



**CARRINGTON RURAL  
FIRE DEPT**  
Station: **ST1**

Location: <b>2nd St SE 75th Ave S.E.                  Bordulac ST                  Bordulac ND 58421                  Bordulac Street</b>	Incident Type: <b>133 - Rail vehicle fire</b>
Lat/Long: <b>N 47° 23' 12.38"                  W 98° 57' 29.41"</b>	FDID: <b>16050</b> Incident #: <b>2024-028</b> Exposure ID: <b>81085887</b> Exposure #: <b>0</b> Incident Date: <b>07/05/2024</b>
Zone: <b>Bordulac - Bordulac Township</b> Location Type: <b>5 - Adjacent to</b> Cross Street, Directions or National Grid: <b>Bordulac Street</b>	

<b>Report Completed by:</b>	<b>Not Completed</b>
<b>Report Reviewed by:</b>	<b>Not Reviewed</b>
<b>Report Printed by:</b>	Wangen, Ken <b>ID:</b> 200101 <b>Date:</b> 8/9/2024 <b>Time:</b> 08:17

Structure Type:	Property Use: <b>951 - Railroad right-of-way</b>		
Automatic Extinguishment System Present: <input type="checkbox"/>	Detectors Present: <input type="checkbox"/>	Cause of Ignition: <b>Unintentional</b>	
Aid Given or Received: <b>None</b>	Primary action taken: <b>41 - Identify, analyze hazardous materials</b>		
Additional actions: <b>55 - Establish safe area , 58 - Operate apparatus or vehicle</b>			
<b>Losses</b>	<b>Pre-Incident Values</b>		
Property:	Property:	Civilian Injuries: <b>0</b>	Fire Service Injuries: <b>0</b>
Contents:	Contents:	Civilian Fatalities: <b>0</b>	Fire Service Fatalities: <b>0</b>
Total:	Total:	Total Casualties: <b>0</b>	Total Fire Service Casualties: <b>0</b>
Total # of apparatus on call: <b>8</b>		Total # of personnel on call: <b>25</b>	

**NARRATIVE (1)**

**Narrative Title:** 2024 Derailment

**Narrative Author:** Wangen, Ken

**Narrative Date:** 08/09/2024 08:04:15

**Narrative Apparatus ID:** n/a

**Narrative:**

Carrington Fire Department

Date: July 5th Time: 3:43 A.M. Train derailment, Fire and Hazmat release,  
1/4 mile South East of Bordulac

July 5th 2024

3:43:00 AM Call received for a Vehicle/Locomotive/Train Fire involving unknown hazmat at 2nd St South East and 75th Ave South East

3:48:00 AM Unit 23 and Unit 24 left hall, Chief Wangen called State Radio to get a better report, State Radio replied the train had hazmat consisting of Anhydrous, Methanol, Sulfur and plastics

4:09:00 AM Unit 23 called Unit 20 (Fire Hall) to advise that the Train was blocking access to the scene at 1st St South East and they need Unit 27 and Unit 28 to come around via Highway 9, Units 23 and 24 took alternate routes, Unit 22 was activated and unit 21 was held at the hall for other response.

4:11:00 AM Unit 26, Unit 27 and Unit 28 left hall, Chief Wangen talked to Chief Wolsky via cell phone and mutually decided to dispatch unit 26 because the fire could be seen and it was very sizeable

4:15:00 AM Units 23 and 24 arrive on scene advise all units a sizable derailment involving tank cars and hoppers is on fire and we are going defensive in operations, Also started recon operations to determine how many cars involved with only from the west side could not get a good count because of the fire Noted: Could hear PRD releasing and could see the methanol burning on the water along with the plastics

4:33:00 AM Units 27,28 and 26 arrive on scene, Chief Wolsky and Wangen receive initial reports from the recon teams. Also accessed wind direction and projected wind as the current wind was favorable, A  
Asked sheriff to notify the farm to the south east and home to the south west to evacuate.

4:37:00 AM Chief Wangen and Chief Wolsky along with a CPKC Employee try to figure out the furthest west car still on the rails, we found it was a hopper bottom but due to the dark and terrain we could not access the car number

4:46:00 AM CPKC Hazmat Ed Dankbar made initial contact with Chief Wangen and took initial report, Chief Wangen sent pictures of the scene.

