

Letterhead

March 3, 2006-03-03

General Manager Operations – B.C.
Western Canada Region
Thornton Operations Building
11717 138th Street
Surrey, B.C. V3R 6T5

Re: CN / BCFS Fire Control Cost Sharing Agreement
Annual billing for the year April 1, 2006 to March 31, 2007

Dear Sirs:

Please accept the following as the annual billing for the Cost Sharing Fee as per section 8 of the Cost sharing Agreement:

8.2 a) Preparedness Costs	\$275,000
8.2 b) Average of the Wildfire Control Costs for the ten Year Period ending December 31 of the previous year (as attached)	\$586,027
 Total fees	 \$861,027

As per section 8.4 of the Agreement the total of \$861,027 is due and payable to the Province by April 30, 2006. If you have any questions, please call us.

Yours truly

Peter Fuglem
Director, Forest Protection Branch

Wildfire Control Costs for CN fires**Average of the Wildfire Control Costs for the ten Year Period ending December 31, 2005.**

Fire Number	Fire Date	Brief location description	Total Cost as per the Cost Sharing Agreement
K20032-2005	2005 05 13	Mile 87.8 - Clearwater subdivision	\$54,243
K20033-2005	2005 05 13	Mile 88 – Clearwater subdivision	\$17,720
K7-0126	2005 07 29	Sleetsis Creek near Lyton	\$2,194
K7-0135	2005 07 29	Sleetsis Creek near Lyton	\$5,770,863
K1-0174	2005 08 10	Mile 117 - Albreda subdivision	\$13,919
K2-0189	2005 08 13	Mile 45 - Ashcroft subdivision	\$998
K2-0928	2005 09 14	Spences Bridge subdivision	\$329
2005 total			\$5,860,266
Nine (9) years 1996-2004			\$0
Ten year average			<u>\$586,027</u>

Prepared March 3, 2006

Canadian National Railway Company Fire Control Cost Share Agreement

ESTIMATES ONLY

WILDFIRE CONTROL COSTS

FIRE # DIRECT FIRE (Sub-vote)

G40078	\$ 448.44
G30100	\$ 47,580.98
G40104	\$ 6,302.90
G40171	\$ 523.18
G30246	\$ 2,531.49
G10446	\$ 1,332.12
K70706	\$ -
K21132	\$ 47,574.73
K70225	\$ 3,549.47
K20570	\$ 2,793.90
K70192	\$ 113.30

*Note: No direct fire costs, only regular wages - see FS164 for detailed information

TOTAL \$ 112,750.51 \$ **112,750.51**

10 YEAR AVG

\$ **613,714.11**

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 21, 2004 is deemed \$0

1999	\$ -	
2000	\$ -	
2001	\$ -	
2002	\$ -	
2003	\$ -	
2004	\$ -	
2005	\$ 5,781,131.68	*adjusted from 5,860,266
2006	\$ 138,579.25	
2007	\$ 71,876.03	
2008	\$ 22,959.72	
2009	\$ 122,594.41	
TOTAL	\$ 6,137,141.09	

PREPAREDNESS COSTS (not to exceed \$382,500)

\$ **253,618.86**

(fire average = FY09/10 preparedness budget \$59,537,739 amount \$ x CNR fires/province fires)

budget allocation as of August 16, 2007

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
1999	4	1208
2000	6	1539
2001	4	1266
2002	10	1783
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
2007	8	1592
2008	5	2027
2009	11	3061
10 Year Average	9	2089

Agreement, Schedule A 2 (a)

DIRECT FIRE TOTAL \$ **613,714.11**

Agreement, Schedule A 2 (b)

PREPAREDNESS TOTAL (fire average) \$ **253,618.86**

TOTAL BILLABLE \$ **867,332.97**

APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

CNR Billing estimate

2009-12-21 8:18 AM

Protection Program Director or designate

Date

Ministry of Forests, Protection Branch

Wildfire Reports

Land Status, Specific is in the list 'CNR (Line ownership)'; all incident types for 2006

Report begins on next page

Fire Type Fire Size Spot Status Out 2006 V10027

ORIGIN

Geographic Spuzzum Latitude 49 38.269 Longitude 121 23.685 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
66 BIG SILVER 200 20 SW 4 Full

General Cause Specific Cause ☐ Cause is Known Incident Commander
Railroads Hot metal fragment (brake shoe) ☐ Holdover? Kimmerly, Rick

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2006/05/05 15:30			
Discovery	2006/05/05 15:35	Spot	Railway Personnel	
First Report	2006/05/05 15:45	Spot	Railway Personnel	
Second Report				
Ground Attack	2006/05/05 15:53	Spot	Railway Personnel	
Air Attack				
Final Control	2006/05/05 16:25	Spot	Railway Personnel	
Mop Up	2006/05/05 17:00	Spot	Railway Personnel	
Patrol	2006/05/05 20:00	Spot	Railway Personnel	
Fire Out	2006/05/07 08:00	Spot	Railway Personnel	

INCIDENT COSTS	
Preparedness	\$0.00
Direct Fire	\$0.00
Other Agencies	\$2,500.00
Retardant	\$0.00
Aircraft	\$0.00
Total	\$2,500.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☐

Instructions Issued ☐

Warning Ticket Issued ☐

Violation Ticket Issued ☐

Comments
 on rail fire//btwn tracks and fraser river, 3.2 miles
 east of spuzzum/ fire cause investigation by s.22
 s.22 pending / may 30th calling s.22 re
 fire 27 / s.22 should be ic / as per s.22
 s.22 call fire out // June 21st spoke to s.22
 s.22 re incident / she has no log notes was told to
 stand down cannot do a fire report on this / s.22
 s.22 doing final fire report

Report Signed Off Rick Kimmerly 2006/07/11 12:00
 Data Entry Complete s.15 2006/07/12 09:06

Fire Type Fire Size 0.10 Status Out 2006 G70069

ORIGIN

Geographic East pine bridge Latitude 55 43.258 Longitude 121 12.605 ☐ Interface?

