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November 28, 2012

Ms. Kristen Donnelly
United States Department of Agriculture
Forest Service
Albuquerque Service Center Claims Management
101 B Sun Avenue NE
Albuquerque, NM 87109

RE: Internal Report and Emails

Dear Ms. Donnelly,

Enclosed please find our internal report for the 5/27/12 fire and emails accordingly,

Please feel to contact Jeff Jackson at (b) (6) or myself, Paul Schranck at (b) (6) with any other questions or concerns.

Thank you,


Paul Schranck
General Manager

Enclosures

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Brenda Jahnke

From: Paul Schranck
Sent: Wednesday, November 28, 2012 1:16 PM
To: Brenda Jahnke
Subject: FW: MOW/Mechanical Dept.-MP 483 Fire Report 5-27-28-2012
Attachments: Maintenance of Way-Mechanical Department-MP 483 Fire Report.pdf

From: JEFFREY JACKSON (b) (6)
Sent: Monday, November 19, 2012 12:36 PM
To: kristin.donnelly@fs.fed.us
Cc: Paul Schranck; Cathy Swarts
Subject: FW: MOW/Mechanical Dept.-MP 483 Fire Report 5-27-28-2012

Kristin,

Attached please find our internal report for the 5/27/12 fire. As I stated on the phone, the helicopter had some mechanical issues and was not as effective as it should of been. We want to cooperate and agree to the USFS expenses as quick as possible, but in order for us to do that please let me know what the USFS's position is on reducing the helicopter expense?

As we discussed on the phone, we will be requesting a payment plan where we can pay all of the amount owed to the USFS on July 31, 2013. The DSNGR is a seasonal business and we are currently in our off peak season where we are constantly managing our cash flow. If granted the payment extension will be able to budget the funds to pay the USFS as we are on a calendar budget year.

I appreciate your assistance.

Thanks,
Jeff

Subject: FW: MOW/Mechanical Dept.-MP 483 Fire Report 5-27-28-2012

Date: Wed, 7 Nov 2012 10:09:44 -0700

From: (b) (6)

To: (b) (6)

Jeff,

This is the report on the May 28th fire, as you can see there were mechanical problems with the water drops as well as a gross miscalculation of the size of the fire.

Based on this I would suggest we would be within our rights to ask for a 50% reduction in the amount charge for air support. The current charge is 11,837.44 for air support so half is 5,918.72.

Thanks,

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Paul

From: Paul Schranck
Sent: Monday, August 06, 2012 4:48 PM
To: 'JEFFREY JACKSON'; Cathy Swarts
Subject: FW: MOW/Michanical Dept.-MP 483 Fire Report 5-27-28-2012

Hi,

This is the report from the May 28, 2012 fire; I thought we should all have a copy.

Thanks

From: Brenda Jahnke
Sent: Monday, August 06, 2012 4:37 PM
To: Paul Schranck
Subject: MOW/Michanical Dept.-MP 483 Fire Report 5-27-28-2012

For your file.

Brenda G. Jahnke
Administrative Assistant
Durango Silverton Narrow Gauge Railroad
479 Main Avenue
Durango, CO 81301
970-385-8834

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Maintenance of Way / Mechanical Dept.



-Mile Post 483 Fire Report-

Sunday, May 27, 2012 – Monday, May 28, 2012

At Apprx. 11:35 A.M. on Sunday, May 27th track patrolman (b) (6) reported a large fire burning at mile post 483. Track car 9007 was sent around train 463 at Cascade Canyon to assist. Upon reaching mile post 480 a fire was discovered quickly burning up the west side of the right of way. At this point help from Tall Timber was requested. This fire was contained and 9007 continued on to mile post 483 with train 463 following closely behind. (b) (6) and (b) (6) continued to work the fire. Train 463 was needed to supply water from its fire fighting boxcar for the water wagon. When 9007 arrived at m.p. 483 the fire was apprx. 400x800 and not spreading very much. (b) (6) and I began to get a containment line around the left flank of the fire working our way to the head of the fire. Once train 463 had arrived they began pumping their water supply into ours. The train crew began to work on the fire close to the tracks. Track car 243 was sent back down to mile post 480 to pick up hose, pumps, and (b) (6). During this time the wind picked up and the fire took off. (b) (6) and I had to abandon our efforts for safety as the fire exploded. At 12:45 P.M. a helicopter with drop bucket was requested. Train 463 was released and continued to Silverton with track car 243 patrolling behind. Tall Timber 4 arrived and 9007 returned to mile post 483. Additional MOW resources were also called at this time. After repositioning hoses and equipment (b) (6) and Myself began working the right flank of the fire to get a containment line built towards the head of the fire. For the next 2 hrs and 24 min we mad slow but steady progress. At apprx. 3:08 P.M. the helicopter arrived and began to make bucket drops on the head of the fire. Due to mechanical problems with the bucket the helicopter was only able to make 5-7 drops of water. At apprx 3:30 P.M. track cars 9003, 9004, and 9006 arrived with additional MOW personnel and 4 Forest Service Firefighters from the Columbine Ranger District. (b) (6) from the Forest Service became the Incident Commander at this point. The helicopter reported to him that the fire was estimated to be 80-100 acres. He told me this info and then walked the perimeter to get an accurate size estimate. The actual size was around 6 acres. Heavy smoke and the way it hung to the ground make it very hard to estimate the size from the air. With the arrival of more help and equipment we were able to run a hose line to the head of the fire. Apprx 1200-1600 feet of hose had to be run. It took 5 more hours to fully contain this fire. Railroad personal including Tall Timber were released from the fire around 8:30 P.M. When we left the scene the fire was 95 percent out and 100 percent contained. The Forest Service incident commander requested that I come up to the fire to serve as a liaison between the Railroad and Forest Service.

-Monday, May 28, 2012-

I arrived at mile post 483 around 7:30 A.M. Not much had changed from the night before. A few hot spots burned close to the tracks but not much else was happening. Early morning patrol brought in an investigator for the Forest Service. She conducted her investigation throughout the day and left when Early Morning headed south. During this time 2 members of a Forest Service Helitac Crew were airlifted in. The helicopter did a few survey passes over the fire and landed in the meadow across the tracks. The helicopter was on the ground all day and was still there when I was released from the fire at 5:30 P.M. At apprx. 2:30 P.M. Extra 7 arrived with a 20 person hot shot crew from Montana. During this time the 4 original firefighters and 2 Helitac crewmen were transported out. The 20 person hot shot crew remained on the scene until Wednesday, May 30 when train 464 brought them out to Rockwood.

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-Personnel Involved-

(b) (6)

- Early Morning Patrol, Track Car 9002
- Train 461 Patrolman, Track Car 222
- Train 463 Patrolman, Track Car 243
- Water Wagon Track Car 9007
- Water Wagon Track car 9007

(b) (6)

_____ of the MOW Department was called in to assist.

Tall Timber responded to the fire at 480 with three employees and to the fire at 483 with two additional employees.

Forest Service Personnel

Four fire fighters were on the scene from 3:30 P.M. until the next day when they were relieved. They spent one night at 483.

Two Helitac crewmen on the scene Monday morning until Monday afternoon.

Twenty person Hot Shot crew on scene Monday afternoon until Wednesday afternoon.

Helicopter crew of two on scene all day Monday. (Not flying)

Submitted by:

(b) (6)

D&SNGRR Maintenance of Way

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