5:05:00 AM Full SCBA recon teams walked the length of the derailment to get a car count and access if the fire was contained to the water way and to try and get the number of the last car on the rails to the east.  
North rail team could not access a count due to how the stack was blocking a the path, South team reported between 15-30 cars involve and the fire was contained to the water way

5:45:00 AM Pulled all units back to Wilson Street in Bordulac and set up Incident Command, Sent unit 24 to barricade the road access on the east side and to report last car on the rails ID and Placard  
Winds were favorable and forecasted to continue pushing the plume to the south east. Spot weather check was requested from Weather Service

6:05:00 AM Unit 24 station to the south east of the wreck stated Anhydrous smell was noticeable on the south side of the track, they were advised to move to the north side of the tracks.

6:16:00 AM Last car still upright on the west side (east wheels were gone) was NCIX 1833 dry good hopper

6:22:00 AM Unit 24 reported last car to the east on the rails was CTCX 300266 placarded 1230, Continued to monitor and note PRD releases Asked state Patrol to barricade off the site to essential entries only

7:22:00 AM 2nd Contact with CPKC Ed Dankbar to advise of situation and started discussing tactics, Working with Assistant Chief Wolsky started to devise a water hauling plan Water hauling to be handled by 26,24,22 fire suppression unit 23,

Hazmat decon unit 27, general utility unit 25

7:31:00 AM Stutsman County Drone started taking video of the scene. Chief Wangen viewed to get a better assessment and could visually see PRD's venting.

Somewhere around this time the west side of the train was decoupled and pulled back further west. CPKC and Carrington Fire Department personnel in proper safety PPE de coupled the train

9:00:00 AM Received call from CPKC Ed Dankbar that he was at Jamestown, advised him to respond with haste, Chief Wangen and Wolsky started devising a water hauling plan

9:45:00 AM CPKC Hazmat Ed Dankbar arrived on scene, immediately assessed the scene, Chief Wangen and Wolsky met with him and briefed of current situation. Additional assets were determined to be needed

Sent call out to mutual Aid: Jamestown Rural, Kensal, New Rockford, Pingree.

Requested Jamestown Rural and New Rockford also send hose teams along with their tankers Main plan was to build access to the car pile as it was in a slough and impossible to access.

10:30:00 AM Crew from Kensal arrived sent their 2 grass trucks to relieve unit 24 from blockade duty on the east side, Unit 24 returned to Incident Command

12:15:00 AM Crew from Jamestown Rural arrived on site , Crew from New Rockford arrived

1:00:00 PM Pingree Crew arrived

2:30:00 PM Discussion evolved from using Carrington city water and long ferry times to using Lake George water. Started calling mutual aids for floating pumps. Jamestown Rural, Harvey and Rugby responded

3:00:00 PM Jamestown Rural Pump arrived on scene

4:00:00 PM Harvey Pump arrived on scene

5:00:00 PM Rugby Pump arrived on scene

6:00:00 PM Monitored incident and planned response with CPKC and SRS and responded to Hazmat leaks as appropriate Portable tanks were placed to provide water to the sprinkler systems that were suppressing vapors

It was determined that only side dump capable tankers would be used as the dump site was extremely narrow. Carrington 22, Kensal and Pingree Tankers were held in reserve

Main source of water would be the ground water present but the portable tanks would be the backup

Refill for the fire tankers was established on the north side of Lake George (47.41362958561699, -98.96515923741643)

All occupants in the trucks had to have a SCBA staged and ready beside them.

July 6th

AM Fire had reduced enough that better access could be made to the pile up

7:30:00 AM Met with CPKC,SRS to formulate action plan

8:00 AM general meeting with all contractors, also met at 7:30 PM to update and formulate the over night plan 8:00 P.M. met with all overnight contractors.