Reference Weather Station 122 CHETWYND Elevation (m) 538 Slope (%) 60 Aspect S Classification 4 Response Full Rank

General Cause Railroads Specific Cause Hot metal fragment (brake shoe) ☐ Cause is Known ☐ Holdover? Incident Commander VanHorn, Darren

LEGAL RESPONSIBILITY

Responsible Group Railroad operations Occupied / Caused by Yes, present legal occupant General Land Status Railroad Specific Land Status CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2006/04/27 22:30			
Discovery	2006/04/27 22:35	0.05	General Public	
First Report	2006/04/27 22:40	0.05	General Public	
Second Report				
Ground Attack	2006/04/27 23:40	0.10	Crews (IA/Rap/Unit/Parattack)	
Air Attack				
Final Control	2006/04/28 00:44	0.10	Crews (IA/Rap/Unit/Parattack)	
Mop Up	2006/04/28 11:00	0.10	Crews (IA/Rap/Unit/Parattack)	
Patrol	2006/04/28 11:00	0.10	Crews (IA/Rap/Unit/Parattack)	
Fire Out	2006/05/01 12:00	0.10	Crews (IA/Rap/Unit/Parattack)	

INCIDENT COSTS

Preparedness

Direct Fire \$0.00

Other Agencies

Retardant \$0.00

Aircraft \$0.00

Total \$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☒

Comments Fire is mostly burned out, crews actioned it with assistance from BC rail crew. Instructions Issued ☐

Warning Ticket Issued ☐

Violation Ticket Issued ☐

Report Signed Off Grayston, Rick 2006/11/14 12:00

Data Entry Complete s.15 2006/11/20 09:51

Fire Type Fire Size Spot Status Out 2006 G80465

ORIGIN

Geographic Murdale And Railway Latitude 56 34.109 Longitude 121 08.320 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
136 WONOWON 822 0 Flat 4 Full 3

General Cause Specific Cause ☐ Cause is Known Incident Commander
Lightning Lightning ☐ Holdover? Peters, James

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Lightning No, none (usually lightning) Railroad CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2006/07/04 16:46			
Discovery	2006/07/04 16:54	Spot Other		
First Report	2006/07/04 16:54	Spot Other		
Second Report				
Ground Attack	2006/07/04 19:20	Spot Crews (IA/Rap/Unit/Parattack)		
Air Attack	2006/07/04 19:30	Spot Rotary Wing Aircraft		
Final Control	2006/07/04 20:00	Spot Crews (IA/Rap/Unit/Parattack)		
Mop Up	2006/07/05 08:00	Spot Crews (IA/Rap/Unit/Parattack)		
Patrol	2006/07/05 09:00	Spot Crews (IA/Rap/Unit/Parattack)		
Fire Out	2006/07/05 10:10	Spot FS Personnel		

INCIDENT COSTS

Preparedness	
Direct Fire	\$0.00
Other Agencies	
Retardant	\$0.00
Aircraft	\$9,174.65
Total	\$9,174.65

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☒

Comments Instructions Issued ☐

Feels this fire could be actioned with one crew. As of 2142 july 4th, no smokes when leaving, Warning Ticket Issued ☐

Violation Ticket Issued ☐

Report Signed Off Offizier, Harry 2006/07/27 12:00

Data Entry Complete s.15 2006/08/18 10:18

Fire Type Fire Size Spot Status Out 2006 G10598

ORIGIN

Geographic Latitude Longitude
2km north of Talus Rd. 54 19.904 122 39.225 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
149 BEAR LAKE 800 0 Flat 4 Full

General Cause Specific Cause ☐ Cause is Known Incident Commander
Railroads Hot metal fragment (brake shoe) ☐ Holdover? Prendergast, Paul

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function Start Date Size Agency Discovering Lookout

Ignition 2006/07/22 00:00

Discovery 2006/07/22 12:31 Spot General Public

First Report 2006/07/22 12:31 Spot General Public

Second Report

Ground Attack 2006/07/22 13:34 Spot FS Personnel

Air Attack

Final Control 2006/07/22 15:02 Spot FS Personnel

Mop Up

Patrol

Fire Out 2006/07/22 15:02 Spot FS Personnel

INCIDENT COSTS

Preparedness

Direct Fire \$0.00

Other Agencies

Retardant \$0.00

Aircraft \$0.00

Total \$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☒

Comments Instructions Issued ☐

reported to be near the tracks / summit lake VFD Warning Ticket Issued ☐

also looking for this / Violation Ticket Issued ☐

Report Signed Off Bowman, Bryan 2006/11/01 12:00

Data Entry Complete s.15 2006/11/02 09:51

Fire Type Fire Size Spot Status Out 2006 K71129

ORIGIN

Geographic Latitude Longitude
2km North of Nicomen 50 17.176 121 24.116 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
277 LYTTON 800 30 S 4 Monitor

General Cause Specific Cause ☐ Cause is Known Incident Commander
Equipment use Spark from metal/metal or metal/rock ☐ Holdover? Heigh, James

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function Start Date Size Agency Discovering Lookout

Ignition 2006/08/25 19:30

Discovery 2006/08/25 19:45 Spot General Public

First Report 2006/08/25 20:00 Spot General Public

Second Report

Ground Attack

Air Attack

Final Control

Mop Up

Patrol 2006/08/29 14:00 Spot Crews (IA/Rap/Unit/Parattack)

Fire Out 2006/08/30 14:00 Spot Crews (IA/Rap/Unit/Parattack)

INCIDENT COSTS

Preparedness

Direct Fire

Other Agencies

Retardant \$0.00

Aircraft \$0.00

Total

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☐

Comments Instructions Issued ☐

Fire on CNR right of way. Agreements in place with Warning Ticket Issued ☐

CNR. No further actions are recommended. Violation Ticket Issued ☐

Report Signed Off Rasmussen, 2006/08/31 00:00

Data Entry Complete Verne

Fire Type Fire Size Spot Status Out 2006 C40489

ORIGIN

Geographic Latitude Longitude
2.5 Km South of 131 Mile Lake 51 53.310 121 41.280 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
225 KNIFE 806 0 Flat 4 Full

General Cause Specific Cause ☒ Cause is Known Incident Commander
Railroads Hot metal fragment (brake shoe) ☐ Holdover? SRI Antifaeff

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function Start Date Size Agency Discovering Lookout

Ignition 2006/09/27 15:30

Discovery 2006/09/27 15:39 Spot General Public

First Report 2006/09/27 15:39 Spot General Public

Second Report 2006/09/27 16:07 Spot General Public

Ground Attack 2006/09/27 17:00 Spot General Public

Air Attack

Final Control 2006/09/27 17:00 Spot Crews (IA/Rap/Unit/Parattack)

Mop Up 2006/09/27 17:00 Spot Crews (IA/Rap/Unit/Parattack)

Patrol 2006/09/27 17:50 Spot Crews (IA/Rap/Unit/Parattack)

Fire Out 2006/09/27 18:00 Spot Crews (IA/Rap/Unit/Parattack)

INCIDENT COSTS

Preparedness

Direct Fire

Other Agencies

Retardant \$0.00

Aircraft \$0.00

Total \$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☒ Agreements - Other

