I WAS JUST TALKING WITH BATT CHIEF
ON THE NS OF THE BRIDGE WE COORDINATED THAT POINT
WITH TFD FOR ACCESS

[REDACTED] at CON08) on 2020-07-29
08:05:14 - P49 P602 CAN U GIVE ME UPDATED ON
NORTH BEACH /P602 GOT EVERYTHING SHUT DOWN FROM
VOLLEYBALL COURT FOR PEDS AND BOATS ON THE WS U
WANT TO GO FURTHER /P49 THAT WILL BE GOOD FOR NOW

[REDACTED] at CON08) on 2020-07-29
08:05:48 - P49 P6 NORTH BEACH HAS BEEN EVACD TO
MARINA PER UR REQ/P6 COPY

[REDACTED] at CON08) on 2020-07-29
08:06:18 - P6 REF DTA REQ ACCORDING TO TFD ACCESS
TO LOOP 202/PRIEST NO LONGER NEEDED

[REDACTED] at CON08) on 2020-07-29
08:06:54 - P49 P600 WHO U HAVE ON BOATS? /P600
CONWAY AND D436 IS ON THE OTHER SIDE /P49 WATER
EVAC /P600 10-4 FOR 45MINS OR SO

[REDACTED] at CON08) on 2020-07-29
08:08:00 - P5 P6 WE WERE ABLE TO TRACK DOWN

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CONDUCTOR IM SENDING OFCR /P6 RR POLICE TRACKED HIM DOWN I BELIEVE THE REQ GOT TAKEN CARE OF AWHILE AGO /P6 WE DO NEED HIM AT UNION PACIFIC POLICE AT THE COMMAND VAN HERE /P5 [REDACTED] ENR TO PICK HIM UP

[REDACTED] at CON08) on 2020-07-29
08:08:05 - 5P32 DRONE IN THE AIR

[REDACTED] at CON08) on 2020-07-29
08:08:29 - P5 D406 U COPY WE NEED CONDUCTOR AT FIRE CP

[REDACTED] at CON08) on 2020-07-29
08:08:31 - D406 WILL DO

[REDACTED] at CON08) on 2020-07-29
08:09:50 - Z40 5P32 WE HAVE AUTHORIZATION FOR 200 FEET FROM THE FAA LET THEM KNOW /5P32 THE OPERATOR COPIES

[REDACTED] at CON08) on 2020-07-29
08:14:20 - P302 IS THE BLDG ON THE NEC OF MILL/RIO THEY ARE UP ON AN ORG LIFT CAN SEE THEM FROM MY POSTION AT RIO/ASH

[REDACTED] at CON08) on 2020-07-29
08:14:38 - P6 P49 CAN U HANDLE NOTIFICATIONS TO THOSE INDIVIDUALS TO GET OFF THE BLDG /P49 COPY

[REDACTED] at CON01) on 2020-07-29 08:14:54
- RP FOR MACAYO'S [REDACTED] 602 [REDACTED] -
INFO SENT TO T41 VIA SMS TEXT

[REDACTED] at CON08) on 2020-07-29
08:15:02 - P6 P5 WE ARE GETTING REPORTS THERE ARE WINDOW WASHERS AT THE ADP OR THE INAUDIBLE BLDG THAT WE NEED TO HAVE EVACUATED /P5 WILL HANDLE /P6 I CANT SEE THEM SO I DONT KNOW WHICH BLDGS THEY ARE TALKING ABOUT /P5 WILL CHECK

[REDACTED] at CON08) on 2020-07-29
08:15:14 - P49 WILL HANDLE EVAC FOR WINDOW WASHERS

[REDACTED] at CON08) on 2020-07-29
08:15:49 - LRI THE MAYOR IS ON HIS WAY DOWN

[REDACTED] at CON07) on 2020-07-29
08:17:17 - T30 PSAP CALL NO MORE EXTERNAL RESOURCES NEEDED AT THIS TIME //

[REDACTED] at CON08) on 2020-07-29
08:17:18 - LRI MAYOR WAS IN A WHITE JEEP

[REDACTED] at CON19) on 2020-07-29 08:18:06 -
Z40 ALL PAGE FOR DRONES /NEED WHO EVER IS AVAILABLE TO RESPOND AND THEY CAN CALL CRITES

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[REDACTED] at CON08) on 2020-07-29
08:18:09 - LRI HE SAID HIS PIO WAS IN THE AREA OF
RIO AND THE TEMPE BEACH PARK

[REDACTED] at CON08) on 2020-07-29
08:19:38 - P49 TO SE JS SQUAD I HAVE RELIEF UNITS
ENR STAY AT UR POSTS TILL RELIEF

[REDACTED] at CON08) on 2020-07-29
08:21:31 - P6 DRONE OPERATORS HOLD UR POSITION
WHERE UR AT /5P32 COPY

[REDACTED] at CON01) on 2020-07-29 08:21:54
- MACYS DEPOT CANTINA CFO [REDACTED] 602 [REDACTED]
[REDACTED] LEFT MSG

[REDACTED] at CON08) on 2020-07-29
08:22:22 - P49 B711 HOWS THE PARK LOOK /B711 THE
PARK LOOKS GOOD NS LOOKS GOOD ALL THRU PAPAGO AND
LOPIANO KEEPING ALL PEDS OUT OF THERE SO LOOKS
GOOD FOR NOW /B717 IM AT THE MARINA KEEPING PEDS
OUT

[REDACTED] at CON08) on 2020-07-29
08:23:01 - P5 P6 GOT UPDATE ALL ROADS ARE SHUT
DOWN AND EVACUATED HAVE A COUPLE UNITS IN THE
PARK CHECKING ON PPL AND EXCHANGING OFCRS WITH
SALT RIVER /P6 COPY

[REDACTED] at CON08) on 2020-07-29
08:24:43 - 5P32 WE ARE GOING TO BRING DRONE BACK
IN TO SWAP OUT BATTERIES /P6 COPY

[REDACTED] at CON01) on 2020-07-29 08:26:40
[REDACTED] RS W/DEPOT CANTINA TRANSFERRED TO T41'S
CELL

[REDACTED] at CON08) on 2020-07-29
08:27:02 - P5 REPLACING MIDNIGHTS WILL SALT RIVER

[REDACTED] at CON08) on 2020-07-29
08:27:08 - 5P32 DRONE IS ON THE GROUND

[REDACTED] at CON07) on 2020-07-29
08:27:49 - IP11 PHX CHIEF HEADING INTO PARK TO
CHECK FOR ENGINE ACCESS

[REDACTED] at CON08) on 2020-07-29
08:29:03 - L34 THERE A 10-8 UNIT TO 25 AT MACAYCO
CP

[REDACTED] at CON08) on 2020-07-29
08:29:14 - L34 10-22

[REDACTED] at CON08) on 2020-07-29
08:32:10 - 5P32 DRONE IS BACK IN THE AIR /P6 COPY

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[REDACTED] at CON08) on 2020-07-29
08:32:32 - P6 THE CONDUCTOR ISSUES IS WORKED OUT
WITH RR POLICE ONCE THE CONDUCTOR IS DONE DOING
WHAT HE NEEDS TO DO HE IS OW OUR DETECTIVES

[REDACTED] at CON08) on 2020-07-29
08:32:57 - P5 WINDOW WASH HAS BEEN EVAC /P6 COPY

[REDACTED] at CON08) on 2020-07-29
08:33:24 - P6 THE US DEPT OF TRANSPORATION HAS
INVESTIGATOR AND HAS BEEN IN CONTACT WIHT US AND
IS SENDING INVESTIGATOR TO CP

[REDACTED] at CON08) on 2020-07-29
08:33:46 - LR1 P49 I HAVE CONST WANTING TO REMOVE
THEIR BARRICADES WILL THAT HELP?

[REDACTED] at CON08) on 2020-07-29
08:34:25 - P49 WHERE ARE THEY? /LR1 WANT THEM
REMOVED FROM MAPLE/RIO AND THEY ARE OW ME AT
ASH/3RD

[REDACTED] at CON08) on 2020-07-29
08:34:38 - P49 LR1 CAN U 21 ME /LR1 10-4

[REDACTED] at CON08) on 2020-07-29
08:35:03 - P6 FYI OUR DRONE TEAM AT THE SCENE IS
OPERATING OFF TALK CHNL GIVING DIRECTIONS

[REDACTED] at CON08) on 2020-07-29
08:36:13 - 5P32 WE GOT RED HELO FLYING CAN WE SEE
IF THAT CAN GO AWAY /P6 I RESTRICTED AIR SPACE
AWHILE AGO CAN DO AGAIN IS THAT MEDIA HELO /5P32
CANT TELL FOR SURE BUT ITS A RED HELO /P6 IS IT E
OR W OF COMMAND POST /P6 JUST NW

[REDACTED] at CON08) on 2020-07-29
08:37:32 - P6 TO P5 WE HAVE REQ FROM FIRE CP TO
HAVE UNITS GO TO RIVERBOTTOM W OF THE DAM AND
MAKE SURE THERE IS NO 647T THINGS OF THAT NATURE
IN PLACE OVER THERE IF BRIDGE FALLS IT WILL CAUSE
A WAVE AND BELIEVES IT WILL GO OVER TO THE WS

[REDACTED] at CON08) on 2020-07-29
08:37:58 - P6 P5 IF WE CAN GET AIR RESOURCE MESA
OR PHX TO THAT WITH HELO THAT MIGHT BE BETTER FOR
STRAGGLERS THEY CAN HOP ON PA TO GET THEM IN THE
AREA

[REDACTED] at CON02) on 2020-07-29 08:38:15 - ALL
CALL FOR ANY/ALL DRONE OPERATORS TO CALL Z40'S
CELL

[REDACTED] at CON08) on 2020-07-29
08:38:20 - L34 CAN U HANDLE REQ WITH MESA AIR

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[REDACTED] at CON08) on 2020-07-29
08:38:51 - P6 IF WE CAN GET MESA OR PHX FOR HELO
WE NEED TO HAVE THEM FLY OVER THE W AREA OF DAM
AND THE DESERT AREA /CONCERNED IF TRAIN BRIDGES
COLLAPSES IT WILL CAUSE A WAVE THAT WILL GO OVER
W DAM

[REDACTED] at CON08) on 2020-07-29
08:39:14 - P6 WE WOULD LIKE TO KEEP THEM IN THE
AREA TO MAKE ANNOUNCEMENTS REF CLOSURE ONCE THEY
ARE DOWN WITH THAT DTL

[REDACTED] at CON01) on 2020-07-29 08:39:31
- MESA AIR NEG

[REDACTED] at CON08) on 2020-07-29
08:39:40 - P602 P49 EVERYTHING ON THE WS OF
MARING FOR VEHS AND PEDS U HAVE X2 BIKE UNITS AND
ROAMING SIDE KEEPING THE AREA CLEAR /P602 IF UR
GOOD WILL GO TO WS TO CLEAR AREA OF 647T

[REDACTED] at CON08) on 2020-07-29
08:39:59 - P49 DID ML [REDACTED] MEET UP WITH UP /P602
10-4 AND [REDACTED] IS ON TEH GUAD IN THE AREA KEEPING
THE NORTH BANK

[REDACTED] at CON01) on 2020-07-29 08:40:07
- PHX AIR IS CHECKING

[REDACTED] at CON08) on 2020-07-29
08:40:08 - 5P32 RED HELO STILL CIRCLING THE AREA
/P6 COPY

[REDACTED] at CON08) on 2020-07-29
08:40:19 - P6 IM ON THE PHONE WITH FAA

[REDACTED] at CON19) on 2020-07-29 08:41:03 -
[REDACTED] L [REDACTED] W/TRAFFIC ENGINEERING TMC IS
AVAILABLE TO MANAGAE TRAFFIC SIGNALS /HIS EXT 8666

[REDACTED] at CON08) on 2020-07-29
08:42:42 - P6 FAA IS GETTING HELOS OUT OF THE
AREA AND DIVERTING PASS PLANES ACCORDINGLY TO
ACCOMDATE OUR NEEDS AS WELL /FAA GAVE US
CLEARANCE FOR PD HELOS FOR OUR TRAFFIC AS WELL

[REDACTED] at CON08) on 2020-07-29
08:42:58 - Z40 WHEN WE GET 1 MAKE SURE THEY ARE
AWARE OF DRONE USES ABOUT 200 FT SO THEY NEED TO
BE AWARE

[REDACTED] at CON08) on 2020-07-29
08:43:32 - P6 P600 AT THIS POINT WE ARE
SUSPENDING BOAT OPERATIONS AND WHEN DONE REDPOLY
WILL KEEP 1 BOAT CREW IN THE MARINA AND THE OTHER
BOAT CREW CAN GO TO LOG STATION AREA