Plan was devised to cool rail cars and try to put additional engineering adjuncts in place Designated release unit 23 and designated unit 22 as fire suppression

2:42:00 PM First rail car was moved off the track bed

Continued to monitor hazmat release, with tanker trucks ready to dump

9:38:00 PM Air Monitoring reported Anhydrous levels were climbing and moving toward Bordulac Initial gas bubble hit town and Airboat was activated, Responders relocated with safety air monitoring personal

Gas Bubble seemed to dissipate, responders moved back to command area

10:14:00 AM Second bubble force all responders to evacuate, listen to readings via radio. Evac'd to Anhydrous tank farm North West of Bordulac

Continued to monitor,

Contacted EM to issue a shelter in place order

11:25:00 PM Reverse 911 shelter in place completed,

moved to (47.413663897284664, -98.9689408972292)

Continued to monitor, Contacted EM to issue a shelter in place order

July 7th

2:30:00 AM Air readings determined it would be safe to return to the Incident Command area

3:00:00 AM Released Jamestown Rural Tankers

7:30:00 AM Discussion was held on what happened and what could be done to mitigate the issue It was determine the air inversion coupled with the ammonia saturation of the water and ground caused the burp, determined minimal activity to the wrecks

Plan going forward was to maintain water levels in the portable tanks

Met with CPKC,SRS to formulate action plan

8:00 AM general meeting with all contractors,

9:00:00 Lifted shelter in place

10:30:00 AM Jamestown Rural Tankers arrived

Monitored incident started formulating schedule to have 24/7 manpower for trucks

7:30 PM to update and formulate the over night plan 8:00 P.M. met with all over night contractors.

July 8th

7:30:00 AM Met with CPKC,SRS to formulate action plan 8:00 AM general meeting with all contractors,

7:30 PM to update and formulate the over night plan 8:00 P.M. met with all over night contractors.

8:30:00 PM Anhydrous Bubble cause second evacuation of emergency personnel, monitored air stations and investigation.

July 9th

12:15:00 AM Met with CPCK personel and decide from this point only work that would be done near the wreck site after the temp and air inversion would be care of the engineer and suppression systems and road maintenance

7:30:00 AM Met with CPKC,SRS to formulate action plan 8:00 AM general meeting with all contractors,t

7:30 PM to update and formulate the overnight plan 8:00 P.M. met with all over night contractors.

July 9th-11th Units 22,24,26, 27 On stand by

7:30:00 AM Met with CPKC,SRS to formulate action plan 8:00 AM general meeting with all contractors, also met at 7:30 PM to update and formulate the over night plan 8:00 P.M. met with all over night contractors.

July 15th Moved to morning video conference update of the incident

July 26th Scene converted from emergency to reclamation unit 22 released

August 2nd Hazmat decon designated a storage tank and stationary pump Unit 27 released

August 2nd- Weekly reports from CPKC Environmental

Aug 8th Final meeting with CPKC Hazmat, site is completely being turned over to Engineering to break up remaining cars and Environmental for continued cleanup