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☐

Comments Instructions Issued ☐

Warning Ticket Issued ☐

Violation Ticket Issued ☐

Report Signed Off

Data Entry Complete

Fire Type Fire Size Spot Status Out 2006 C40490

ORIGIN

Geographic Latitude Longitude
132 Mile Ranch 51 55.100 121 45.222 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
225 KNIFE 750 0 N 4 Full

General Cause Specific Cause ☒ Cause is Known Incident Commander
Railroads Hot metal fragment (brake shoe) ☐ Holdover? Ves 2 Johnson

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function Start Date Size Agency Discovering Lookout

Ignition 2006/09/27 15:30

Discovery 2006/09/27 16:30 0.10 General Public

First Report 2006/09/27 16:35 0.10 General Public

Second Report

Ground Attack 2006/09/27 17:20 0.10 Crews (IA/Rap/Unit/Parattack)

Air Attack

Final Control 2006/09/27 17:30 0.10 Crews (IA/Rap/Unit/Parattack)

Mop Up 2006/09/27 17:55 0.10 Crews (IA/Rap/Unit/Parattack)

Patrol 2006/09/27 17:35 0.10 Crews (IA/Rap/Unit/Parattack)

Fire Out 2006/09/27 18:07 0.10 Crews (IA/Rap/Unit/Parattack)

INCIDENT COSTS

Preparedness

Direct Fire

Other Agencies

Retardant \$0.00

Aircraft \$0.00

Total \$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☐

Comments Instructions Issued ☐

Warning Ticket Issued ☐

Violation Ticket Issued ☐

Report Signed Off

Data Entry Complete

Ministry of Forests, Protection Branch
One Line Summary
Land Status, Specific is in the list 'CNR (Line ownership)'; all incident types for 2009

Fire Number	Latitude	Longitude	Specific Cause	Ignition Date/Time	GRD Size	OUT Size	Elapsed time in hours					Total Cost	Damage	Aircraft + Retardant	Ground Suppr.
							IGN - DSC	DSC - RPT	REP - GRD	REP - AIR	REP - CTL				
2009 R80029 54	14.248	129 50.808	Hot metal fragment (brake shoe)	2009/05/02 13:30		0.0	1.0	0.1				\$562	\$0	\$0	\$305
2009 G40078 54	03.850	124 56.775	Hot metal fragment (brake shoe)	2009/05/29 15:15	spot	spot	0.2	0.0	1.2		1.4	\$639	\$0	\$0	\$448
2009 G30100 52	52.614	119 18.005	Exhaust carbon	2009/06/07 09:00	1.0	1.5	0.3	0.2	0.2	0.8	4.5	\$28,114	\$0	\$18,770	\$7,427
2009 G10104 53	57.150	123 14.899	Grinding/cutting operations	2009/06/08 12:00	spot	spot	0.0	1.0	0.8	1.2	1.0	\$11,680	\$0	\$5,835	\$468
2009 G40171 54	04.480	124 58.580	Hot metal fragment (brake shoe)	2009/06/23 19:00	spot	spot	0.7	0.1	1.5		2.2	\$1,051	\$0	\$0	\$523
2009 G30246 52	58.688	119 18.661	Grinding/cutting operations	2009/07/27 16:00	spot	spot	1.0	0.4	-0.4		0.6	\$2,765	\$0	\$2,052	\$479
2009 G10446 54	06.510	122 11.066	Hot metal fragment (brake shoe)	2009/08/08 18:00	0.0	spot	2.5	0.5	1.3		1.3	\$1,848	\$0	\$0	\$1,332
2009 K70192 50	40.442	121 57.121	Grinding/cutting operations	2009/05/22 11:00	0.1	0.1	0.5	0.0	0.0		0.3	\$386	\$0	\$0	\$113
2009 K70225 50	07.788	121 33.652	Hot metal fragment (brake shoe)	2009/05/31 21:18	0.9	1.1	1.0	0.0	0.6		2.2	\$4,982	\$0	\$0	\$3,549
2009 K20259 50	37.651	121 18.403	Burning equipment (burning vehicle)	2009/06/07 02:00	0.2	0.2	1.0	0.1	1.4		1.4	\$2,451	\$0	\$0	\$1,637
2009 K20570 51	16.877	120 09.209	Burning equipment (burning vehicle)	2009/07/01 14:35	0.1	0.2	0.4	0.0	1.0		1.6	\$3,026	\$0	\$2,010	\$784
2009 K70706 50	48.651	121 51.078	Hot metal fragment (brake shoe)	2009/07/13 14:30	spot	spot	1.0	0.5	0.6		1.1	\$575	\$0	\$0	\$0
2009 K21132 50	42.990	120 26.187	Hot metal fragment (brake shoe)	2009/07/30 13:34	3.0	4.0	0.0	0.0	0.0	0.2	3.4	\$95,188	\$0	\$45,782	\$47,575
2009 K71923 50	15.490	121 32.500	Hot metal fragment (brake shoe)	2009/09/14 03:00	0.5	1.0	0.1	0.0	0.7		2.9	\$5,177	\$0	\$0	\$4,169
2009 K71949 50	45.935	121 50.187	Fireworks	2009/09/23 21:00	0.6	1.0	0.1	0.0	0.9		3.9	\$9,957	\$0	\$0	\$7,416
2009 K72038 50	13.311	121 35.198	Open burning, non-compliance, category 2	2010/03/20 20:00	0.5	0.5	1.9	0.0	0.3		3.7	\$1,403	\$0	\$0	\$808
end															

IGN = Ignition DSC = Discovery REP = First Report GRD = Ground Attack AIR = Air Attack CTL = Final Control OUT = Fire Out

Report Created 2011/04/28 12:55

Ministry of Forests, Protection Branch

One Line Summary

Land Status, Specific is in the list 'CNR (Line ownership)'; all incident types for 2010