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[REDACTED] at CON08) on 2020-07-29
08:43:47 - P6 P600 U E OR W OF BRIDGE /P600 WE
ARE BOTH E /P6 IF U CAN HEAD BACK TO MARINA AND
TIE IT UP

[REDACTED] at CON01) on 2020-07-29 08:44:20
- PHX AIR CALLING P6 CELL

[REDACTED] at CON08) on 2020-07-29
08:44:26 - Z40 P6 WE CAN USE IN THE MEAN WHILE WE
CAN PUT MAVERICKS ON THE W END TO MAKE
ANNOUNCEMENTS /P6 THAT WOULD HELP IF WE WANT TO
CLEAR AREA WITH DRONES BUT CAN STILL USE AIR
ASSIST

[REDACTED] at CON08) on 2020-07-29
08:45:05 - P49 TO ANY UNITS COMMUNICATING WITH ME
UR POINT OF CONTACT IS L34

[REDACTED] at CON08) on 2020-07-29
08:46:14 - P6 NEED UNIT THAT HAS ACCESS TO
MICROSOFT SYSTEM /P6 ADV DISPATCH HAS FULL CONTROL

[REDACTED] at CON08) on 2020-07-29
08:47:17 - D453 P6 I HAVE PHX FIRE THAT NEEDS
HEAVY EQUIPMENT TO THE STAGING POINT THE NS WHATS
THE BEST WAY GOING TO BE

[REDACTED] at CON08) on 2020-07-29
08:47:38 - P6 UNITS ON SCENE WILL BE HEARING
TEMPE TOWN LAKE ANNOUCMENTS TO HAVE PPL IN THE
AREA EVAC AND THE BEACH AREA IS CLOSED

[REDACTED] at CON07) on 2020-07-29
08:48:17 - P6 WILL BE MAKING ANNOUCEMENTS OVER
TOWN LAKE PA SYSTEM TO CITIZENS TO EVACUATE

[REDACTED] at CON08) on 2020-07-29
08:49:04 - P602 IF HE GOES WB ON WASHINGTON FROM
PRIEST HE CAN GO SB ON LAKEVIEW FROM MARQUEE AND
IT WILL TAKE HIM DOWN THERE /D453 COPY

[REDACTED] at CON08) on 2020-07-29
08:51:24 - P6 TO P600 AT THIS POINT IM GOING TO
WANT EVERYONE OFF THE LAKE AND OUT OF THE BAOTS
TIE THEM UP AT THE MARINA /P600 WE ARE DOCKED AND
TIED UP

[REDACTED] at CON08) on 2020-07-29
08:51:41 - P6 AT THIS POINT LETS HAVE BOTH POINT
TEAMS GO TO LOG STAGING AT MACAYOS FOR
REDEPLOYMENT

[REDACTED] at CON08) on 2020-07-29
08:51:44 - P600 COPY

[REDACTED] at CON08) on 2020-07-29

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08:52:49 - P6 TO P5 10-22 UNITS AT THE INCIDENT
IF UR LOC ANYWHERE NEAR THE TEMPE TOWN LAKE WE
NEED U AT THE HIGHEST POINT OF THE BERMS DO NOT
WANT U NEAR THE WATER

[REDACTED] at CON08) on 2020-07-29
08:53:43 - P602 P600 GIVE ME A CALL

[REDACTED] at CON19) on 2020-07-29 08:54:00 -
CALLER DANNY [REDACTED] 608- [REDACTED]- [REDACTED] ADV THAT WHEN
HE WAS BIKING THRU AREA AT 0530 HE NOTICED THAT
THERE WAS A SIGNIFICANT AMOUNT OF WATER ON THE
TRACKS AND THAT THE 647T CAMPE THAT IS ALWAYS
UNDER THAT SECTION OF THE BRIDGE WAS NO WHERE TO
BEEN SEEN

[REDACTED] at CON08) on 2020-07-29
08:54:22 - INFO ANNOUCED OVER A1 HOT ABOUT UNITS
GETTING TO THE HIGHEST PART OF THE BERMS AND
STAYING AWAY FROM THE WATER

[REDACTED] at CON08) on 2020-07-29
08:56:32 - L34 TO ANY UNIT ON PERM IF U NEED
WATER OR RELIEF LET US KNOW

[REDACTED] at CON08) on 2020-07-29
08:58:04 - P600 P6 /P6 10-12

[REDACTED] at CON08) on 2020-07-29
08:58:35 - P600 BOATS ARE OFF THE WATER TIED U
WANT ME TO REDEPLOY GET THE RANGER TO HIT UP
ENCAMPMENTS

[REDACTED] at CON08) on 2020-07-29
08:58:40 - P6 10-12 ON THAT

[REDACTED] at CON08) on 2020-07-29
08:59:34 - P600 THAT WAS A WHOLE ENCAMPMENT WE
CLEARNED UP SEVERAL WEEKS BACK IF THATS WHAT THEY
ARE THINKING

[REDACTED] at CON08) on 2020-07-29
08:59:56 - P6 P600 10-12 ON THAT NO PERSONEL IN
THAT AREA /P6 PHX PD WILL COME UP ON H3 TO LAUNCH
ANY DRONE OPERATIONS NEAR THAT DAM BE 200 FT

[REDACTED] at CON08) on 2020-07-29
09:00:00 - P5 COPY

[REDACTED] at CON08) on 2020-07-29
09:00:45 - P5 P600 IF U WANT TO DRIVE THE TOP OF
THE RIVER BED DOWN THERE BUT STAY ON TOP TO MAKE
ANNOUCMENT TO EVAC

[REDACTED] at CON08) on 2020-07-29
09:00:55 - D436 P600 I WILL TAKE THE NS IF U WANT
TO TAKE THE SS

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[REDACTED] at CON08) on 2020-07-29
09:00:58 - P600 10-4

[REDACTED] at CON08) on 2020-07-29
09:01:42 - P600 WE HEARD ALARMS BUT NO MESSAGES

[REDACTED] at CON08) on 2020-07-29
09:04:49 - INFO RELAYED PER P45

[REDACTED] at CON08) on 2020-07-29
09:05:07 - P6 THAT NEEDS TO BE TREATED LIKE A 707
THRU PATROL COMMAND

[REDACTED] at CON08) on 2020-07-29
09:05:21 - INT50 P6 IF U LIKE I CAN HEAD OVER
THERE AND WORK THAT FOR U

[REDACTED] at CON08) on 2020-07-29
09:06:11 - L34 MAKE SURE L33 COPIES THAT TRAFFIC
AND HANDLES

[REDACTED] at CON08) on 2020-07-29
09:07:02 - L33 TTS ROUGHLY DALEY PARK NWC

[REDACTED] at CON08) on 2020-07-29
09:07:16 - P600 NEG

[REDACTED] at CON08) on 2020-07-29
09:09:08 - P600 ALARM IS BLARING BUT NO WORDS

[REDACTED] at CON08) on 2020-07-29
09:10:21 - P600 AND IT WAS ONLY FOLLOWED BY
STATIC /THE ALARM BLARES AND THEN STATIC FOLLOWS
THAT

[REDACTED] at CON07) on 2020-07-29
09:13:57 - T30 SB 101 TO WB 202 HARD CLOSURE IN
PLACE BY ADOT

[REDACTED] at CON08) on 2020-07-29
09:22:16 - PHX ON H3

[REDACTED] at CON08) on 2020-07-29
09:22:18 - PHX ON STAGE

[REDACTED] at CON08) on 2020-07-29
09:22:34 - PHX HEARD A COUPLE DRONES BEING PUT
OUT ON A DECK 7

[REDACTED] at CON08) on 2020-07-29
09:23:47 - P6 MACE AND OTHER UNITS WE ARE GOING
TO MERRY UP Z40 TO RUN OPS THRU FIRE AND
COMMUNICATE ALL THRU FIRE /NOTHING NEEDED AT THIS
PGONG /P6 Z40 UR GOING TO BE FOR SUPPORT

[REDACTED] at CON08) on 2020-07-29

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09:23:58 - X423 I THINK HE TALKING WITH TFD RIGHT
NOW

[REDACTED] at CON08) on 2020-07-29
09:24:42 - FIREBIRD ON COMMAND H3

[REDACTED] at CON08) on 2020-07-29
09:25:06 - FIREBIRD FOR COMMAND JUST UNDER OUR
HELO THERE IS SEVERAL CAMPS DONT KNOW IF U HAVE
CLEARED THEM OUT W OF THE FIRE

[REDACTED] at CON08) on 2020-07-29
09:25:25 - P602 FIREBIRD WE HAVE BEEN TRYING TO
MAKE NORTH AND S THRU PA CAN U MAKE ANNOUCMENTS
WHEN U FLY OVER THAT THEY NEED TO EXIT

[REDACTED] at CON08) on 2020-07-29
09:25:59 - FIREBIRD I WILL DO MY BEST CAN SEE
INSIDE ALL TENTS U WANT THEM TO GO TO THE NS?
/P602 FROM WHERE U ARE WB FROM PRIEST BRIDGE IS
WHERE THE CAMPS ARE THEY CAN GO NORTH OR S TO EXIT

[REDACTED] at CON08) on 2020-07-29
09:27:03 - P6 P5 IM GOING TO NEED TST OPERATOR AT
CP HERE AT FIRE COMMAND NEED ROBOT ASSISTANCE FOR
UNDER THE BRIDGE /P5 COPY WE TALKING A LITTLE ONE
OR A BIG ONE WITH CLAW

[REDACTED] at CON08) on 2020-07-29
09:27:29 - FIREBIRD MADE SEVERAL ANNOUCMENTS OVER
ES OF CAMPS LOOKING FOR ANY OCCUPANTS NOT SEEING
ANY AT THIS TIME

[REDACTED] at CON08) on 2020-07-29
09:27:37 - P6 P5 AN AVATOR

[REDACTED] at CON08) on 2020-07-29
09:27:51 - P6 P5 ALSO WILL NEED SOME RADIO
BATTERIES

[REDACTED] at CON08) on 2020-07-29
09:29:29 - P6 P5 RELOCATE THE CART TRAILER NEXT
TO FIRE COMMAND TRAILER N OF PENNYSAVER

[REDACTED] at CON08) on 2020-07-29
09:29:49 - P5 LOC AGAIN /P6 RELOCATE IT NEXT TO
FIRE COMMAND VEH WHERE WE ARE RUNNING FIRE OPS AT
PENNYSAVER LOT

[REDACTED] at CON08) on 2020-07-29
09:30:07 - P302 P6 NOT GOING TO HAPPEN TFD HAS
ROAD BLKD OFF /P5 I WAS TOLD THEY HAVE FIREHOSES
OVER THE ROADWAY

[REDACTED] at CON08) on 2020-07-29
09:30:31 - P6 P5 SEND TRAFFIC OFCR TO SEE IF
THERE IS A WAY TO DO IT? /P5 I WILL SEE IF THEY

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CAN INAUDIBLE ON RIO /P6 COME UP RIO? /P5 WILL
HAVE TO CHECK

[REDACTED] at CON08) on 2020-07-29
09:30:44 - INT150 WALKING UP ASH WILL GET EYES AND
ADV

[REDACTED] at CON08) on 2020-07-29
09:30:58 - P6 IF WE NEED TO DRIVE IT THUR BEACH
PARK WE CAN FIGURE A WAY FOR THAT

[REDACTED] at CON08) on 2020-07-29
09:31:14 - S422 ANY UNITS COMING TO CALL AT
COLLEGE APPROACH FROM BROADWAY FROM SB TO NB

[REDACTED] at CON08) on 2020-07-29
09:32:10 - FBIRD P6 SEE SEVERAL OF CAMPS ALL THE
WAY TO PRIEST LOOKS LIKE 3-4 PPL MADE THERE WAY
TO LEVI U HAVE SEVERAL CAMPS NOT SEEING ANYONE
ELSE

[REDACTED] at CON08) on 2020-07-29
09:32:25 - FBIRD ANYTHING ELSE AND ANYONE HAVE
LOC OF DRONES FROM FIRE

[REDACTED] at CON08) on 2020-07-29
09:32:31 - P6 Z40 CAN U ADV ON DRONE LOC?