<b>APPARATUS</b>			
<b>Fire Controlled Date / Time:</b>		7/6/2024 2:42:00 PM	
<b>Unit</b>	23	<b>Unit</b>	24
<b>Type:</b>	Engine	<b>Type:</b>	Tanker & pumper combination
<b>Use:</b>	Suppression	<b>Use:</b>	Suppression
<b>Response Mode:</b>	Lights and Sirens	<b>Response Mode:</b>	Lights and Sirens
<b># of People</b>	6	<b># of People</b>	2
<b>Alarm</b>	07 /05/2024 03:43:00	<b>Alarm</b>	07 /05/2024 03:43:00
<b>Dispatched</b>	07 /05/2024 03:43:00	<b>Dispatched</b>	07 /05/2024 03:43:00
<b>Enroute</b>	07 /05/2024 03:59:00	<b>Enroute</b>	07 /05/2024 03:59:00
<b>Arrived</b>	07 /05/2024 04:15:00	<b>Arrived</b>	07 /05/2024 04:15:00
<b>Cancelled</b>	-- /-- /-- -- :-- :--	<b>Cancelled</b>	-- /-- /-- -- :-- :--
<b>Cleared Scene</b>	07 /06/2024 14:42:00	<b>Cleared Scene</b>	07 /26/2024 12:00:00
<b>In Quarters</b>	07 /26/2024 12:00:00	<b>In Quarters</b>	07 /26/2024 12:00:00
<b>In Service</b>	07 /26/2024 12:00:00	<b>In Service</b>	07 /26/2024 12:00:00
<b>Unit</b>	27	<b>Unit</b>	22
<b>Type:</b>	Brush truck	<b>Type:</b>	Tanker & pumper combination
<b>Use:</b>	Suppression	<b>Use:</b>	Suppression
<b>Response Mode:</b>	Lights and Sirens	<b>Response Mode:</b>	Lights and Sirens
<b># of People</b>	4	<b># of People</b>	2
<b>Alarm</b>	07 /05/2024 03:43:00	<b>Alarm</b>	07 /05/2024 03:43:00
<b>Dispatched</b>	07 /05/2024 03:43:00	<b>Dispatched</b>	07 /05/2024 03:43:00
<b>Enroute</b>	07 /05/2024 03:59:00	<b>Enroute</b>	07 /05/2024 03:59:00
<b>Arrived</b>	07 /05/2024 04:15:00	<b>Arrived</b>	07 /05/2024 04:15:00
<b>Cancelled</b>	-- /-- /-- -- :-- :--	<b>Cancelled</b>	-- /-- /-- -- :-- :--
<b>Cleared Scene</b>	07 /26/2024 12:00:00	<b>Cleared Scene</b>	07 /26/2024 12:00:00
<b>In Quarters</b>	07 /26/2024 12:00:00	<b>In Quarters</b>	07 /26/2024 12:00:00
<b>In Service</b>	07 /26/2024 12:00:00	<b>In Service</b>	07 /26/2024 12:00:00
<b>Unit</b>	25	<b>Unit</b>	26
<b>Type:</b>	Ground fire suppression, other	<b>Type:</b>	Tanker & pumper combination
<b>Use:</b>	Suppression	<b>Use:</b>	Suppression
<b>Response Mode:</b>	Lights and Sirens	<b>Response Mode:</b>	Lights and Sirens
<b># of People</b>	2	<b># of People</b>	2
<b>Alarm</b>	07 /05/2024 03:43:00	<b>Alarm</b>	07 /05/2024 03:43:00
<b>Dispatched</b>	07 /05/2024 03:43:00	<b>Dispatched</b>	07 /05/2024 03:43:00
<b>Enroute</b>	07 /05/2024 03:59:00	<b>Enroute</b>	07 /05/2024 03:59:00
<b>Arrived</b>	07 /05/2024 04:15:00	<b>Arrived</b>	07 /05/2024 04:15:00
<b>Cancelled</b>	-- /-- /-- -- :-- :--	<b>Cancelled</b>	-- /-- /-- -- :-- :--
<b>Cleared Scene</b>	07 /26/2024 12:00:00	<b>Cleared Scene</b>	07 /26/2024 12:00:00
<b>In Quarters</b>	07 /26/2024 12:00:00	<b>In Quarters</b>	07 /26/2024 12:00:00
<b>In Service</b>	07 /26/2024 12:00:00	<b>In Service</b>	07 /26/2024 12:00:00
<b>Unit</b>	28	<b>Unit</b>	POV
<b>Type:</b>	Brush truck	<b>Type:</b>	Privately owned vehicle
<b>Use:</b>	Other	<b>Use:</b>	Other
<b>Response Mode:</b>	Lights and Sirens	<b>Response Mode:</b>	No Lights or Sirens
<b># of People</b>	4	<b># of People</b>	3
<b>Alarm</b>	07 /05/2024 03:43:00	<b>Alarm</b>	07 /05/2024 03:43:00
<b>Dispatched</b>	07 /05/2024 03:43:00	<b>Dispatched</b>	07 /05/2024 03:43:00
<b>Enroute</b>	07 /05/2024 03:59:00	<b>Enroute</b>	07 /05/2024 03:59:00
<b>Arrived</b>	07 /05/2024 04:15:00	<b>Arrived</b>	07 /05/2024 04:15:00
<b>Cancelled</b>	-- /-- /-- -- :-- :--	<b>Cancelled</b>	-- /-- /-- -- :-- :--
<b>Cleared Scene</b>	07 /26/2024 12:00:00	<b>Cleared Scene</b>	07 /26/2024 12:00:00
<b>In Quarters</b>	07 /26/2024 12:00:00	<b>In Quarters</b>	07 /26/2024 12:00:00
<b>In Service</b>	07 /26/2024 12:00:00	<b>In Service</b>	07 /26/2024 12:00:00
<b>Number Of People not on apparatus: 0</b>			