Fire Number	Latitude	Longitude	Specific Cause	Ignition Date/Time	GRD Size	OUT Size	Elapsed time in hours					Total Cost	Damage	Aircraft + Retardant	Ground Suppr.
							IGN - DSC	DSC - RPT	REP - GRD	REP - AIR	REP - CTL				
2010 G30048 52 56.467	119 24.534	Burning equipment (burning vehicle)	2010/04/18 23:30	spot	spot	0.2	0.1	8.7				\$38	\$0	\$0	\$0
2010 G70052 55 43.000	121 20.258	Non-categorized	2010/04/19 20:00	0.9	0.9	0.3	0.0	1.7			4.7	\$760	\$0	\$0	\$0
2010 G30096 52 54.941	119 21.670	Exhaust carbon	2010/05/13 14:00	0.0	0.1	0.1	0.1	0.1			0.8	\$497	\$0	\$0	\$0
2010 G30114 52 53.298	118 43.325	Hot metal fragment (brake shoe)	2010/05/25 18:00	0.1	0.1	0.3	0.5	0.9			1.0	\$707	\$0	\$0	\$452
2010 G30318 52 47.857	119 14.550	Burning equipment (burning vehicle)	2010/07/25 16:00	spot	spot	0.3	0.3	0.1			0.3	\$392	\$0	\$0	\$299
2010 G30321 52 56.586	119 24.627	Burning equipment (burning vehicle)	2010/07/26 14:45	0.0	0.0	0.3	0.0	0.3			0.6	\$337	\$0	\$0	\$0
2010 G10420 53 58.922	122 38.979	Lightning	2010/07/31 17:00	spot	spot	2.3	0.6	0.0			0.2	\$819	\$0	\$0	\$682
2010 G30433 52 57.451	119 25.226	Burning equipment (burning vehicle)	2010/07/31 13:00	0.4	0.4	0.1	0.3	0.7			5.7	\$1,473	\$0	\$0	\$1,361
2010 K10092 52 35.154	119 05.720	Hot metal fragment (brake shoe)	2010/06/21 14:10	spot	spot	0.1	0.4	0.5	1.5	1.6		\$4,933	\$0	\$0	\$3,853
2010 K70209 50 40.299	121 58.137	Hot metal fragment (brake shoe)	2010/07/20 08:00	spot	spot	2.9	0.0	1.0			1.2	\$681	\$0	\$0	\$202
2010 K20212 50 42.255	120 20.597	Burning building	2010/07/20 22:00	3.2	3.2	0.1	0.0	0.1			1.9	\$2,200	\$0	\$0	\$1,948
2010 K20367 51 21.335	120 09.656	Hot metal fragment (brake shoe)	2010/08/05 03:15	0.2	0.2	0.3	0.0	2.3			2.4	\$1,973	\$0	\$0	\$936
2010 C40027 51 17.635	121 23.664	Hot metal fragment (brake shoe)	2010/04/20 11:20	0.3	0.3	0.2	2.8	-1.8			8.7	\$3,600	\$0	\$0	\$3,000
2010 C40043 51 54.245	121 43.824	Welding, grinding, cutting operations	2010/05/05 14:00	6.0	10.0	0.0	0.1	1.9	1.3	3.9		\$4,714	\$0	\$719	\$2,260
end															

IGN = Ignition DSC = Discovery REP = First Report GRD = Ground Attack AIR = Air Attack CTL = Final Control OUT = Fire Out

Report Created 2011/04/28 10:59

Ministry of Forests, Protection Branch
One Line Summary
Land Status, Specific is in the list 'CNR (Line ownership)'; Fires for 2011

Fire Number	Latitude	Longitude	Specific Cause	Ignition Date/Time	GRD Size	OUT Size	Elapsed time in hours					Total Cost	Damage	Aircraft + Retardant	Ground Suppr.
							IGN - DSC	DSC - RPT	REP - GRD	REP - AIR	REP - CTL				
2011 R10013 54	17.048	125 49.662	Hot metal fragment (brake shoe)	2011/05/20 15:42	spot	spot	0.1	0.1	0.4		1.1	\$706	\$0	\$0	\$377
2011 R10026 54	11.630	125 34.945	Burning equipment (burning vehicle)	2011/06/08 17:00	spot	spot	0.2	0.2	0.3		0.4	\$462	\$0	\$0	\$201
2011 G30022 52	54.781	119 21.313	Hot metal fragment (brake shoe)	2011/05/08 10:50	0.0	spot	0.7	0.1	0.0		0.4	\$221	\$0	\$0	\$65
2011 G70039 55	42.984	121 23.366	Burning equipment (burning vehicle)	2011/06/01 15:30	5.0	5.0	0.3	0.0	0.7		5.5	\$3,931	\$0	\$0	\$3,175
2011 K70114 50	09.242	121 34.561	Hot metal fragment (brake shoe)	2011/06/30 13:30	0.7	0.7	0.3	0.0	1.9	6.7	30.2	\$21,475	\$0	\$2,048	\$14,619
2011 K40351 50	28.922	119 47.715	Hot metal fragment (brake shoe)	2011/08/12 21:00	spot	spot	0.4	0.0	0.4		1.3	\$1,204	\$0	\$0	\$951
2011 K20518 50	38.019	119 57.659	Hot metal fragment (brake shoe)	2011/08/31 07:00	0.3	0.5	1.4	0.1	2.9	2.6	5.2	\$14,557	\$0	\$7,155	\$3,771
2011 C40002 51	06.432	121 33.894	Exhaust carbon	2011/04/09 18:00	0.2	0.2	1.3	0.6	-0.3		0.4	\$5,434	\$0	\$0	\$4,020
						end									

IGN = Ignition DSC = Discovery REP = First Report GRD = Ground Attack AIR = Air Attack CTL = Final Control OUT = Fire Out

Report Created 2011/11/28 15:37

Ministry of Forests, Protection Branch

Wildfire Reports

Land Status, Specific is in the list 'CNR (Line ownership)'; all incident types for 2007

Report begins on next page

Fire Type Nuisance Size Spot Status Out 2007 G30024

ORIGIN

Geographic Latitude Longitude ☐ Interface?
Tete Jaune 52 58.221 119 25.217

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
788 Modified

General Cause Specific Cause ☐ Cause is Known Incident Commander
Railroads Hot metal fragment (brake shoe) ☐ Holdover? Bruder, Thomas

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function Start Date Size Agency Discovering Lookout

Ignition

Discovery 2007/05/12 23:10 Spot General Public

First Report 2007/05/12 23:20 Spot General Public

Second Report

Ground Attack 2007/05/12 23:40 Spot FS Personnel

Air Attack

Final Control 2007/05/13 06:00 Spot Railway Personnel

Mop Up 2007/05/13 06:20 Spot Railway Personnel

Patrol 2007/05/14 16:00 Spot Railway Personnel

Fire Out 2007/05/14 16:42 Spot FS Personnel

INCIDENT COSTS

Preparedness

Direct Fire

Other Agencies

Retardant \$0.00

Aircraft \$0.00

Total \$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☐

Damage to Cut Products Claim ☐

Damage to Buildings Rehab ☐

Damage to Equipment Contravention

Damage to Improvements IA Success ☐

Comments Instructions Issued ☐

This fire has been left in the hands of CN Rail Warning Ticket Issued ☐

personelle Violation Ticket Issued ☐

Report Signed Off Bryan Bowman 2007/07/09 13:45

Data Entry Complete s.15 2007/10/04 11:07

Fire Type Fire Size 0.62 Status Out 2007 K20344

ORIGIN							
Geographic		Latitude		Longitude		<input type="checkbox"/> Interface?	
Walachin		50 45.350		121 01.040			
Reference Weather Station	Elevation (m)	Slope (%)	Aspect	Classification	Response	Rank	
322 AFTON	1200	0	Flat	4	Full		
General Cause	Specific Cause	<input checked="" type="checkbox"/> Cause is Known		Incident Commander			
Railroads	Hot metal fragment (brake shoe)	<input type="checkbox"/> Holdover?		Leduc, Les			