[REDACTED] at CON08) on 2020-07-29
09:32:45 - X423 WE ARE LAUNCHING DRONE SHOULD GET
THE 20

[REDACTED] at CON08) on 2020-07-29
09:32:57 - P6 WHERE FROM? /X423 TEMPE BEACH PARK
NEAR BOAT RENTALS

[REDACTED] at CON08) on 2020-07-29
09:33:20 - FBIRD COPY TEMPE BEACH PARK FROM BOAT
RENTALS ANY OTHERS /P6 RIGHT OVER FIRE COMMAND
VEH AND THEN TO THE HEAVY RAIL BRIDGE TO GET OVER
HEAD ASSESS

[REDACTED] at CON08) on 2020-07-29
09:33:51 - FBIRD WE ARE W ANYTHING ELSE /P6 DO A
BIG CIRC LE OF LAKE AREA DONT WANT ANYONE NEAR
BANKS OF WATER EXPECT TFD FOR PUBLIC SAFETY
/FBIRRD E AND WS OF FIRE /P6 10-4

[REDACTED] at CON07) on 2020-07-29
09:33:52 - IP11 GETTING PEDS FROM RIO/ASH

[REDACTED] at CON08) on 2020-07-29
09:35:22 - MET150 BE ADV LIGHT RAIL IS DOING THE
SAME SYSTEM WIDE

[REDACTED] at CON08) on 2020-07-29
09:35:53 - B711 GOT WATER ON ATV IF ANYONE IS

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STATIC AND NEEDS WATER I CAN BRING IT

[REDACTED] at CON08) on 2020-07-29
09:36:53 - L34 CHECK WITH MAIN CHNL AND SEE IF
TST OPERATOR HAVE REQ FOR ROBOT THE AVATAR

[REDACTED] at CON08) on 2020-07-29
09:37:07 - L34 HAVE THEM COME ON THIS CHNL FOR
FURTHER

[REDACTED] at CON08) on 2020-07-29
09:38:08 - FBIRD P6 REF WASH SEVERAL CAMPS WE
MADE OURSELVES KNOWN ANYONE I SAW IS WORKING
THEIR WAY TO LEAVE ABOUT 3-4 CANT BE SURE ANYONE
ELSE IS IN THE TENTS /ALSO CLEARED PEDS OUT

[REDACTED] at CON08) on 2020-07-29
09:38:18 - FBIRD ON E AND W OF FIRE U JUST HAVE
ER PERSONEL

[REDACTED] at CON03) on 2020-07-29
09:38:33 - PER P42, HE BELIEVES ALL OPERATORS ARE
"UP THERE " - ON THIS CALL

[REDACTED] at CON08) on 2020-07-29
09:38:38 - FBIRD ANYTHING ELSE /P6 NEG WE CAN
FILL IN WITH DRONES

[REDACTED] at CON11) on 2020-07-29 09:38:45
- MATT RAINY 480-220-0083 (CENTURY LINK LEVEL 3)
NEEDS TO SPK WITH OFFICER .. COMP IS LOCATED
ABOUT 300 FEET WEST OF COLLEGE ALONG TRAX NEAR
PROPERTY FENCE .. COMP WM LEVEL 3 HARD HAT BLK
LONG SHIRT KHAKI PANTS

[REDACTED] at CON08) on 2020-07-29
09:38:52 - P6 TO FBIRD WILL CHECK WITH TFD /FBIRD
STANDING BY

[REDACTED] at CON08) on 2020-07-29
09:39:08 - L34 TO ANY TST OPERATOR ON THIS CHNL?

[REDACTED] at CON08) on 2020-07-29
09:39:51 - B713 U IN POSITON WHERE U CAN BREAK
FREE BLKING WB TRAFFIC AT 3RD/MILL SEND ME A UNIT
/L34 COPY

[REDACTED] at CON07) on 2020-07-29
09:43:06 - 143 SOUTH END OF TRAINING MOVING BACK
TOWARDS UNIV //KEEP AN EYE ON UNIV

[REDACTED] at CON06) on 2020-07-29 09:46:37 -
H3 PATCH DROPPED

[REDACTED] at CON06) on 2020-07-29 09:49:40 -
P6 FIRE & MEDIA RELATIONS OPENING UP A AT
TRAINING CENTER

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[REDACTED] at CON06) on 2020-07-29 09:51:43 -
P6 TO TST UNIT: B713 > P6 ETA TO ARRIVAL > B713
20 MINS STUCK IN TRAFFIC HEADING TO 36 TO PICK IT
UP

[REDACTED] at CON06) on 2020-07-29 09:55:49 -
REF IR 76903, NO 707 ISSUE, C4 PER L33

[REDACTED] at CON06) on 2020-07-29 09:56:14 -
INT50 ANYONE ON THIS CHANNEL KNOW IF COMMAND VAN
OPERATIONAL > S42 OPERATIONAL BUT .. NOT VERY GOOD

[REDACTED] at CON08) on 2020-07-29
10:04:52 - L34 WHAT TIME DID MESA AIR GIVE US A
CLEAR

[REDACTED] at CON08) on 2020-07-29
10:10:31 - P6 TO TST OFCR WITH ROBOT ANY UPDATES
ON WHEN U CAN GET HERE /B713 DRIVE TIME FROM
APA/MCC ON MY WAY

[REDACTED] at CON08) on 2020-07-29
10:19:23 - B717 THE RIVER BOTTOM NORTH SHORE AT
SR143 CAMPS ARE CLEARING OUT

[REDACTED] at CON08) on 2020-07-29
10:21:21 - MET50 PATCH LIGHT RAIL THRU TO ME

[REDACTED] at CON08) on 2020-07-29
10:21:34 - LIGHT RAIL HAD FOOTAGE /P6 WAS ADV AS
WELL

[REDACTED] at CON08) on 2020-07-29
10:23:54 - P6 THE AVATOR AND TST ASSETS ARE HERE
AT THE CP THEY ARE COORDINATING WITH
ENVIRONMENTAL TO FIGURE OUT HOW TO DO INSPECTION
UNDER BRIDGE

[REDACTED] at CON08) on 2020-07-29
10:28:29 - P6 SGT M [REDACTED] WILL BE IN CHARGE OF
ROBOTS WILL LOC TO TCA AND WORK OUT OF THAT AREA

[REDACTED] at CON08) on 2020-07-29
10:32:09 - CORRECTION B717 THE RIVER BOTTOM
NORTHSHORE TO SR143 ARE CLEARING OUT

[REDACTED] at CON07) on 2020-07-29
10:33:05 - T30 ANY TRAFFIC RELATED SWAPS
COORDINATE THROUGH LOGS

[REDACTED] at CON08) on 2020-07-29
10:34:46 - P6 TO P600 21 ME FOR INSTRUCTIONS FOR
HOW TO DEPLOY /P600 10-4

[REDACTED] at CON08) on 2020-07-29
10:38:16 - P6 WE ARE PREPARING TO LAUNCH OUR BOAT

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TO TAKE TEMPE OPERATOR ENVIRONMENTAL AND BOOM
OPERATOR TEAM TO LAUNCH ER BOOMS AND CONTAINMENTS
ON THE LAKE AND P600 WILL BE DRIVING IT

[REDACTED] at CON08) on 2020-07-29
10:52:44 - P601 THE RR CARS ON THE TRACKS AT
1ST/FARMER HAVE DEPARTED SB

[REDACTED] at CON08) on 2020-07-29
10:52:53 - P6 COPY

[REDACTED] at CON08) on 2020-07-29
10:53:21 - P5 DID THE TANKERS GET MOVED AS WELL
/P601 LOOKS LIKE THE DISCONN FROM A CAR FULL OF
LUMBER I DO NOT SEE ANY TANKERS LEFT EXPECT FOR
THOSE THAT HAVE FALLEN

[REDACTED] at CON08) on 2020-07-29
10:54:14 - P601 JUST CONF WE ARE STILL BLKING
TRAFFIC FROM 1ST AND FARMER?

[REDACTED] at CON07) on 2020-07-29
10:54:18 - T602 TRAIN MOVVING AND CLEARED UNIV
NOT BLOCKING

[REDACTED] at CON08) on 2020-07-29
10:54:35 - P601 NO VEHS EB ON 1ST CAN GET THRU
STILL HAVE FIRE LINES IN ROAD

[REDACTED] at CON08) on 2020-07-29
10:55:46 - CORRECTION VEHS EB ON 1ST CANT STILL
GET THRU

[REDACTED] at CON07) on 2020-07-29
11:09:24 - T603 CONT VEH ON TRACKS

[REDACTED] at CON08) on 2020-07-29
11:09:36 - P6 P5 THE AVATAR DTL IS COMPLETED
[REDACTED] AND HIS TEAM IS COMING BACK TO MACAYOS
FOR REDEPLOY IF NEEDED

[REDACTED] at CON07) on 2020-07-29
11:09:49 - T603 CLEARED FROM VEH

[REDACTED] at CON07) on 2020-07-29
11:10:37 - T42 DEPLOYING BOUY LINE

[REDACTED] at CON08) on 2020-07-29
11:12:00 - P6 P600 FIRE COMMAND HAS BEEN ADV JUST
KNOW THERE IS ANOTHER BOAT SHOOTING WATER FOR THE
TANKER CAR ON THE LAKE

[REDACTED] at CON11) on 2020-07-29 11:16:00
- P301 IS TAKING 10 GALLONS UNLEADED OF GAS TO
COMMAND POST 3RD /ASH PER D480'S REQ

[REDACTED] at CON07) on 2020-07-29

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

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Reported: Jul-29-2020 06:07:33

11:22:30 - 1P52 CONFIRM WE HAVE A DRONE UP

[REDACTED] at CON07) on 2020-07-29

11:22:46 - 1P52 CONFIRM IF MEDIA CAN OR SHOULD
LAUNCH W P6 ON A1

[REDACTED] at CON08) on 2020-07-29

11:23:32 - 1P52 P6 I SEE A FEW DRONES IN TEH AIR
I AM ASSUMING THEY ARE OURS MEDIA ASKING ABOUT
DRONES WE RESTRICTING THAT /P6 ONLY POLICE AND
FIRE DRONES IN THE AREA AND THATS IT AT THIS POINT

[REDACTED] at CON08) on 2020-07-29

11:24:03 - 1P52 I JUST DIDNT KNOW HOW MANY WE HAD
I SEE 3 AND THERE IS MEDIA OVER HERE ASKING /P6
YA THE AREA OF OPERATIONS IS RESTRICTED FLIGHT
AREA AND RESTRICTED AIR SPACE ONLY PUBLIC SAFETY
DRONES ALLOWED

[REDACTED] at CON08) on 2020-07-29

11:24:44 - 1P52 I OF THE DRONES I OBSERVED
ACCORDING TO MEDIA WAS ADC WHAT IS RESTRICTED
AREA EVERYTHING BLKD OFF BY PD /P6 THE ENTIRE
TEMPE TOWN AREA IS BLKD OFF AND FAA HAS
IMPLEMENTED FLIGHT RESTRICTON

[REDACTED] at CON08) on 2020-07-29

11:24:59 - 1P52 HE IS SAYING OFCR BACON GIVE
PERMISSION /P6 THAT PERMISSION HAS BEEN RESCENDED

[REDACTED] at CON07) on 2020-07-29

11:35:08 - 142 MILL/RIO RED CLEAN HARBORS TRUCK W
TRAILER HEADED UR WAY NEEDS TO GO WB TO ASH

[REDACTED] at CON08) on 2020-07-29

11:37:19 - P600 P6 BOAT OPERATIONS ARE COMPLETE
UNLESS U NEED ANYTHING ELSE /P6 NEG I COPY BOAT
OPERATIONS COMPLETED

[REDACTED] at CON06) on 2020-07-29 11:38:22 -

SUBJ'S VEH PARKED AT TEMPE BEACH PARK PLOT /2018
WHI FORD F150 /PETER LILLYMAN REQ 21 CONTACT IF
POSS WHEN C4 TO RETRIEVE VEH OR VEH CONTENTS
/832-228-6295

[REDACTED] at CON08) on 2020-07-29

11:38:37 - P600 P6 BOOMS HAVE BEEN DEPLOYED AND
THE DUDES ARE OFF THE BOAT GOING TO GO AHEAD AND
SECURE THEM

[REDACTED] at CON08) on 2020-07-29

11:40:09 - P6 TO 1MU RE [REDACTED] ANY ETA ON MESA
COMMAND VEH /AT RIO/MILL RIGHT NOW TRYING TO GET
HIM THRU BARRICADES AND THEN WILL BE GOING THRU
TEMPE BEACH PARK

[REDACTED] at CON08) on 2020-07-29

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

CP 2020-76876

Reported: Jul-29-2020 06:07:33

11:40:36 - P6 TO TMU RENWICK ANY ETA ON MESA
COMMAND VEH /INT50 AT RIO/MILL RIGHT NOW TRYING
TO GET HIM THRU BARRICADES AND THEN WILL BE GOING
THRU TEMPE BEACH PARK

[REDACTED] at CON08) on 2020-07-29
11:42:12 - P600 P6 BOSS FYI U GOT BURNT RR TIES
THAT HAVE MADE IT TO THE STATE FARM BLDG AREA /P6
COPY

[REDACTED] at CON08) on 2020-07-29
11:45:17 - INT50 P6 U ABLE TO ADV TFD TO MOVE
TRUCKS OUT OF THE WAY SO I CAN GET VAN THRU THERE
/P6 WHICH TRUCKS?

