TRAIN DELAY REPORT

PG1

TRAIN ID	UNITS IN COSIST	END OF TRAIN DEVICE	DATE
242-03			

FROM STATION	TO STATION	FIRST WHEEL MOVEMENT	TIME WATCH COMPARED
TIME TRAIN MADE UP	TIME ENGINES ON TRAIN	MEAL PERIOD - WHEEL STOP	MEAL PERIOD - WHEEL START
TERMINAL AIR TEST MADE	INITIAL AIR TEST MADE FROM / TO	INITIAL TERMINAL DELAY HOURS / MIN.	FINAL TERMINAL DELAY HOURS / MIN.

NAMES OF CREW MEMBERS ON TRAIN	OCCUPATION	TIME ON DUTY DATE	TIME ON DUTY TIME	TIME OFF DUTY DATE	TIME OFF DUTY TIME	TOTAL TIME ON DUTY DATE	TOTAL TIME ON DUTY TIME	PRIOR TIME OFF DUTY DATE	PRIOR TIME OFF DUTY TIME
Joe Bruce	ENGINEER								
Brody mertz	CONDUCTOR								
	OTHER								
	OTHER								

WHERE DELAYED	ARR.	DEP.	CAUSE OF DELAY	LOADS	EMPTIES	TONS	LENGTH
Dry lake/Bakeley			0342 had a Small run in going through dry lake west, almost imediatly lost air, announced emergency over the radio, looked out window and Saw a fire ball Coming from our train followed by multiple cars on fire, imeadiatly Rang dispatcher and told we were on the ground and were on fire. Approxametly 5-10 minutes we told the dispatcher we were cutting away the engine from from the cars we still had ahold of and pulled west to what felt a safe distance from the fire, talking back and forth with the dispatcher continuously. Approximetly 0420 the first first responders could be seen arriving at the Site. 0545 Spoke with emergency response coordinater Andrews who is in charge of Stutsman and Foster County. Approximetly 0637 told per Superintendant McMahon to Shove back to the Standing portion of the train, tie on, and walk it to make Sure all cars looked fine				
			TOTAL HANDLED				

CREW MUST SIGN THIS REPORT WHEN HOURS OF SERVICE HAVE BEEN EXCEEDED [redacted] 5 July 24

Engineer Signature: Joseph Bruce

Conductor Signature: [redacted] Brody Mertz [redacted] 7/5/24

ORIGINAL DOCUMENT MUST BE FILED AT TERMINAL - ELECTRONIC COPY SUBMITTED PER LOCAL INSTRUCTION

CP

TRAIN DELAY REPORT

PG II

TRAIN ID	UNITS IN COSIST			END OF TRAIN DEVICE	DATE
FROM STATION	TO STATION		FIRST WHEEL MOVEMENT	TIME WATCH COMPARED	
TIME TRAIN MADE UP	TIME ENGINES ON TRAIN		MEAL PERIOD - WHEEL STOP	MEAL PERIOD - WHEEL START	
TERMINAL AIR TEST MADE	INITIAL AIR TEST MADE FROM	TO	INITIAL TERMINAL DELAY HOURS / MIN.	FINAL TERMINAL DELAY HOURS / MIN.	

NAMES OF CREW MEMBERS ON TRAIN	OCCUPATION	TIME ON DUTY DATE	TIME ON DUTY TIME	TIME OFF DUTY DATE	TIME OFF DUTY TIME	TOTAL TIME ON DUTY DATE	TOTAL TIME ON DUTY TIME	PRIOR TIME OFF DUTY DATE	PRIOR TIME OFF DUTY TIME
	ENGINEER								
	CONDUCTOR								
	OTHER								
	OTHER								

WHERE DELAYED	ARR.	DEP.	CAUSE OF DELAY	LOADS	EMPTIES	TONS	LENGTH
			After pulling the 46 cars up to the middle crossing at dry lake, we tied it down and got a ride to the Command center in Bordulac. After waiting there a bit Superintendant mcmahon informed us we were going to pull the remaining cars still standing on the west end of the derailment westward with our rear unit. Engineer Bruce got a ride to the engine with train master Connel, and conducter mertz was informed he would be walking back to the last car standing and cut away. Conducter mertz made the cut Approximetly 75feet from the burning cars, methanol, and Anhydrous. Engineer Bruce Pulled the 74 cars into Carrington Siding, while Conducter mertz rode there with Train master Connel, Both got in a cab at Carrington and cabbed to Jamestown for tests.				
			TOTAL HANDLED				

CREW MUST SIGN THIS REPORT WHEN HOURS OF SERVICE HAVE BEEN EXCEEDED

Engineer Signature: _____

Conductor Signature: _____

ORIGNIAL DOCUMENT MUST BE FILED AT TERMINAL - ELECTRONIC COPY SUBMITTED PER LOCAL INSTRUCTION

Item # 60003 Form 1206 Nov. 2016