FIRE			
<b>Acres Burned</b>	None or Less Than One	<b>Acres Burn From Wildland Form</b>	False
<b>Area Of Fire Origin</b>	Vehicle area, other	<b>Heat Source</b>	Spark, ember, or flame from operating equipment
<b>Item First Ignited</b>	Flammable liquid/gas in container or pipe	<b>Fire Is Confined To Object Of Origin</b>	
<b>Type Of Material</b>	Flammable or combustible liquid, other	<b>Cause Of Ignition</b>	Unintentional
<b>Factor Contributing To Ignition</b>	Mechanical failure, malfunction, other		
<b>Human Factors Contributing</b>	None		
<b>Mobile Property Involve And Type</b>	Not involved in ignition, but burned	<b>Mobile Property Type</b>	Tank car
<b>Mobile Property Make</b>	Other Make	<b>Mobile Property Year</b>	

HAZMAT		
<b>Released From</b>	<b>Story Of Release</b>	<b>Cause Of Release</b>
Outside of structure		Container or containment failure
<b>Factors</b>		
Collision, overturn, knockdown		
<b>Mitigating Factors</b>		
Released into water table , Release factors, other , Impediment or delay factors, other		
<b>Mobile Property Involved</b>	<b>Make</b>	<b>Mobile Property Year</b>
Tank car	Other Make	
<b>Population Density</b>	<b>Area Affected</b>	<b>Area Evacuated</b>
Rural - Scattered small communities and farms	1 Square miles	True
<b>Estimated Number Of People Evacuated</b>	<b>Estimated Number Of Buildings Evacuated</b>	<b>Estimated Number Of Buildings Evacuated None</b>
1	1	True
<b>Haz Mat Actions Taken</b>		
Identify, analyze hazardous materials , Isolate area & establish hazard control zones , Control traffic		
<b>If Fire Or Explosion Is Involved With Incident Which Occured First</b>		
2		
<b>Disposition</b>	<b>Haz Mat Deaths</b>	<b>HazMat Injuries</b>
Released to private agency		

HAZMAT			
<b>Is First Mat</b>	False	<b>UN Number</b>	1230
<b>DOT Hazard Classification</b>	Class 3 - Flammable/Combustible Liquids	<b>CAS Registration</b>	67-56-1
<b>Name Of Chemical Or Material</b>	0260000	<b>Chemical Name</b>	Methanol
<b>Container Type</b>	Product tank on or towed by vehicle	<b>Estimated Container Capacity</b>	30000
<b>Capacity Units</b>	Gallons	<b>Estimated Amount Released</b>	30000
<b>Released Units</b>	Gallons	<b>Physical State When Released</b>	Liquid
<b>Released Into</b>	Water		

HAZMAT			
<b>Is First Mat</b>	False	<b>UN Number</b>	1005
<b>DOT Hazard Classification</b>		<b>CAS Registration</b>	7664-41-7
<b>Name Of Chemical Or Material</b>	0024000	<b>Chemical Name</b>	Ammonia
<b>Container Type</b>	Product tank on or towed by vehicle	<b>Estimated Container Capacity</b>	30000
<b>Capacity Units</b>	Gallons	<b>Estimated Amount Released</b>	30000
<b>Released Units</b>	Gallons	<b>Physical State When Released</b>	Gas
<b>Released Into</b>	Air		

<b>HAZMAT</b>			
<b>Is First Mat</b>	False	<b>UN Number</b>	
<b>Name Of Chemical Or Material</b>	1502000	<b>Chemical Name</b>	Polyethylene polyamines
<b>Container Type</b>	Product tank on or towed by vehicle	<b>Estimated Container Capacity</b>	1900000
<b>Capacity Units</b>	Pounds	<b>Estimated Amount Released</b>	190000
<b>Released Units</b>	Pounds	<b>Physical State When Released</b>	Solid
<b>Released Into</b>	Water		