[REDACTED] at CON08) on 2020-07-29
11:45:34 - INT50 JUST THE 1'S ON THE OTHER SIDE
OF THE ARMS THAT WERE BLKING THE PLOT THAT
CURRENT COMMAND VAN IS IN

[REDACTED] at CON08) on 2020-07-29
11:48:28 - B711 IM OUT HERE WITH INT50 TRYING TO
GET INCIDENT COMMAND VEH BACKED UP

[REDACTED] at CON08) on 2020-07-29
11:50:25 - B711 WE ARE TRYING TO GET MESA COMMAND
VEH TURNED AROUND TIGHT SPOT /P6 TRYING TO
COORDINATE WITH TFD U AT RIO/ASH OR THE PARK
/B711 IN THE PARK ON THE ES OF THE BRIDGE GETTING
IT TURNED AROUND IN SMALL TURN AREA THEN WILL
HEAD THRU

[REDACTED] at CON08) on 2020-07-29
11:50:32 - P6 SEE WHAT U MEAN WILL TRY TO GET
BATT CHIEF VEHS LOC

[REDACTED] at CON08) on 2020-07-29
11:52:10 - A44 TO P6 WORKING RIVERBOTTOM SS OF
THE LAKE DO WE HAVE UNITS WITH ATV /B717 REPEAT
UR 20 /A44 ON THE SS BTWN THE X2 POWER LANES SUBJ
ON A BIKE AND SUBJ SITTING /B717 WILL BE 17

[REDACTED] at CON08) on 2020-07-29
11:53:55 - B711 P6 GOT SOME MALES HERE WITH FLOOD
CONTROL WITH MARICOPA COUNTY WANT TO CHECK THE
BRIDGE AND HOW IT WILL AFFECT THERE LEVI WHERE
SHOULD I DIR THEM /P6 COME TO COMMAND POST AND 25
WITH FIRE COMMAND AND ENVIROMENTAL BEFORE WE GO
OVER THERE

[REDACTED] at CON08) on 2020-07-29
11:54:09 - B711 MACAYOS /P6 NEG ASH/RIO CURVE IN
FIRE COMMAND VEH

[REDACTED] at CON08) on 2020-07-29
11:54:42 - P6 INT50 I GOT THE GATE ARMS OPEN AND
GOING TO MOVE FIRE VEHS TO GET U THRU /INT50

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

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COMING THRU PARK NOW

[REDACTED] at CON08) on 2020-07-29
11:56:58 - A44 TO B717 SO THE GUY SEATED IS
MOVING N THRU THE RIVERBOTTOM ABOUT A THIRD
QUATERS OF THE WAY BTWN THE POWERS LINES /B717
HEADING DIR TOWARDS U GUYS ABOUT 100 YDS OUT

[REDACTED] at CON08) on 2020-07-29
11:57:09 - A44 DIR NORTH OF THIS GUY HERE

[REDACTED] at CON08) on 2020-07-29
11:57:23 - A44 WM BLK HAT TAN LONG SLEEVE SHIRT
JEANS PERHAPS

[REDACTED] at CON08) on 2020-07-29
11:59:05 - A44 P6 THERE IS SOME PPL HAVE ARRIVED
SINCE PHX AIRSHIP LEFT CAN WE HAVE THEM RETURN
FOR ANNOUCEMENTS MAYBE FOLKS DIDNT HEAR YET /P6
10-4

[REDACTED] at CON08) on 2020-07-29
11:59:42 - A44 A440 U C4 /A440 YA OUT WITH
[REDACTED] CHECKING THE CAMP RIGHT HERE

[REDACTED] at CON08) on 2020-07-29
12:04:33 - S422 INT50 WHATS UR 20 /INT50 IM IN
TEMPE BEACH PARK PLOT TRYING TO GET MESA COMMAND
VAN THRU SOME STUFF /S422 I WILL 25 U

[REDACTED] at CON07) on 2020-07-29
12:09:04 - I30 Z451

[REDACTED] at CON07) on 2020-07-29
12:12:58 - I42 ALL TRAFFIC CONTROL GOING TO BE
HOLDING OVER TEMPE TRAFFI CUNITS TONIGHT
//CONTACT ME FOR ANY CONFLICTS

[REDACTED] at CON10) on 2020-07-29
12:23:49 - I607 CITIZEN VEHICLE WEST ENTRANCE OF
MARQUEE RAN OUT OF GAS ANYONE W/GAS THAT CAN
ASSIST ? @WNA5ALA

[REDACTED] at CON10) on 2020-07-29
12:27:05 - IO I607 PER P301 NEG ON GAS TO ASSIST
W/CITIZEN 585M

[REDACTED] at CON07) on 2020-07-29
12:31:41 - CIX2 LAKEVIEW/RIO W NTSB

[REDACTED] at CON06) on 2020-07-29 12:32:19 -
P6 HAVE THEM COME TO MESA FIRE COMMAND VEH RIO/ASH

[REDACTED] at CON07) on 2020-07-29
12:33:07 - CIX2 LAKEVIEW/RIO W NTSB

[REDACTED] at CON06) on 2020-07-29 12:33:19 -

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L33 RT TO P6 : I'M OUT HERE AT ASH/RIO WITH SUBJ
[REDACTED] PROFESSIONAL HOLTER SERVICES
CONTACTED BY UNION PAC WHERE DOES HE NEED TO
RESPOND TO > P6 CP UP HERE RIO/ASH

[REDACTED] at CON06) on 2020-07-29 12:33:58 -
L34 ANYONE NEED WATER OR RELIEF COME OVER RADIO
WE'LL TAKE CARE OF YOU

[REDACTED] at CON07) on 2020-07-29
12:34:56 - 1602 LARGE WHITE TRUCK COMIGN THROUGH
FOR DERAILMENT

[REDACTED] at CON03) on 2020-07-29
12:35:18 - 1608 DO YOU HAVE SOMEONE COMING FOR A
961 OR 962 RIO/1ST

[REDACTED] at CON06) on 2020-07-29 12:41:20 -
ASU513 I HAVE VERIZON AT 1ST/FARMER NEED TO TELL
THEM WHERE TO GO

[REDACTED] at CON06) on 2020-07-29 12:41:51 -
P6 I DON'T KNOW BECAUSE I DIDN'T REQUEST THEM

[REDACTED] at CON06) on 2020-07-29 12:43:25 -
P6 CALLING PHX AIR OUT AGAIN REQ COMING THRU FIRE
OPERATIONS TO SWEEP WEST SIDE OF BRIDGE FIRE
TAKING CARE OF IT

[REDACTED] at CON06) on 2020-07-29 12:43:37 -
ASU513 PER TECH REQ'D BY RAILROAD

[REDACTED] at CON07) on 2020-07-29
12:46:27 - 130 EMERGENCY BLUE STAKE TICKET WAS
GENERATED SO ADDITL UTILITIES MAY BE SHOWING UP IN
RESPONSE //

[REDACTED] at CON07) on 2020-07-29
12:47:17 - P6 FIRE HAS SS/REHAB TRUCKS
DISTRIBUTED FOR RELIEF ON ALL ///

[REDACTED] at CON08) on 2020-07-29
12:53:08 - D434 I RELIEVED SCOTTSDALE PD AT
SCOT/RIO

[REDACTED] at CON08) on 2020-07-29
12:55:40 - 1P52 TO P6 WE HAVE A LOT OF PPL AT
1ST/FARMER TRYING TO COME IN AND OUT THAT ARE
BEING CALLED IN BY DIFF AGENCIES WE HAVE NOT BEEN
MADE AWARE OF WHO IS COMING OUT /IS THIS THE
ACCESS HERE OR SOMEWHERE ELSE?

[REDACTED] at CON08) on 2020-07-29
12:56:32 - P6 TO 1P52 AT THIS POINT WE ARE AS
FULL AS WE CAN BE IN THE PLOT THE CLOSEST THEY
CAN GET IS WHERE THEY HAVE TO BE /P602 1P52 WE
HAVE HAD A COUPLE UNITS AT 3RD/ASH AND THEY ARE

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PUTTING THEM IN THE PLOT OF MACAYOS AND THEN THEY
CAN WALK UP FROM THERE

[REDACTED] at CON08) on 2020-07-29
12:57:03 - IP52 T0-4 WE ARE GETTING LOTS OF
TRAFFIC LOTS OF BIG TRUCK AND EQ JUST NOT SURE
WHO IS BEING CALLED OR WHY /IP52 WE WILL ALLOW
ANYONE WITH EQUIPMENT TO COME IN

[REDACTED] at CON08) on 2020-07-29
12:57:19 - T604 P6 MIGHT RECOMMEND THE 5TH/FARMER
LOT OR TCA HERE LOTS OF CONST HERE

[REDACTED] at CON08) on 2020-07-29
12:57:55 - P6 THATS FINE CAN U GO TO B1 HOT AND
COORDINATE THAT WITH T30 /T604 B1 HANDLING JUST
PASSING INFO ALONG /P6 5TH/FARMER U SAID /T604
MAJORITY OF UT'S ARE HEADING TOWARDS TCA BUT
5TH/FARMER AVAIL AS WELL

[REDACTED] at CON08) on 2020-07-29
12:58:11 - INT50 P6 WE ARE ABOUT TO MOVE THRU
PLOT WE ARE COMING THRU GATES IF TFD CAN MOVE
TRUCKS

[REDACTED] at CON08) on 2020-07-29
12:58:46 - P6 INT50 WE ARE MOVING BC 271 AND BC1
/INT50 COPY

[REDACTED] at CON07) on 2020-07-29
13:03:26 - IP52 IP52 UNIT

[REDACTED] at CON07) on 2020-07-29
13:04:28 - T30 ANY RESPONDING HEAVY EQUIPMENT
NEEDS TO COME EB ON RIO FROM PRIEST

[REDACTED] at CON07) on 2020-07-29
13:06:35 - T603 OW VEHS AT UNIV/FARMER

[REDACTED] at CON07) on 2020-07-29
13:08:57 - T603 4-5 LG TRUCKS HEADING THEM TO
RIO/PRIEST

[REDACTED] at CON07) on 2020-07-29
13:20:48 - IP11 WINDOW OF ACCES TO VEHS IN PLOT

[REDACTED] at CON07) on 2020-07-29
13:21:02 - T42 SEVERAL MORE HOURS BEFORE ACCESS
IS AVAILABLE

[REDACTED] at CON07) on 2020-07-29
13:24:19 - T603 HEAVY EQUIPMENT TRUCKS ARE AT
HARDY

[REDACTED] at CON07) on 2020-07-29
13:25:14 - T42 CANNOT STAGE ON WB SIDE OF RIO DUE
TO FIRE HOSES

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[REDACTED] at CON07) on 2020-07-29
13:31:27 - C1X2 BUSSES FOR FIRE REHAB

[REDACTED] at CON08) on 2020-07-29
13:46:14 - P6 TO P5 AND TRAFFIC COMMAND WE CAN GO
AHEAD AND OPEN UP NB AND SB MILL AVE BRIDGE AND
DO HARD CLOSURE AT RIO/MILL WANT NOTHING COMING W
WANT EVERYTHING PUSHED E /P5 COPIES

[REDACTED] at CON08) on 2020-07-29
13:47:16 - P6 WHEN WE TRIED TO THE PA TOWN LAKE
SYSTEM DOES THAT TRIP THE RED STROBE LIGHTS THEY
ARE STILL ACTIVATED AT THIS POINT WANTED TO MAKE
SURE ITS NOT AN ALARM WE ARE SUPPOSED TO BE AWARE
OF

[REDACTED] at CON07) on 2020-07-29
13:48:41 - IP11 CAN OPEN NB MILL

[REDACTED] at CON07) on 2020-07-29
13:56:28 - C1X2 BUS EMPLOYEES ENRT TO RELOCATE
BUSSES

[REDACTED] at CON07) on 2020-07-29
14:05:31 - I41 FIRE REHAB LOCATIONS

[REDACTED] at CON08) on 2020-07-29
14:07:05 - D417

[REDACTED] at CON08) on 2020-07-29
14:07:28 - D417 WILL BE RELIEVING DPS AT THE N
END OF THE PED BRIDGE TCA

[REDACTED] at CON08) on 2020-07-29
14:10:34 - IP22 TCOPY

[REDACTED] at CON07) on 2020-07-29
14:19:05 - I30 MORE HEAVY EQP ON THE WAY FROM
WEST VALLEY

[REDACTED] at CON07) on 2020-07-29
14:20:25 - I42 COOLER BUS COMING TO YOU

[REDACTED] at CON07) on 2020-07-29
14:22:00 - I511 CAN ADDRESS VEHS STOPPING ON THE
BRIDGE

[REDACTED] at CON08) on 2020-07-29
14:41:51 - CHECKED WITH P6 WE CAN START CYLING
OUT 1P'S I WILL MAKE AN ANNOUCEMENT OVER THE AIR