LEGAL RESPONSIBILITY			
Responsible Group	Occupied / Caused by	General Land Status	Specific Land Status
Railroad operations	Yes, present legal occupant	Railroad	CNR (Line ownership)

INCIDENT HISTORY				
Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2007/06/13 15:00			
Discovery	2007/06/13 15:05	0.62	Railway Personnel	
First Report	2007/06/13 15:10	0.62	Railway Personnel	
Second Report	2007/06/13 15:18	0.62	Railway Personnel	
Ground Attack	2007/06/13 16:15	0.62	Crews (IA/Rap/Unit/Parattack)	
Air Attack				
Final Control	2007/06/13 18:00	0.62	Crews (IA/Rap/Unit/Parattack)	
Mop Up	2007/06/13 18:15	0.62	Crews (IA/Rap/Unit/Parattack)	
Patrol	2007/06/14 12:00	0.62	Railway Personnel	
Fire Out	2007/07/10 08:30	0.62	Crews (IA/Rap/Unit/Parattack)	

INCIDENT COSTS	
Preparedness	
Direct Fire	
Other Agencies	
Retardant	\$337.43
Aircraft	\$1,984.11
Total	\$2,321.54

DAMAGES (FIRES FOUR HECTARES AND LARGER)					
Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Years)	Area (hectares)

OTHER INFORMATION			
Other Cover Area	0.00	Recovery <input checked="" type="checkbox"/>	Agreements - Other
Damage to Cut Products		Claim <input type="checkbox"/>	
Damage to Buildings		Rehab <input type="checkbox"/>	
Damage to Equipment		Contravention	
Damage to Improvements		IA Success <input type="checkbox"/>	
Comments		Instructions Issued <input type="checkbox"/>	
		Warning Ticket Issued <input type="checkbox"/>	
		Violation Ticket Issued <input type="checkbox"/>	
Report Signed Off		Murdoch, Hugh	2007/09/17 00:00
Data Entry Complete			

Fire Type Fire Size 0.10 Status Out 2007 K71485

ORIGIN

Geographic Sallus Creek- 172 Marker on rail Latitude 50 47.867 Longitude 121 50.650 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classification Response Rank
280 LILLOOET 493 1 SW 4 Full

General Cause Specific Cause ☐ Cause is Known Incident Commander
Railroads Hot metal fragment (brake shoe) ☐ Holdover? Ley, Lloyd

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2007/09/08 07:45			
Discovery	2007/09/08 08:00	0.10	General Public	
First Report	2007/09/08 08:30	0.10	General Public	
Second Report				
Ground Attack	2007/09/08 09:20	0.10	Crews (IA/Rap/Unit/Parattack)	
Air Attack				
Final Control	2007/09/08 09:20	0.10	Railway Personnel	
Mop Up	2007/09/08 09:30	0.10	Railway Personnel	
Patrol	2007/09/08 16:00	0.10	Railway Personnel	
Fire Out	2007/09/10 10:00	0.10	FS Personnel	

INCIDENT COSTS

Preparedness
Direct Fire
Other Agencies
Retardant \$0.00
Aircraft \$0.00
Total \$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (Years) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00 Recovery ☒ Agreements - Other
Damage to Cut Products Claim ☐
Damage to Buildings Rehab ☐
Damage to Equipment Contravention
Damage to Improvements IA Success ☐
Comments Instructions Issued ☐
Fire was reported by general public who stopped to Warning Ticket Issued ☐
action and were not able to complete this objective. Violation Ticket Issued ☐
Thus they called the situation into the fire center as soon as possible. 5H72 crew responded and upon Report Signed Off Rasmussen, 2007/09/13 10:00
arrival observed a CN track person actioning the fire Data Entry Complete Verne
upon the 172 CN railway marker adjacent to the
railway line. At this time there was no fire activity
and no smoke or steam. At this tim the fire was
entirely under control and in the mop up stage. I
reported this to kamloops fire center and returned to
the Lillooet Fire Zone for fire preparation.

Canadian National Railway Company Fire Control Cost Share Agreement

WILDFIRE CONTROL COSTS

FIRE #	DIRECT FIRE	PREP	TOTAL AMOUNT
V10027			\$ - no costs
G70069	\$ 714.16	\$ 144.00	\$ 858.16
G80465	\$ 10,577.80	\$ 310.44	\$ 10,888.24
G10598	\$ 355.00	\$ 21.90	\$ 376.90
K40012	\$ 1,107.84	\$ 177.60	\$ 1,285.44
K71129	\$ 628.66	\$ 603.76	\$ 1,232.42
C40489	\$ 331.36	\$ 512.15	\$ 843.51
C40490	\$ 236.57	\$ 433.81	\$ 670.38
TOTAL	\$ 13,951.39	\$ 2,203.66	\$ 16,155.05

10 YEAR AVERAGE

\$ 587,421.74

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 21, 2004 is deemed \$0

1997	\$ -
1998	\$ -
1999	\$ -
2000	\$ -
2001	\$ -
2002	\$ -
2003	\$ -
2004	\$ -
2005	\$ 5,860,266.00
2006	\$ 13,951.39
TOTAL	\$ 5,874,217.39

PREPAREDNESS COSTS (not to exceed \$382,500)

\$ 259,456.32

(fire average = FY06/07 preparedness budget 51,472,142 amount \$ x CNR fires/province fires)

budget allocation as of Nov 23, 2006

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
1997	9	1175
1998	17	2665
1999	4	1208
2000	6	1539
2001	4	1266
2002	10	1783
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
10 Year Average	9	1805

Agreement, Schedule A 2 (a)

DIRECT FIRE TOTAL \$ 587,421.74

Agreement, Schedule A 2 (b)