INCIDENT IMAGES





**PERSONNEL ON CALL**

<b>Name</b>	<b>Personnel Rank</b>	<b>Role(s)</b>	<b>Apparatus</b>
Botha, Marius	Training Chief	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	27
Braaten, Dallas	Captain	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	23
Cabler, Josh	Firefighter	58 - Drive / Operate apparatus or vehicle	27
Carr, Kevin	Training Chief	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	27
Coulter, Rustin	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	27
Geremia, Miluszka	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	22
Gussiaas, Jon	Firefighter	58 - Drive / Operate apparatus or vehicle	22
Harris, Arron	Firefighter	58 - Drive / Operate apparatus or vehicle	25
Hovdenes, Ean		41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	25
Mindt, David	Firefighter	58 - Drive / Operate apparatus or vehicle	23
Moravec, Tom	Captain	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	23
Neumiller, Shawn	Captain	58 - Drive / Operate apparatus or vehicle	26
Pederson, Chase	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	24
Prim, Justin	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	23
Richter, Chad	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	26
Riedesel, Tyler	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	28
Roundy, Troy	Assistant Chief	81 - Incident command	28
Rzaszutak, Andrew		41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	23
Sauvageau, Duane	Captain	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	28
Schroeder, Bradee	Firefighter	58 - Drive / Operate apparatus or vehicle	24
Sherman, Clinton	Firefighter	92 - Standby	28
Wangen, Ken	Chief	81 - Incident command	POV
Weninger, Brad	Captain	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	POV
Willyard, Bruce	Firefighter	41 - Identify, analyze hazardous materials, 42 - HazMat detection, monitoring, sampling, & analysis	POV
Wolsky, Jason	Assistant Chief	81 - Incident command	23

Emergency Nature:  
HAZARDOUS MATERIALS INCIDENT/TRAIN

Station:  
CARRI 7027

Narrative:

Type:HAZ/TRAIN Caller Name:CP RAIL Caller Phone #:(800) [REDACTED] Re:TRAIN ON FIRE, UNK WHAT KIND OF TRAIN , HAZMAT ON FIRE, UNK WHAT KIND OF HAZMAT , SPREADING TO GRASS ON TRAIN TRACKS , LAKE GEORGE , METHONAL,SULFER,AND AMONIA ON FIRE, WILL LIKELEY NEED TO EVAC BORDERLAC, NO INJ, 4280 - ACK, PAGE SENT TO CARRINGTON FD, ADDITIONAL - TRAIN DERAILMENT , GERON HARRIS #: 313 [REDACTED] PAGE TO CARRINGTON AMB, EMS PAGE FAILED , ADDITIONAL CALLER- SAMANTHA BECKLEY 701-[REDACTED] HEARD A LOUD BANG ///

Emergency Nature:  
FIRE/VEH

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Station:  
CARRI CARNTN-FD

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Narrative:  
Type:FIR/VEH Caller Name: Caller Phone #: Re:TRAIN ON FIRE, UNK WHAT KIND OF TRAIN , HAZMAT  
ON FIRE, UNK WHAT KIND OF HAZMAT , SPREADING TO GRASS ON TRAIN TRACKS , LAKE GEORGE  
///

# CAD Alert

[View Original Message](#)[Cancel](#)



## Parsed Data

ID:  
12555568

Received by eDispatches:  
2024-07-05 04:43:43

From:  
[REDACTED]@nd.gov

To:  
[REDACTED]@edisnproc.com

Subject:  
FD2407050005 - CARRI - FIRE/VEH

Incident Number:  
FD2407050005

Call Time:  
2024-07-04 03:43:00

Street Address:  
2ND ST SE & 75TH AVE SE

City:  
CARRINGTON

State:  
ND

Lat:  
47.384693999999996

Long:  
-98.952597

Cross Streets:  
2ND ST SE/75TH AVE SE

Venue:  
FOSTER (16)