[REDACTED] at CON08) on 2020-07-29
14:43:24 - P6 START CYLNG 1P'S WITH LATER SHIFT
UNITS THAT ARE AVAIL

[REDACTED] at CON08) on 2020-07-29

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

CP 2020-76876

Reported: Jul-29-2020 06:07:33

14:44:02 - L34 I COPY /P6 ALL UNITS ON THIS
TRAFFIC ONCE UR RELIEF'D WRITE A SUPPLEMENT UNDER
THIS IR UR ACTIVITY FOR THE EVENT

[REDACTED] at CON11) on 2020-07-29 14:50:30
- 1609 NEEDS 1 UNIT TO RELIEVE 1P11 AT MILL & RIO
//NEEDS 1 UNIT 1P52 AT 1ST /FARMER .. NEEDS 1P11
& 1P52 TO THEN COME TO CP

[REDACTED] at CON07) on 2020-07-29
14:55:19 - 1P11 RELIEVED BY 2P22

[REDACTED] at CON07) on 2020-07-29
15:07:04 - 142 OFCR TO TCA COORDON OFF PARKING
NSIDE

[REDACTED] at CON07) on 2020-07-29
15:15:02 - 1512 901D MILL/4TH/5TH

[REDACTED] at CON08) on 2020-07-29
15:16:20 - P6 TO ANY TEMPE PD VEH PARKED UNDER
THE BRIDGE /B713 IM JUST W OF THE BRIDGE

[REDACTED] at CON08) on 2020-07-29
15:16:44 - B713 JW ABOUT 50YDS /P6 WE NEED TO
MOVE U FURTHER W

[REDACTED] at CON08) on 2020-07-29
15:17:10 - P6 B713 IM GETTING U A DISTANCE 10-12

[REDACTED] at CON08) on 2020-07-29
15:20:51 - P6 B713 CAN U MOVE 300 TO 500 YDS
FURTHER WEST THEY ARE GOING TO TRY TO MOVE THE
GRAIN CAR OUT OF THE WAY ANY OTHER PD VEHS ON THE
WS /B713 I THINK WE CAN GO TO PED BRIDGE BUT I
THINK THATS THE FURTHEST WE CAN GET I WILL
ELIMINATE MY SPOT

[REDACTED] at CON08) on 2020-07-29
15:21:21 - P6 MOVE ANY OTHER VEHS THAT NEED TO
MOVE WEST /B713 THE PED BRIDGE IS ABOUT 300YDS
/P6 10-4

[REDACTED] at CON08) on 2020-07-29
15:22:09 - **GREEN CAR**

[REDACTED] at CON08) on 2020-07-29
15:22:41 - B713 OFCR [REDACTED] IS OVER ON THE PED
BRIDGE I THINK THATS THE FURTHEST WE CAN GET

[REDACTED] at CON07) on 2020-07-29
15:25:16 - 1512 [REDACTED] ,,05031974

[REDACTED] at CON06) on 2020-07-29 15:28:02 -
P6 RELOCATING FORWARD COMMAND TO TCA

[REDACTED] at CON07) on 2020-07-29

TEMPE POLICE DEPARTMENT
CAD CALL HARDCOPY

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15:30:50 - C1X1 CIB UNIT ENRT TO RELIEVE U

[REDACTED] at CON08) on 2020-07-29
15:41:14 - P6 DO WE HAVE ANY 21'S FOR TCA THE
DOOR ARE ALL LOCKED WE CANT GET IN

[REDACTED] at CON10) on 2020-07-29
15:43:45 - A/C KATHLEEN [REDACTED] R 480-[REDACTED] AT
TCA SHE IS COMING TO FRONT DOOR TO OPEN IT

[REDACTED] at CON10) on 2020-07-29
15:44:22 - PER KATHLEEN THEY HAVE LOADING DOCK
DOOR OPEN FOR EVERYONE TO COME IN

[REDACTED] at CON08) on 2020-07-29
15:44:29 - P6 ANY OTHER PERSONEL COMING TO THE
TCA WILL NEED TO ACCESS BLDG AT THE SOUTH LOADING
DOCK DOOR

[REDACTED] at CON10) on 2020-07-29
15:44:35 - FRONT DOOR TO TCA WILL REMAINED LOCKED

[REDACTED] at CON06) on 2020-07-29 15:45:54 -
OWNER OF VEH PARKED AT BEACH PARK REQ 21 CONTACT
IF POSS WHEN C4 TO PICK UP HIS VEH //RICHIE
[REDACTED] 480-[REDACTED]-[REDACTED]

[REDACTED] at CON08) on 2020-07-29
15:47:20 - P6 POLICE AND ALL SUPPLEMENTARY
FORWARD COMMAND WILL BE AT TCA

[REDACTED] at CON08) on 2020-07-29
15:49:12 - P6 STAGING IS STAYING AT MACAYOS

[REDACTED] at CON08) on 2020-07-29
15:58:55 - P6 L34 WHEN UR ABLE I WOULD LIKE TO
HAVE TRAFFIC LT AND LT LOG MOVE TO TCA AND WE CAN
KEEP EQUIP STAGING AT MACAYOS

[REDACTED] at CON08) on 2020-07-29
15:59:13 - P6 LT N [REDACTED] IS GOING TO BE FIRE LIASON
AND SHE IS LOC AT THE FIRE FORWARD COMMAND AT
TEMPE BEACH PARK

[REDACTED] at CON03) on 2020-07-29
16:05:44 - I301 WILL BE TURNING TRAFFIC COMMAND
OVER TO LT [REDACTED] - L31 AT THIS TIME

[REDACTED] at CON03) on 2020-07-29
16:06:46 - 2P22 A/C UNIT WENT OUT ON MY VEH - IS
THERE SOMEONE THAT CAN SWAP OUT WITH ME SO I CAN
CHANGE OUT VEHS?

[REDACTED] at CON03) on 2020-07-29
16:09:28 - I42 I603 - FIRE HOSES HAVE BEEN COMPLE
N SIDE FOR WB RIO BTWN BRIDGE AND HARDY /IF
ANYONE NEEDS ACCESS ON HARDY GOING LEFT OF

Exhibit 7. Operating Railroad - Timeline of Response Activities¹

Note(s) of this Exhibit –

[1] Personally Identifiable Information (PII) (e.g., names of individuals, personal telephone numbers, etc.) cited in the received documentation has been redacted for considerations of privacy.

¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/24/2020.



RMCC Incident Management System

Incident Report

Incident Number : 2020-07-29-047MMR **Date Time Occurred** : 07/29/20 08:13 A
Incident Name : Derailment, TEMPE, AZ **Date Time Reported** : 07/29/20 08:13 A
Created By : ██████████ **Date Time Resolved** : 08/06/20 03:37 P

Incident Summary

Incident displayed / included on the RMCC Morning Report **YES**

Incident is Police Sensitive and should have limited visibility **NO**

FRA/NTSB Inquiry Received YES
Does this incident involve an Environmental/Hazardous Material Response Level 2 or 3 criteria? YES
Does this incident significantly impact the general public or generate media interest? YES
Is Police, Fire, or EMS response required? YES
Are there any hazardous materials involved? YES
Does this incident involve any damage to non-UPRR property? YES
Will this incident cause an extended service interruption to train movement? (beyond 4 hours) YES
Incident meets Federal Regulatory Agency notification criteria. YES
Incident meets State Regulatory Agency notification criteria. YES
Does this incident involve loaded railcars, containers or trailers? YES
Was the "Go Team" activated to respond to this incident? YES



RMCC Incident Management System

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Incident Name : Derailment, TEMPE, AZ **Date Time Reported** : 07/29/20 08:13 A
Created By : ██████████ **Date Time Resolved** : 08/06/20 03:37 P

Incident Narrative :	<p>██████ Tempe Fire Department, reported a northbound train was on fire near University and Farmer, which is near Mile Post 914.81 of the Phoenix Subdivision In Tempe, AZ. ██████ Train Dispatcher, was notified and advised train MTUPX 29 went into an emergency stop. ██████ was updated advised personnel arrived on scene, there were eight to ten railcars on fire, it was unknown if hazardous materials were involved however, the fire department escalated the incident, and there were no reports of injuries or evacuations. Dispatcher ██████ was updated.</p> <p>UPDATE: At 08:18 AM, ██████ Tempe Police Department, reported a derailment near Tempe Beach Park at Rio Solado Parkway and Mill Avenue. ██████ advised tank cars were involved and requested consist information to determine tank car contents. ██████ Train Dispatcher, was notified and advised it was unknown if there was a derailment however the crew was walking the train following an emergency stop. A train consist for train MTUPX 29 was emailed to ██████@tempe.gov.</p> <p>UPDATE: At 08:22 AM, ██████ Tempe Fire Department, advised the train was on the UPRR bridge and requested and received a train consist to email ██████@phoenix.gov. ██████ Special Agent, was notified and was responding with a forty minute ETA. ██████ Hazardous Materials Management, was notified, was en route with a seven hours ETA, and stated Graymar Environmental, Contractor, was en route with a twenty minute ETA.</p> <p>UPDATE: At 08:35 AM, ██████ Train Dispatcher, advised the conductor observed the fire was approximately eight railcars behind railcar NDYX 515559, and hazmat tank cars were involved. ██████ Tempe Fire Department, was contacted and transferred RMCC to ██████ Tempe Fire Department (602-█████) who advised the south side of the bridge collapsed, railcars had fallen to an empty park below, and the media was on scene. ██████ stated there were no injuries, no evacuations, and requested the north part of the train to be decoupled and moved off the bridge due to the fire spreading north on the bridge. Dispatcher ██████ was updated and advise RMCC to contacted ██████ Director Operating Practices (915-█████). Mr. ██████ was contacted and advised he was attempting to contact UPRR employees in the area and would update RMCC. ██████ Risk Management, was notified. State and federal regulatory agency notifications were issued.</p> <p>UPDATE: At 09:14 AM, ██████ AVP External Relations, requested and received incident information.</p> <p>UPDATE: At 09:20 AM, ██████ Tempe Fire Department, requested the UPRR Special Agent meet the Battalion Chief of Unit 271 at 1st Street and Ash Avenue. ██████ Special Agent, was updated and advised he was three minutes away. ██████ Cla ms-IOX, was notified.</p> <p>UPDATE: At 09:32 AM, ██████ Tempe Fire Department, advised one person was treated for smoke inhalation, a small area was evacuated, part of the freeway was shut down, and the UPRR bridge collapsed over a park however, it was unknown if any citizens were at the park during the collapse. ██████ Risk Management, was updated and advised he was responding with an hour and a half ETA.</p> <p>UPDATE: At 09:29 AM, ██████ General Director External Affairs, requested and received information.</p> <p>UPDATE: At 09:33 AM, ██████ Hazardous Materials Management, advised GrayMar Environmental, Contractor, and Clean Harbors, Contractor, were on site twenty minutes after notification, there were no tank cars on fire, no hazardous materials released at this time, and there were three tank cars at the bottom of the bridge with no sign of release which were DBCX 201081, ACFX 72540, and GATX 90208. Mr. ██████ further advised railcar GATX 1384 was the first railcar upright on the south side of the bridge, GATX 6479 was the first railcar upright on the north side of the bridge, and the derailment occurred between those two railcars. Mr. ██████ further advised there was not believed to be water under the portion of bridge that collapsed.</p> <p>UPDATE: At 09:41 AM, ██████ FRA Region 6, requested and received incident information after proper vetting procedures were completed.</p> <p>UPDATE: At 09:42 AM, ██████ Phoenix Police Department, requested and received information.</p> <p>UPDATE: At 09:45 AM, ██████ Director Operating Practices, was contacted, advised as much of the north part of the train was moved off the bridge however, some railcars remained on the bridge due to the fire and was unable to move them at this time.</p> <p>UPDATE: At 09:51 AM, ██████ Senior Counsel, requested and received information. ██████ Shipment Quality, was notified.</p>
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UPDATE: At 10:02 AM, ██████████ NTSB (310-██████████) requested and was issued incident information after proper vetting procedures were completed.

UPDATE: At 10:06 AM, ██████████ Environmental Protection Agency, requested incident information however, was unable to be vetted and the call disconnected.