PREPAREDNESS TOTAL (fire average) \$ 259,456.32

TOTAL BILLABLE

\$ 846,878.06

APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

Protection Program Director

Date

Canadian National Railway Company Fire Control Cost Share Agreement

WILDFIRE CONTROL COSTS

FIRE #	DIRECT FIRE (Sub-vote)
K71123	\$ 1,211.35
746BB	\$ 19,766.38
K40139	\$ 5,764.76
K21880	\$ 361.22
K11925	\$ 578.60
K71975	\$ 1,042.17

TOTAL	\$	28,724.48	\$	28,724.48
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10 YEAR AVG

\$ 602,031.14

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 21, 2004 is deemed \$0

1998	\$	-	
1999	\$	-	
2000	\$	-	
2001	\$	-	
2002	\$	-	
2003	\$	-	
2004	\$	-	
2005	\$	5,781,131.68	*adjusted from 5,860,266
2006	\$	138,579.25	
2007	\$	71,876.03	
2008	\$	28,724.48	
TOTAL	\$	6,020,311.44	

PREPAREDNESS COSTS (not to exceed \$382,500)

\$ 288,093.93

(fire average = FY07/08 preparedness budget \$65,029,000 amount \$ x CNR fires/province fires)

budget allocation as of August 16, 2007

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
1998	17	2665
1999	4	1208
2000	6	1539
2001	4	1266
2002	10	1783
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
2007	8	1592
2008	6	2027(as of Dec 5/08)
10 Year Average	8	1783

Agreement, Schedule A 2 (a)

DIRECT FIRE TOTAL	\$	602,031.14
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Agreement, Schedule A 2 (b)

PREPAREDNESS TOTAL (fire average)	\$	288,093.93
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TOTAL BILLABLE	\$	890,125.08
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APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

Protection Program Director or designate

Date

Canadian National Railway Company Fire Control Cost Share Agreement

April 1, 2010 to March 31, 2011

WILDFIRE CONTROL COSTS

FIRE #	DIRECT FIRE	PREPAREDNESS	TOTAL FIRE COST	Comments
C20210	\$ 120,208.62	\$ 27,645.28	\$ 147,853.90	revised total from estimate
C40027	\$ 45.84	\$ 495.62	\$ 541.46	
C40043	\$ 2,260.34	\$ 1,735.20	\$ 3,995.54	revised from estimate
C40125	\$ 3,838.59	\$ 1,124.12	\$ 4,962.71	revised - fire added
G30096	\$ -	\$ 696.67	\$ 696.67	
G30114	\$ 452.34	\$ 454.99	\$ 907.33	
G30318	\$ 298.96	\$ 292.55	\$ 591.51	
G30321	\$ -	\$ 536.57	\$ 536.57	
G30433	\$ 1,360.80	\$ 406.98	\$ 1,767.78	
K10092	\$ 3,853.34	\$ 2,066.16	\$ 5,919.50	
K20212	\$ 1,947.97	\$ 691.54	\$ 2,639.51	
K20367	\$ 936.04	\$ 1,431.69	\$ 2,367.73	
TOTAL	\$ 135,202.84	\$ 37,577.37	\$ 172,780.21	

10 YEAR AVG

\$ 630,992.13

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 21, 2004 is deemed \$0

2000	\$ -	
2001	\$ -	
2002	\$ -	
2003	\$ -	
2004	\$ -	
2005	\$ 5,781,131.68	*adjusted from 5,860,266
2006	\$ 138,579.25	
2007	\$ 71,876.03	
2008	\$ 22,959.72	
2009	\$ 122,594.41	
2010	\$ 172,780.21	
TOTAL	\$ 6,309,921.30	

PREPAREDNESS COSTS (not to exceed \$382,500)

\$ 234,131.56

(fire average = FY10/11 preparedness budget \$51,549,977.00 amount \$ x CNR fires/province fires)

budget allocation as of November 9, 2010

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
2000	6	1539
2001	4	1266
2002	10	1783
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
2007	8	1592
2008	5	2027
2009	11	3061
2010	12	1672 as of March 31, 2011

10 Year Average

10

2136

DIRECT FIRE TOTAL - Agreement, Scheduel A(2)(a)

\$ 630,992.13

PREPAREDNESS TOTAL - Agreement, Schedule A(2)(b)

\$ 234,131.56

TOTAL INVOICE

\$ 865,123.69

APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

Canadian National Railway Company Fire Control Cost Share Agreement

April 1, 2011 to March 31, 2012

WILDFIRE CONTROL COSTS

FIRE #	DIRECT FIRE	PREPAREDNESS	TOTAL FIRE COST	Comments
R10013	\$ 376.77	\$ 329.50	\$ 706.27	
R10026	\$ 201.30	\$ 260.55	\$ 461.85	
G30022	\$ 65.31	\$ 402.17	\$ 467.48	
G70039	\$ 3,175.26	\$ 1,542.53	\$ 4,717.79	
C40002	\$ 4,020.06	\$ 1,413.50	\$ 5,433.56	
C40069	\$ 222.12	\$ 318.80	\$ 540.92	
K40351	\$ 750.48	\$ 453.58	\$ 1,204.06	
K20518	\$ 8,499.68	\$ 6,057.35	\$ 14,557.03	
K70114	\$ 13,087.88	\$ 8,387.56	\$ 21,475.44	
K20601	\$ 1,658.94	\$ 1,607.21	\$ 3,266.15	
			\$ -	
			\$ -	
TOTAL	\$ 32,057.80	\$ 20,772.75	\$ 52,830.55	

10 YEAR AVG

\$ 631,444.60

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 21, 2004 is deemed \$0

2002	\$ -
2003	\$ -
2004	\$ -
2005	\$ 5,781,131.68
2006	\$ 138,579.25
2007	\$ 71,876.03
2008	\$ 22,959.72
2009	\$ 112,750.51
2010	\$ 134,318.25
2011	\$ 52,830.55
TOTAL	\$ 6,314,445.99

PREPAREDNESS COSTS (not to exceed \$382,500)

\$ 259,742.76

(fire average = FY11/12 preparedness budget \$51,413,000.00 amount \$ x CNR fires/province fires)

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
2002	10	1783
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
2007	8	1592
2008	5	2027
2009	11	3061
2010	12	1672
2011	10 as of Nov 28, 2011	648 as of Nov 28, 2011
10 Year Average	10	1920

DIRECT FIRE TOTAL - Agreement, Scheduel A(2)(a)	\$ 631,444.60
PREPAREDNESS TOTAL - Agreement, Schedule A(2)(b)	\$ 259,742.76
TOTAL INVOICE	\$ 891,187.36

APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

Protection Program Director or designate

Date

ESTIMATE

Canadian National Railway Fire Control Cost Share Agreement

April 1, 2012 to March 31, 2013

WILDFIRE CONTROL COSTS

FIRE #	PREPAREDNESS	DIRECT	TOTAL FIRE COST	Comments
G40143	\$ 196.00	\$ 1,325.91	\$ 1,521.91	Prince George Fire Center
G80307	\$ 166.60	\$ 1,061.70	\$ 1,228.30	Prince George Fire Center
K70998	\$ 796.52	\$ 4,788.04	\$ 5,584.56	Kamloops Fire Center
V10702	\$ 576.24	\$ 5,753.22	\$ 6,329.46	Coastal Fire Center
			\$ -	
			\$ -	
			\$ -	
			\$ -	
			\$ -	
			\$ -	
			\$ -	
TOTAL	\$ 1,735.36	\$ 12,928.87	\$ 14,664.23	

10 YEAR AVG**\$ 631,334.91**

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 31, 2004 is deemed \$0

2003	\$ -
2004	\$ -
2005	\$ 5,781,131.68
2006	\$ 138,579.25
2007	\$ 71,876.03
2008	\$ 22,959.72
2009	\$ 112,750.51
2010	\$ 134,318.25
2011	\$ 37,069.46
2012	\$ 14,664.23
TOTAL	\$ 6,313,349.13

PREPAREDNESS COSTS (not to exceed \$382,500)**\$ 240,071.20**

(fire average = FY11/12 preparedness budget \$51,413,000.00 amount \$ x CNR fires/province fires)

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
2007	8	1592
2008	5	2027
2009	11	3061
2010	12	1672
2011	8	648
2012	4	1643
10 Year Average	9	1906

DIRECT FIRE TOTAL - Agreement, Schedule A(2)(a)	\$ 631,334.91
PREPAREDNESS TOTAL - Agreement, Schedule A(2)(b)	\$ 240,071.20
TOTAL INVOICE	\$ 871,406.11

APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

Protection Program Director or designate_____
Date

Canadian National Railway Company Fire Control Cost Share Agreement

WILDFIRE CONTROL COSTS

FIRE # DIRECT FIRE (Sub-vote)

V10214	\$ 712.80
K20344	\$ 3,271.19
K20411	\$ 1,127.25
K21214	\$ 5,740.61
K71485	\$ 294.88
G10598	\$ 473.56
G80465	\$ 10,746.45
G70069	\$ 714.16
G80010	\$ 48,795.13

TOTAL	\$	71,876.03	\$	71,876.03
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10 YEAR AVG

\$ 607,072.13

(average = total of Prep & Direct Wildfire costs/10)

*as per the agreement the 'Wildfire Costs' for the Period from Jan 1, 1995 to Dec 31, 2004 is deemed \$0

1998	\$ -
1999	\$ -
2000	\$ -
2001	\$ -
2002	\$ -
2003	\$ -
2004	\$ -
2005	\$ 5,860,266.00
2006	\$ 138,579.25
2007	\$ 71,876.03

TOTAL	\$	6,070,721.28
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PREPAREDNESS COSTS (not to exceed \$382,500)

\$ 320,391.93

(fire average = FY07/08 preparedness budget \$65,029,000 amount \$ x CNR fires/province fires)

budget allocation as of August 16, 2007

Fire Year	CNR Wildfires Total	Provincial Wildfire Total
1998	17	2665
1999	4	1208
2000	6	1539
2001	4	1266
2002	10	1783
2003	12	2473
2004	10	2394
2005	11	976
2006	8	2574
2007	9	1592
10 Year Average	9	1847

Agreement, Schedule A 2 (a)

DIRECT FIRE TOTAL	\$	607,072.13
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Agreement, Schedule A 2 (b)

PREPAREDNESS TOTAL (fire average)	\$	320,391.93
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TOTAL BILLABLE	\$	927,464.06
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APPROVAL

This certifies that the attached FS164 Fire Suppression Billing Information sheets are correct and in accordance with the appropriate agreement.

Protection Program Director or designate

Date

Ministry of Forests, Protection Branch

Wildfire Reports

Land Status, Specific is in the list 'CNR (Line ownership)'; all incident types for 2005

Report begins on next page

Report Created 2007/01/09 15:11

Fire Type Fire **Size** **Spot** **Stat** Out **2005 V10274**

ORIGIN

Geographic **Latitude** **Longitude** ☐ **Interface?**
Boston Bar 49 55.070 121 27.121

Reference Weather Station **Elevation (m)** **Slope (%)** **Aspect** **Classif** **Response** **Rank**
316 NAHATLATCH 304 60 W 4 Full

General Cause **Specific Cause** ☐ **Cause is Known** **Incident Commander**
Miscellaneous Undetermined ☐ **Holdover?** Phillips, Kerry

LEGAL RESPONSIBILITY

Responsible Group **Occupied / Caused by** **General Land Status** **Specific Land Status**
General Public Yes, transient Railroad CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/08/11 21:00			
Discovery	2005/08/11 21:10	Spot	General Public	
First Report	2005/08/11 22:28	Spot	General Public	

INCIDENT COSTS

Preparedness \$33.23

Second Report	2005/08/11 21:15	Spot	General Public		
Ground Attack	2005/08/11 21:46	Spot	Other Fire Control Agency	Direct Fire	\$2,398.70
Air Attack				Other Agencies	\$2,000.00
Final Control	2005/08/11 22:38	Spot	Crews (IA/Rap/Unit/Parattack)	Retardant	\$0.00
Mop Up	2005/08/11 22:38	Spot	Crews (IA/Rap/Unit/Parattack)		
Patrol	2005/08/12 10:44	Spot	Crews (IA/Rap/Unit/Parattack)	Aircraft	\$0.00
Fire Out	2005/08/12 11:14	Spot	Crews (IA/Rap/Unit/Parattack)	Total	\$4,431.93

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y Area (hectares)
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OTHER INFORMATION

Other Cover Area	0.00	Recovery	<input type="checkbox"/>
Damage to Cut Products		Claim	<input type="checkbox"/>
Damage to Buildings		Rehab	<input type="checkbox"/>
Damage to Equipment		Contravention	
Damage to Improvements		IA Success	<input type="checkbox"/>
Comments		Instructions Issued	<input type="checkbox"/>
attended by c-alpha, actionnned by boston bar fd		Warning Ticket Issued	<input type="checkbox"/>
		Violation Ticket Issued	<input type="checkbox"/>
		Report Signed Off	Kerry Phillips 2005/08/19 12:00
		Data Entry Complete	15 2005/09/13 12:16

Fire Type Nuisance Size 0.00 Stat Out 2005 G30002

ORIGIN

Geographic Latitude Longitude
 Jacman Flats Park, Rail Right Of Way 52 56.710 119 24.726 ☐ Interface?