UPDATE: At 10:12 AM, ██████████ Hazardous Materials Management, advised via email, GrayMar, Contractor, was on scene assessing the derailment. Mr. ██████████ stated the initial information was tank car GATX 1384 was upright on the south end of the bridge, tank car GATX 6479 was upright on the north end of the bridge, and three tank cars were on their sides under the bridge which were DBCX 201081, which was a load of rubber, and ACFX 72540 and GATX 90208, which were loaded with cyclohexanone. Mr. ██████████ further advised according to GrayMar personnel, there was no evidence of a release from any of the tank cars, however, they were continuing to inspect them. Mr. ██████████ stated ██████████ Hazardous Materials Management, was responding with a seven hour estimated time of arrival, ██████████ Hazardous Materials Management, was responding with a six hour estimated time of arrival, and in addition, GHD, Contractor, was responding to provide support for any water issues due to material falling from the bridge into the Tempe Town Lake. Mr. ██████████ further stated CTEH, Contractor, was also responding with a six hour estimated time of arrival to provide air monitoring support that may be required. State and federal regulatory agencies were updated.

UPDATE: At 10:14 AM, ██████████ FRA, requested and received incident information after proper vetting procedures were completed.

UPDATE: At 10:19 AM, ██████████ FRA, requested and received incident information after proper vetting procedures were completed.

UPDATE: At 10:23 AM, ██████████ Environmental Protection Agency, requested and received updated information after proper vetting.

UPDATE: At 10:24 AM, ██████████ Senior Director of Safety (909-██████████) requested the UPRR Go-Team be activated and would like a call back regarding the time of flight.

UPDATE: At 10:26 AM, ██████████ FRA Hazardous Materials Specialist, requested and received a train consist to emailed ██████████@dot.gov after proper vetting procedures were followed.

UPDATE: At 10:33 AM, ██████████ Senior Director of Safety, requested personnel from the engineering department, risk management, hazardous materials, and the car mechanical department be notified the UPRR Go-Team was activating with a 12:00 PM departure time from the UP hangar. State and federal regulatory agencies were updated and the NRC provided new report number 1283080. State agency advised the last lumber railcar on fire was being extinguished.

UPDATE: At 10:50 AM, ██████████ Senior Director of Safety, advised ██████████ Special Agent, would be responding for the unmanned aerial systems group.

UPDATE: At 10:57 AM, ██████████ Century Link, requested and received emergency CBUD tickets 20200729009 and 20200729010 for the incident.

UPDATE: At 12:21 PM, Per a Southern Region Event email, train MTUPX 29 derailed on a bridge near Mile Post 914 of the Phoenix Subdivision, railcars and parts of the bridge were on fire, there were no crew injuries, and the train was operating at twenty three miles per hour when the derailment occurred.

UPDATE: At 12:29 PM, ██████████ Special Agent, was contacted and advised he was in the process of downloading the locomotive video and would update RMCC with further details.

UPDATE: At 12:48 PM, ██████████ Risk Management, stated personnel with the Federal Bureau of Investigations were on scene and the National Transportation Safety Board had requested the scene remain intact and untouched until they arrive for inspection.

UPDATE: At 01:07 PM, ██████████ BASF (225-██████████) requested and was transferred to ██████████ Hazardous Materials Management.

UPDATE: At 01:15 PM, ██████████ Senior Director Hazardous Material Operations, advised via email, further assessment revealed tank car GATX 90209, a load of cyclohexanone, was releasing from the manway and the Tempe Fire Department and Arizona State Patrol Hazardous Material Teams were attempting to stop the minor release from the railcar. Mr. ██████████ further advised fire fighting continued with the use of fire boats and a helicopter, a boom was deployed as a precautionary measure and would be monitored, and ██████████ Site Remediation, and ██████████ Manager Environmental



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Field Operations, were on scene. Mr. ██████████ stated ██████████ Hazardous Materials Management, ██████████ Hazardous Materials Management, Chip Heard, Hazardous Materials Management, with CTEH, Contractor, ██████████ Hazardous Materials Management, and ██████████ Hazardous Materials Management, were en route. Mr. ██████████ further stated GrayMar, Contractor, Clean Harbors, Contractor, and GHD, Contractor, were on scene. Mr. ██████████ advised unless there was a change in status, the next update from the UP Hazardous Materials Team would be after the team arrived and completed an assessment. ██████████ Hazardous Materials Management, was contacted and advised the hazardous materials had not impacted the waterway and less than five gallons had impacted the ground.

UPDATE: At 01:28 PM, ██████████ Hazardous Materials Management, advised the amount of release to the ground was five hundred gallons. State and federal regulatory agencies were updated.

UPDATE: At 01:54 PM, ██████████ Special Agent, advised he would operating a drone in the area of the derailment. Agent ██████████ stated the evacuation was completed, no cause was known at this time, and there were no injuries other than the inhalation injuries sustained by a third party.

UPDATE: At 02:09 PM, ██████████ Hazardous Materials Management, advised the shipper still had not contacted either ██████████ Hazardous Materials Management, or ██████████ Hazardous Materials Management. Mr. ██████████ requested a secondary page be placed. ██████████ Chemtrec, was updated.

UPDATE: At 02:39 PM, ██████████ Hazardous Materials Management, requested the shipper of tank car GATX 90208 contacted him on his cell number. ██████████ Chemtrec, was updated and advised she had just made notification to that shipper to contact Mr. ██████████

UPDATE: At 02:55 PM, ██████████ TSOC, requested and received incident information after proper vetting procedures were followed. Mr. ██████████ stated their personnel had told them a sulfuric acid railcar was involved in the derailment. ██████████ Hazardous Materials Management, was updated, advised a sulfuric acid railcar was in the train consist however, was not involved in the derailment. Mr. ██████████ was updated. ██████████ Senior Counsel, was updated via email for all FRA and NTSB inquiries.

UPDATE: At 03:06 PM, ██████████ Federal Bureau of Investigation, requested train movement through the area prior to the derailment. ██████████ Senior Manager Division Police, was contacted and conferred with Ms. ██████████

UPDATE: At 04:27 PM, ██████████ Special Agent, advised ██████████ NTSB, requested he download of the TIR footage be turned over to ██████████ Federal Bureau of Investigation, for further investigation. Agent ██████████ further advised the unaffected railcars on the east end of the train would be moved to the Mesa Railyard and the unaffected railcars on the west end of the train would be moved to the Phoenix Railyard.

UPDATE: At 04:37 PM, ██████████ Senior Director Hazardous Material Operations, requested a safety data sheet be forwarded to him for tank car GATX 90208. ██████████ Chemtrec, was updated and emailed the SDS to the RMCC inbox and the sheet was forwarded to Mr. ██████████

UPDATE: At 05:40 PM, ██████████ Special Agent, advised he arrived on scene.

UPDATE: At 06:00 PM, ██████████ Senior Director Hazardous Materials, advised via email, the fire was extinguished with only minor smoldering left on the bridge. Mr. ██████████ stated a formal command structure was in place with the area fire department, EPA, AZ DEQ, and UP personnel. Mr. ██████████ advised authorization was received to move railcars which were blocking access to tank car GATX 90208, which was the tank car releasing, and once accessed, an assessment would be completed. Mr. ██████████ further stated the area fire department had placed a foam blanket on the released product, the foam and product were discovered to have entered a storm drain which led to Tempe Town Lake, and containment has been placed around the drain to prevent further impact. Mr. ██████████ further advised air monitoring had been established, would continue throughout the operations, and stated NTSB had launched their investigation. State and federal regulatory agencies were updated. ██████████ Senior Counsel, was updated and advised he was on scene.

UPDATE: At 08:00 PM, ██████████ Senior Director Hazardous Materials, advised via email, tank car GATX 90208 was assessed and determined to only be releasing from the manway and the approved plan was to use a vacuum truck to remove the product until the release stopped. Mr. ██████████ stated the removed product would be stored in site frac trucks or possibly trucked to the consignee. Mr. ██████████ further advised UPRR received approval to begin clearing operations on the eastern portion of the derailment. Mr. ██████████ confirmed the previously involved storm drain was secure, advised



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additional materials would be deployed to ensure no further product and foam entered the drain, and stated equipment was being staged at the outfall of the storm drain to remove any remaining product and foam before it could enter Tempe Town Lake. Mr. ██████████ advised air monitoring continued in the area and would enhance when product removal began.

UPDATE: At 09:30 PM, ██████████ ██████████ Senior Director Hazardous Materials, advised via email, the release was stopped at 07:30 PM, stated the night operations would include clearing and debris removal around tank car GATX 90208. Mr. ██████████ stated once the debris was removed, tank car GATX 90208 would be up-righted which would ensure the leak would not re-appear. Mr. ██████████ further stated the storm drain outfall would be continuously monitored to ensure no further product and foam entered the lake, advised air monitoring would continue throughout the night, and further advised ██████████ ██████████ Hazardous Materials Management, ██████████ ██████████ Hazardous Materials Management, and A vin Heard, Hazardous Materials Management, would be the staff for the night.

UPDATE: At 11:30 PM, ██████████ ██████████ General Manager Transportation (720-██████████) advised via Southern Region event email a total of twelve railcars derailed, consist lines 38 through 49 from the rear, all of which were loaded and four of which contained hazardous materials, and one of those had been releasing materials. At the time of the undesired emergency stop the train was traveling at twenty-two miles per hour and traveled for 583 feet after going into emergency with no train handling issues noted. Track image recorder footage from the train and the previous train through the area did not indicate any track disturbances, abnormal motion, or indication of a problem. The first five derailed railcars were left upright on the west side of the bridge, an approximate 150 foot portion of the bridge collapsed, and the next five derailed railcars were piled in this spot on their sides, one additional railcar was hanging over the collapsed portion and the following railcar derailed but was left upright on the east end of the bridge. Two of the five railcars on the west side of the bridge were rerailed. One of the railcars on their sides in the pile was cleared and the hazardous materials release was stopped. Representatives from the Federal Bureau of Investigation had ordered all rerailling and clearing activity to cease until after their investigation which would begin at 09:00 AM on 07/30/2020 and may last eight hours. Rerailling contractors on site included two divisions of RJ Corman, Contractor, one division of Hulcher, Contractor, and a contracted 500 ton crane. UPRR employees on scene included Mr. ██████████ ██████████ Senior Vice President of Engineering and Mechanical, ██████████ ██████████ Area Vice President of Bridge Maintenance and Construction, ██████████ ██████████ Manager Division Police, ██████████ ██████████ Senior Director of Public Affairs, ██████████ ██████████ General Director Regional Operations, ██████████ ██████████ Senior Council, a bridge team, a track team, a mechanical team, members of the go team, and various special agents. The cause was to be determined. No estimated time of reopening was available as major bridge repairs were needed. Train traffic servicing the Phoenix area would be rerouted via BNSF through Daggett, CA and Vaughn, NM. A UPRR team meeting was scheduled for 08:00 AM on 07/30/2020. The next update would be issued sometime after the conclusion of the Federal Bureau of Investigations meeting. RMCC determined via MyUP the twelve derailed railcars were GATX 1384, DBCX 201081, ACFX 72540, GATX 90208, TILX 540613, GACX 55605, TILX 540850, TTZX 862290, TTZX 856969, TTZX 861493, GATX 6479, and NATX 160112.

UPDATE: On 07/30/2020 at 01:28 AM, ██████████ ██████████ Hazardous Materials Management, was contacted about hazardous railcar NATX 160112 and he advised no additional assistance from the shipper was needed. Chemtrec, was updated about the involvement of railcar NATX 160112 and they advised the shipper of this railcar had not been notified. Mr. ██████████ was updated and he advised the railcar was on the west end of the bridge and had no reported releases and was in an unknown position.

UPDATE: At 08:03 AM, ██████████ ██████████ Senior Director Hazardous Materials, advised via email, railcar GATX 90208 was placed upright to ensure the release did not appear, at 10:30 PM on 07/29/2020 the FBI halted all operations on site and were now discussing allowing UPRR to continue outside of the area where the FBI was working, air monitoring was continuing, and a UPRR transfer truck was being mobilized to the site. Mr. ██████████ further advised the next update would be at 04:00 PM unless conditions changed to warrant an update.

UPDATE: At 10:09 AM, Per a Southern Region Event email, no work was completed overnight due to the FBI shutdown on site, an incident briefing with all agencies was started at 07:00 AM and the FBI site investigation was beginning soon, and UPRR would work with the inspectors to help determine the cause of the derailment. Three railcars remained on the western part of the bridge, working was being allowed to clear one of those railcars during morning hours, three railcars remained on the eastern part of the bridge, which would be moved to the Tempe siding, and work was stopped until the FBI cleared work to begin. Two of six railcars were cleared in the collapsed area of the bridge, however, work was topped in that area until the FBI cleared work to begin and the next update would be provided when there was an indication of when the work could begin.

UPDATE: At 01:49 PM, Per a Southern Region Event email, personnel began clearing railcars at



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12:00 MST from the eastern portion of the bridge and personnel would slowly begin clearing the remainder of the railcars from the collapsed portion of the bridge with the FBI completing investigation as the clearing was happening. The cause was still unknown and the estimated time of clearing was still unknown.

UPDATE: At 04:00 PM, ██████████ ██████████ Senior Director Hazardous Materials, advised via email, the FBI had released parts of the scene for clearing operations to begin and confirmed air monitoring was still in progress. Mr. ██████████ stated after further investigation was conducted personnel determined the storm drain which was believed to have led to a waterway actually led to a dry settling pond therefore no waterway had been affected. Mr. ██████████ confirmed Arizona Department of Environmental Quality agreed no testing for PFAS or cyclohexanone would need to be completed and further stated the storm drain and piping was being cleaned. Mr. ██████████ stated the consignee for the cyclohexanone rejected taking the product therefore, a transfer truck would be on site during the evening hours.

UPDATE: At 10:17 PM, Per a Southern Region Event email, two hopper railcars were remaining to be cleared from the collapsed area which was estimated to be completed by morning, one lumber flat railcar remained to be cleared on the west end of the bridge, worked has stopped due to safety reasons (dark working conditions), removal of the east end bridge piers has begun and will be replaced. The next update will be on 07/31/2020 at 04:00 AM.

UPDATE: On 07/31/2020 at 07:53 AM, ██████████ ██████████ Senior Director Hazardous Materials, advised via email, night operations consisted of clearing activities, transfers for the three cyclohexanone tank cars would begin after the morning briefing, the material would be transferred to trucks and then to tank cars provided by Univar, and there was no current plan on where the cyclohexanone would go once transferred. Mr. ██████████ further advised a section of the bridge would be demolished today so a boom had been re-positioned to accommodate the demolition work, and the OSRO boats would be positioned for rescue operations if needed for those working on the bridge demolition. Mr. ██████████ stated the storm drain was cleaned, the sampling plan for the settling pond was approved and would begin today, air monitoring continues, the NTSB would begin their field inspections this morning with ██████████ ██████████ General Director Regional Operations, as the lead for UPRR, and ██████████ ██████████ Hazardous Materials Management, cleared the scene and ██████████ ██████████ Hazardous Materials Management, was now on site. Mr. ██████████ further stated the next update would be after 04:00 PM unless something significant changed.

UPDATE: At 12:02 PM, Per a Southern Region Event email, railcar GACX 55605 was cleared at 01:15 AM, railcar TILX 850540 was cleared at 02:30 AM, and clean up and prep work was in progress on the east end.

UPDATE: At 02:10 PM, Per a Southern Region Event email, nine of the twelve derailed railcars were cleared, three lumber railcars on the west end of the bridge remained to be cleared, work was continuing on the west most lumber railcar to clear, and the other two would be cleared on the morning of 08/01/2020 along with removal of a portion of the truss section of the bridge. The piers on the ballast deck portion of the east end of the bridge to be replaced were cleared, transloading of the hazardous material railcars would begin today, and most of the work remaining today would be on-site cleanup to prepare for bridge construction. Materials started to arrive and work to begin driving pilings could continue as early at 08/01/2020.

UPDATE: At 04:00 PM, ██████████ ██████████ Senior Director Hazardous Materials, advised via email, transfer operations were being completed and would continue for the day until two of the cyclohexanone tank cars were empty with the remaining cyclohexanone tank car to be transferred on a later date. Mr. ██████████ stated lumber was being removed from the water via the boat dock, advised the settling pond and storm drain had a sampling plan implemented, and confirmed air monitoring still continued. Mr. ██████████ further advised NTSB Hazmat Team had completed their field activities and confirmed clearing operations were still taking place. Mr. ██████████ stated bridge demolition would actually take place on 08/01/2020 at 08:00 AM PT as the city had ordered UPRR to perform evacuations during the time frame of demolition due to the proximity of residential apartments, which would include three residential, three-story, apartment buildings.

UPDATE: At 08:00 PM, ██████████ ██████████ Senior Director Hazardous Materials, advised via email, bridge demolition was now rescheduled for 08:00 AM PT on 08/02/2020 to ensure all potential evacuees were properly notified. Mr. ██████████ stated all hazardous materials activity had stopped for bridge demolition crews to begin preparations and were estimated to resume on 08/01/2020 at 12:00 PM PT. Mr. ██████████ advised a transfer hose charged with nitrogen and small amounts of cyclohexanone was opened and sprayed two involved parties. Reference RIMS report 2020-07-31-258JAH. Mr. ██████████ further stated air monitoring was still ongoing and confirmed additional hazmat resources would be dispatched to ensure safe working conditions.



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UPDATE: At 10:46 PM, [REDACTED] General Director Mechanical Maintenance, reported at approximately 09:00 PM, while working on rerailing railcar TTZX 861493 a contractor slipped on a bridge cross beam and dislocated his left shoulder. Reference RIMS report 2020-07-31-280BJO. Mr. [REDACTED] advised the contractor was taken to a local hospital where he was evaluated and treated. [REDACTED] Risk Management, was updated.

UPDATE: On 08/01/2020 at 12:00 PM, [REDACTED] Senior Director Hazardous Materials, advised via email, they were continuing to clear debris from the lake, prepare for the bridge demolition which was scheduled for 08/02/2020 at 08:00 AM, transfer operations would resume after bridge preparation was finished approximately at 01:00 PM, clearing operations continued on the south side of the bridge, site remediation was awaiting sample results, and air monitoring continued.

UPDATE: At 03:49 PM, [REDACTED] CNR Trucking and Cattle, requested and received an emergency dig ticket (20200801005) to begin reconstructing the bridge.

UPDATE: At 07:07 PM, [REDACTED] Risk Management, requested the addresses for the locations being evacuated tonight. Operator 0964 [REDACTED] Tempe Police Department, was notified and advised he would have an officer on scene contact Mr. [REDACTED] directly. Mr. [REDACTED] was updated.

UPDATE: At 07:00 PM, [REDACTED] Senior Director Hazardous Materials, advised via email, the bridge was prepared for demolition on 08/02/2020, transfer operations were delayed due to bridge preparations taking longer than expected, the transfer operations would be completed at 09:00 PM, the two Cyclohexanone tank cars would be cleaned and purged on 08/02/2020, lumber removal from the river was completed, and air monitoring continued.

UPDATE: On 08/02/2020 at 09:27 AM, [REDACTED] Special Agent, advised he would pilot a UPRR drone for three hours with no visual observer in relation to this incident.

UPDATE: At 11:31 AM, [REDACTED] Senior Director Hazardous Materials, advised via email, successful bridge demolition was at 10:10 AM, bridge removal began, transfer of the two cyclohexanone railcars was completed last night, clean and purge operation of the two Cyclohexanone railcars would begin upon approval, and was anticipated to begin today. Mr. [REDACTED] further advised the remaining Cyclohexanone railcar would be moved to Mesa on 08/03/2020 and transferred at a later date, site remediation was waiting for sample results, water debris removal continued, and air monitoring continued.

UPDATE: At 07:04 PM, [REDACTED] Senior Director Hazardous Materials, advised via email, one Cyclohexanone railcar had been cleaned and purged with the second beginning shortly, removal of debris in the water continues, bridge removal continues, air monitoring continues, and unless conditions change the hazardous materials portion of the incident would conclude tonight.

UPDATE: On 08/05/2020 at 02:24 AM, [REDACTED] Superintendent of Dispatch, was contacted and advised he believed all railcars were cleared however, was unaware and stated [REDACTED] General Manager Transportation, could be contacted during morning hours for updated information.

UPDATE: At 03:51 PM, [REDACTED] Hazardous Materials Management, stated the remaining product in tank car GATX 90208 was transferred and it was determined the loss of product from the tank car was 2201.45 gallons. State and federal regulatory agencies were updated.

UPDATE: On 08/06/2020 at 03:37 PM, [REDACTED] General Manager Transportation, was contacted and confirmed all railcars had been cleared.

[REDACTED] 08/26/20 10:53 AM (Central Time)

Exhibit 8. Emergency Services - Mutual Aid Response Support in the Incident

1. List of Agencies / Organizations Providing Mutual Aid Response Support to Tempe Fire Medical Rescue Department¹

Fire Department (support) –

Chandler
 Gilbert
 Goodyear
 Guadalupe
 Mesa
 North County
 Peoria
 Phoenix
 Scottsdale
 Sun Lakes

Ambulance (support) –

AMR²
 PMT³

2. List of Agencies / Organizations Providing Mutual Aid Response Support to the Tempe Police Department⁴

Phoenix PD	Arizona Department of Public Safety
Scottsdale PD	Arizona Department of Transportation
Chandler PD	Arizona Corporation Commission
Mesa PD	Union Pacific Railroad Police
Salt River PD	Federal Bureau of Investigation
Gila River PD	U.S. Federal Rail Administration
Paradise Valley PD	U.S. Department of Transportation
Arizona State University PD	U.S. Environmental Protection Agency
Maricopa County Sheriff's Office	U.S. Department of Homeland Security

¹ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the TFMRD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 10/29/2020.

² Ref, and for further data, see [Internet] <https://www.amr.net/>.

³ Ref, and for further data, see [Internet] <http://108.167.187.240/pmt-ambulance-home.html>.

⁴ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the Tempe PD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/02/2020.

Exhibit 9. Post-Event Critique / Debriefing – After-Action Review Activity Documentation, Describing Initiatives and/or Advocacy Measures Implemented Subsequent to the Accident

The Party participants of the SF investigation were afforded an opportunity for data feedback to the investigation¹, to address the topic-points as may have been addressed in an After-Action activity, to describe specific / documented safety initiatives, and or advocacy measures that have been initiated, and/or employed subsequent to the incident, such to potentially take advantage of ‘lessons-learned’ in the accident. A copy of the responded documentation² that addressed this topic-point, as made available to the SF investigation, is provided, to the extent possible (see footnote notation regarding City of Tempe documentation submission), as follows.

- Improvements-Best Practices Hot Wash (informally referred to as an After-Action Report), compiled by City of Tempe / Emergency Management agency³,
- Identified challenges of the response execution, compiled by the Union Pacific Railroad⁴.

¹ Ref, email from the NTSB SF Group Chairperson, to the Party participants of the SF Group, dated 08/12/2020.

² The documentation transmittal(s) are reproduced in their entirety, as received from the participating Party to the SF Investigation organizations.

³ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), initial submission by the TFMRD Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 10/29/2020, and subsequent (final document revision) submission by the City of Tempe [City Manager] - Party Spokesperson to the investigation, [Word] document filename [title] “Valley Metro Security Resolution”, transmittal (email) to the SF Group Chair, dated 01/27/2021.

⁴ Source: data of the SF Documentation Tabulation (which tabulates response documents of the respective Parties), submittal by the UP Railroad Party participant to the SF Group, as responded (email) to the SF Group Chair, dated 09/24/2020.

Tempe Train Derailment Reference List & Acronyms

Reference List

Base Camp: Base Camp was located in the Beach Park parking lot. It was used for logistics. Support Pods and tents were set up at the Base Camp to support all the agencies that were working under extremely hot conditions.

Command Post: The first day the Command Post (CP) was located at Beach Park. Once the Emergency Operations Center (EOC) was open at the Tempe Center for the Arts, Incident Command (IC) transitioned over to the center.

Emergency Operations Center (EOC): was initially opened in the City of Tempe Fire Medical Rescue Administration building on the day of the incident. The EOC was moved to the Tempe Center for the Arts by the next morning.

Operations: This was in the forward position near the train derailment. The Command Post transitioned to Operations after the first day.

Joint Information Center: Located at the Tempe Center for the Arts.

Acronyms

ADEQ: Arizona Department of Environmental Quality

ASU: Arizona State University

COP: Common Operating Picture

COT: City of Tempe

CS: Command Staff

EOC: Emergency Operations Center

EPA: Environmental Protection Agency

FBI: Federal Bureau of Investigations

IAP: Incident Action Plan

ICS: Incident Command System

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IMT: Incident Management Team

JIC: Joint Information Center

PIO: Public Information Officer

PPE: Personal Protective Equipment

TFMR: Tempe Fire Medical Rescue

TPD: Tempe Police Department

TCA: Tempe Center for the Arts

UC: Unified Command

UPRR: Union Pacific Railroad Representatives

NIMS: National Incident Management System

Tempe Train Derailment Lessons Learned & Best Practices

Operational Communication

Mission Area: Response

Improvement:

- Communication and information sharing were difficult, particularly on the radios. On Friday July 31, 2020 a first alarm hazard occurred on-scene during the offloading process, because the radios were not working well, communication with TPD in the field fell through. The operations group was able to identify that the radios were not working and warned the TPD to leave the area for safety. After that incident, it was determined air horns would be used in the event of any additional hazards as a warning for responders to leave the area.
- Communication between Operations on-scene and IMT UC was deficient at times. There were a couple of key updates that were not shared between both locations. This makes it difficult to assess the current situation and make critical decisions on next steps.
- The protection and safety of all responders on or near the scene of an incident is a priority. There was not a clear method of acknowledgement in order to confirm that all responders were provided and understood critical protection/safety information given in real-time. Need to develop a method of confirmation and acknowledgement to ensure all responders are taking precautions and remaining safe.
- In the early stages of the incident, there was little to no communication with the various agencies that showed up on-scene. These agencies included, but were not limited to, the FBI, ADEQ, UPRR and EPA. As a result, they were not provided with direction on where to report in a timely manner.
- During the initial response to the train derailment, there were rumors and miscommunications about the need to evacuate many of the residents in Tempe. At the onset of an emergency incident, there can be confusion and fog. Once there is a chance to determine what is indeed occurring, decisions on next steps need to be clear and focused. First responders need to confirm any actions to be taken prior to acting to reduce confusion and ensure they are following orders correctly.
- During the early stages of the incident before the TCA IMT UC was initiated, sensitive intelligence information was being shared between the FBI and TPD amid other response partners that should not be privy to these conversations.

- The first floor of the TCA was noisy and crowded. Because of the noise and distractions UC was moved up to the second floor. The move was not initially communicated to all the groups on the first floor. This caused a temporary breakdown in communication.
- Terminology between TFMR and TPD was a bit challenging at times.
- During the transfer of command between operational periods, the sharing of information was not always comprehensive and did not necessarily capture all the essential information for continuing an effective operation.

Best Practice:

- Once the IMT in the TCA was initiated, situational awareness increased as communication began to improve.
- The messaging to Arizona State University (ASU) was not shelter-in-place or evacuation orders, but if they were needed, being co-located would make our work together efficient and effective. Thankful for the partnership between City of Tempe (COT) and ASU.

Operational Coordination

Mission Area: All

Improvement:

- The process to develop a disciplined structure for problem-solving and collaboration should have occurred earlier in the response effort.
- There is a need to expand the training of NIMS for first responders/ responding agencies in the COT.
- Full control of the incident and the surrounding area was not established early-on, this resulted in some errors and safety concerns, as command and control were ultimately established response was more deliberate and measured.
- There is a need for a more portable “grab and go” EOC capability that allows for us to establish command and control in any locations in a short amount of time.
- Many people struggle with the ICS concept, but consistency is key. People should be kept in the same roles, especially in the command and safety role. There were too many changes to stay consistent.
- There was a need to establish better communication/direction between the shift commanders on duty and the IMT at the TCA. The shift commanders were being asked for more staffing but were not given direction on where staffing should report, or their roles or responsibilities.
- The Law Enforcement Officer from the Railroad should have been included in the briefings and tactics meetings early on.

- There was a need for direction and clarity as to who needed to attend the Daily Operational Briefings as well as various meetings that occurred throughout the day at the TCA.
- COT employees in various departments are capable to assist in response. These employees are trained in NIMS and have the skills and background that could prove valuable in response efforts. As these employees could be a valuable resource during an incident, they have asked for clarification and a process for when/if they would be needed, how they would get notified.
- Need to re-evaluate and understand more fully the political aspect of a disaster such as this so that we can be more prepared for this aspect of response and recovery in future incidents.

Best Practice:

- The TCA near the scene was open and secured to house the IMT within 24 hours.
- The collaborative relationship between TFMR & TPD allowed for an easy transition into the IMT structure.
- A TFMR Liaison was paired with a TPD Liaison, both were assisted by a past Liaison from Phoenix who was able to provide a lot of support to the role.
- Relationships that have been built within the COT were a major strength during this incident and allowed for an ease in coordination efforts.
- Everyone involved in the response effort is and was very humble throughout the situation with complete transparency.
- To be located with the Tempe IMT and the Command Team was incredibly valuable for ASU. The ability to have real-time information from Tempe IMT directly allowed us to do our responses in a timely and accurate way.
- All those that responded were very flexible and adaptable throughout all the unique situations that arose.
- Worked collaboratively with and was supported by ASU and Scottsdale Emergency Manager throughout the incident.

Planning

Mission Area: Response

Improvement:

- Miscommunication on what the actual plan was, how it was going to be executed and who all needed to be aware of it.
- Not all IMT UC members were familiar with the utilization of the Planning P and the importance of setting the Incident Action Plan. Having a more comprehensive understanding of the purpose behind the IMT UC meetings and actions would lead to a more efficient and effective outcome at the end of each operational period.
- Some of the objectives were not met early-on because there was a lack of guidance, had multiple people giving direction at one time.
- Early in the establishment of the TCA the IMT was co-located on the first floor with other responders/agencies. This made it difficult for the UC to hold meetings and focus on the development of the Incident Action Plan (IAP). Command Staff was moved to the second-floor conference room in order to limit disruptions.
- It seemed that many of the response partners did not understand the COP from the beginning. This caused a lot of misunderstanding as the COP is the common goal that helps to unify everyone involved.

Best Practice:

- This was a very large incident to plan for, but the team built the Incident Action Plan (IAP) together, successfully executed it, and carefully weighed the risks and benefits of each decision.

Public Information and Warning

Mission Area: Response

Improvement:

- Media requests came very quickly at the onset of the incident. It was difficult to keep up and get everyone informed and updated.
- Communicating and sharing with people out of state was challenging, as it was difficult to ensure all players were on the same page. When a Public Information Officer (PIO) of an agency involved is not present for the briefings, you feel compelled to speak on their behalf.
- Agencies that needed to be represented in the Joint Information Center (JIC) should have been identified sooner in order to incorporate their considerations in the crafting of the messaging and communications.
- There was confusion about the difference between the JIC and the EOC operations, redirection was needed.
- The use of Tempe 11 for live videos would have worked more efficiently than Facebook Live.
- Depth in the PIO Branch is limited, there is a need for additional staff to be trained for this position in the future.
- PIOs should have been involved in the stakeholder meetings.
- During the early stages of the incident, the PIO should be near the Incident Command Post (ICP), but not directly alongside Command as there is a constant interruption with the barrage of calls the PIO receives.
- Should identify a social media person who is responsible for releases and alerts using that platform.
- There is a need to improve upon our messaging to include ADA considerations.
- There is a need to identify early-on who will be in charge of what task within the JIC.
- Disconnect between PIO and Command Staff, need more communication/situational awareness.
- There should have been an initial statement at least 45 minutes after the incident occurred, this would have provided the JIC more time to develop messaging and collect information.
- It was a struggle to make sure the public was informed and had all the necessary information about the upcoming detonation.

Best Practice:

- Quick response from multiple COT PIOs to manage initial media in the first few hours of the event on day one and then began the messaging between other agencies.
- Developed a link on the City Website to communicate to City Staff and the public as to what was occurring, next steps and any precautions or warnings.
(www.temp.gov/railroadbridge)
- Did a good job getting the information out to the public consistently and within a timely manner.
- Media staging area was very helpful and crucial as it had ample room to house media, and equipment.
- Relationships had been built in the JIC prior to this incident, which helped the JIC to run smoother.
- The JIC was very transparent in messaging, which builds trust within the community.

Fire Management and Suppression

Mission Area: Response

Improvement:

- As flare-ups occurred on the lumber trains, it was a challenge to communicate out from on-scene that the fire was occurring.
- Miscommunication about the use of Aerial Operation Support during response for fire suppression, had a pilot on stand-by for six hours (0900-1500) before a communication was given to stand-down.

Best Practice:

- Tempe Fire Medical Rescue Crews have a lot of knowledge and training on the equipment necessary to respond to an incident of this nature. Crews worked collaboratively and endlessly to get the incident under control.
- Ability to obtain various assets through the automatic aide system which includes calling enough resources to manage the incident for long periods of time and secure a fire boat from an outlying agency to hit the hard to reach area of the fire at the center portion of the bridge over the lake.

Access Control and Identity Verification

Mission Area: Protection

Improvement:

- Outside agencies presented and began working on their own without checking in with Command Staff, making it difficult to maintain span of control. Once the area was more secured and controlled the issue was mitigated.

Environmental Response/Health and Safety

Mission Area: Response

Improvement:

- There was miscommunication the first day when fire crews operated on the light rail tracks on the northside of the lake. The light rail operations center identified the crews on camera and had to shut the power off. Crews were unaware the light rail power had been on. Days later when the tank cars were being moved from the crash location, Valley Metro communicated with the IMT that the power was back on. The message was not shared with Operations. Crews were evaluating the removal of the tank cars from the light rail bridge, over the tank cars, in the hazard zone. Power must be controlled and confirmed off before allowing crews to operate on the light rail tracks. Only crews wearing PPE should operate in the hazard zone.
- Should have added additional positions under the Safety Branch at the onset of the incident, as there were not enough eyes on the ground to relay safety information/concerns from on-scene. Safety branch was communicating with outside agencies on scene for updates to communicate to command.
- Stand off distance from the tank should have been farther away initially for crews and agency representatives, until we had a clearer understanding of the hazards.
- Did not follow the City of Tempe rules for COVID, although everyone wore a mask, we did not perform temperature or symptoms checks. There was a responder working alongside Command Staff that had to leave with symptoms of COVID.
- Hazard and hot zones needed to be more clearly defined and access limited or denied earlier in the operation.

Logistics and Supply Chain Management

Mission Area: Response

Improvement:

- The City of Tempe owns an EOC trailer that was never discussed during the incident. Although, it was not needed during the response, due to the availability of the TCA, it may be a critical resource for future incidents.
- The current Tempe EOC is too small for an incident with several response partners and agencies. If the TCA would not have been available for use, we would have had to relocate to a larger facility. Currently, there is not a plan for a back-up EOC in response to an incident of this scale.
- Web EOC was not useful in this type of event. It did not allow for any changes/additions to the already existing templates. It would not work on-scene, when we attempted to capture real-time reports on what was occurring.
- On day one the logistics section was stretched very thin. If this would have happened over a weekend or after hours, it would have been much more difficult to get the staffing in a timely manner to support the day one operations. We relied heavily on outside jurisdictions to assist with the logistical support to set up the longer-range operation.
- Logistics was limited only to Fire Personnel. Did not utilize staff from the city to assist with the long-term efforts as needed.

Best Practice:

- Added two roles within logistics, TCA Facility Manager and Base Camp Manager to help distribute the tremendous workload placed upon the logistics section. This allowed the Logistic Section Chief to attend the briefings and tactics meetings
- The ability to harness resources from all around the city because of long established agency and interdepartmental relationships
- It was such an asset to have the TCA available to us throughout the whole incident, it gave us the space to house the many responding agencies, to hold separate meetings and briefings which would not have been possible in the Tempe EOC.

Situational Assessment

Mission Area: Response

Improvement:

- Drones were used by the Tempe PD to assess the status of the response and determine any hazards. Initially, there was confusion as to who had authority to fly their drone. No one knew what the flight paths were and where people needed to be.

Best Practice:

- Used technological assets and other resources to assist in response (drones/boats) to make sure we could get around the incident. This limited the risk to responders and gave us a real-time update on what was happening on-scene.
- Because of drone response to recent protests there was a battery procedure in place to keep the drones in the sky for up to 12-hours for coverage if necessary.
- Even though the drone unit within the Tempe PD is small, they had all the equipment that was needed to assess the incident.

On-Scene Security, Protection and Law Enforcement

Mission Area: Response

Improvement:

- Tempe PD were slow to recognize the potential hazards of the smoke, but once it was recognized they rapidly rolled out public information and warning

Best Practice:

- Tempe PD immediately started with rapid response, initiating ICS structure with Incident Commander and an Operations Section Chief to make sure society & crews were safe and quickly established an inner/outer perimeter
- Tempe PD knew right away that it was initially a fire response, but knew they had to investigate to make sure this was not deliberate and make sure that people were safe.
- The flexibility of Tempe PD was incredible on-scene, there was not a lot of direction initially, but they knew they had to block the streets and make sure there were good routes for the emergency vehicles.

Identified challenges of the response execution

- Bridge on Fire
- Bridge over water
- Falling debris & obstructions
- Hazmat Release (Cyclohexanone) Flammable Class 3.
 - ▶ Can cause cracking of the **skin** with redness and watery blisters.
 - ▶ Inhaling Cyclohexanone can irritate the nose and throat.
 - ▶ Exposure can cause headache, dizziness, lightheadedness, and passing out.
- Extreme Hot Weather Conditions exceeding over 116 Degrees.
- Collapsible bridge
- Tilting Rolling Stock (Tank Cars, Hoppers, Freight cars)
- High Community Environment
- Close proximity to a high traffic area and structures
- Covid 19 practices within first responders and contractors on site
- Difficult access to bridge on fire (bridge, roadways, lake)
- Contamination of storm drains in the affecting area of the lake or outlet of the nearby wildlife drainage area.

– End of Report –