Reference Weather Station Elevation (m) Slope (%) Aspect Classif Response Rank
 194 VALEMOUNT 1 0 Flat 4 None

General Cause Specific Cause ☒ Cause is Known Incident Commander
 Railroads ☐ Holdover? Gray, Robert

LEGAL RESPONSIBILITY

Responsible Group Occupied / Caused by General Land Status Specific Land Status
 Railroad operations Yes, present legal occupant Railroad CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/04/10 00:00			
Discovery	2005/04/10 10:00	0.00	General Public	
First Report	2005/04/10 10:28	0.00	General Public	
Second Report				
Ground Attack	2005/04/10 10:00	0.00	Railway Personnel	
Air Attack				
Final Control	2005/04/10 11:00	0.00	Railway Personnel	
Mop Up				
Patrol				
Fire Out	2005/04/11 10:30	0.00	FS Personnel	

INCIDENT COSTS

Preparedness	\$0.00
Direct Fire	\$0.00
Other Agencies	
Retardant	\$0.00
Aircraft	\$0.00
Total	\$0.00

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species Volume (m3) Expected Salvage % Forest Type Group Age (\) Area (hectares)

OTHER INFORMATION

Other Cover Area 0.00

Damage to Cut Products

Damage to Buildings

Damage to Equipment

Damage to Improvements

Comments

Burning Box Car, Fire did not spread beyond the rail
right of way and was delt with by by CN.

Recovery ☐

Claim ☐

Rehab ☐

Contravention

IA Success

Instructions Issued

Warning Ticket Issued

Violation Ticket Issued

Report Signed Off

Data Entry Complete

☐☐☐☐

Bob Gray

2004/04/24 14:00

s.15

2005/06/08 14:06

Report Created 2007/01/09 15:11

Fire Type Fire

Size

Spot

Stat Out

2005 G60183

ORIGIN

Geographic

4 Km South of Kennedy Crossing

Latitude

55 06.416

Longitude

122 45.008

☐

Interface?

Reference Weather Station

Elevation (m) Slope (%)

Aspect

Classif Response

Rank

155 MACKENZIE FS

739

0

Flat

4

Full

1

General Cause

Specific Cause

☐

Cause is Known

Incident Commander

Equipment use

Spark from metal/metal or metal/rock

☐

Holdover?

Desmond, Wayne

LEGAL RESPONSIBILITY

Responsible Group	Occupied / Caused by	General Land Status	Specific Land Status
Railroad operations	Yes, present legal occupant	Railroad	CNR (Line ownership)

INCIDENT HISTORY				
Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/05/30 16:43			
Discovery	2005/05/30 16:43	Spot	Railway Personnel	
First Report	2005/05/30 16:43	Spot	Railway Personnel	
Second Report	2005/05/30 16:46	Spot	Railway Personnel	
Ground Attack	2005/05/30 16:43	Spot	Railway Personnel	
Air Attack				
Final Control	2005/05/30 16:46	Spot	Railway Personnel	
Mop Up	2005/05/30 17:00	Spot	Railway Personnel	
Patrol	2005/05/30 17:30	Spot	Railway Personnel	
Fire Out	2005/05/31 12:00	Spot	FS Personnel	

INCIDENT COSTS	
Preparedness	\$72.88
Direct Fire	\$16.80
Other Agencies	
Retardant	\$0.00
Aircraft	\$0.00
Total	\$89.68

DAMAGES (FIRES FOUR HECTARES AND LARGER)				
Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y) Area (hectares)

OTHER INFORMATION				
Other Cover Area	0.00	Recovery	<input type="checkbox"/>	
Damage to Cut Products		Claim	<input type="checkbox"/>	
Damage to Buildings		Rehab	<input type="checkbox"/>	
Damage to Equipment		Contravention		
Damage to Improvements		IA Success	<input checked="" type="checkbox"/>	
Comments		Instructions Issued	<input type="checkbox"/>	
		Warning Ticket Issued	<input type="checkbox"/>	
		Violation Ticket Issued	<input type="checkbox"/>	
		Report Signed Off		Wayne Desm 2005/06/08 00:00

Data Entry Complete

s.15

2005/06/10 14:46

Report Created 2007/01/09 15:11

Fire Type Fire **Size** **Spot** **Stat** Out **2005 K20031**

ORIGIN**Geographic**

Mile 38.3 Thompson Sub CNR (McAbey Pit)

Latitude

50 47.271

Longitude

121 05.453

☐

Interface?

Reference Weather Station

322 AFTON

Elevation (m) Slope (%)

650

10

Aspect

S

Classif Response

4

Full

Rank**General Cause**

Railroads

Specific Cause

Hot metal fragment (brake shoe)

☐**Cause is Known**☐**Holdover?****Incident Commander**

Robertson, Brent

LEGAL RESPONSIBILITY**Responsible Group**

Railroad operations

Occupied / Caused by

Yes, present legal occupant

General Land Status

Railroad

Specific Land Status

CNR (Line ownership)

INCIDENT HISTORY**Function****Start Date****Size****Agency****Discovering Lookout**

Ignition

2005/05/11 12:00

Discovery

2005/05/11 12:50

Spot

Railway Personnel

First Report

2005/05/11 12:54

Spot

Railway Personnel

Second Report

2005/05/11 12:59

Spot

Railway Personnel

Ground Attack

2005/05/11 13:30

Spot

Railway Personnel

Air Attack

Final Control

2005/05/11 12:50

Spot

Railway Personnel

INCIDENT COSTS**Preparedness**

\$164.26

Direct Fire

\$69.16

Other Agencies**Retardant**

\$0.00

Mop Up	2005/05/11 14:00	Spot	Railway Personnel		
Patrol	2005/05/11 14:29	Spot	Railway Personnel	Aircraft	\$0.00
Fire Out	2005/05/18 14:00	Spot	FS Personnel	Total	\$233.42

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y)	Area (hectares)
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OTHER INFORMATION

Other Cover Area	0.00	Recovery	<input type="checkbox"/>
Damage to Cut Products		Claim	<input type="checkbox"/>
Damage to Buildings		Rehab	<input type="checkbox"/>
Damage to Equipment		Contravention	
Damage to Improvements		IA Success	<input type="checkbox"/>
Comments		Instructions Issued	<input type="checkbox"/>
No action by FS on Fire. IA crew never got to fire.		Warning Ticket Issued	<input type="checkbox"/>
All action was completed by CN Rail		Violation Ticket Issued	<input type="checkbox"/>
		Report Signed Off	McDonnell, J 2005/07/12 00:00
		Data Entry Complete	s.15 2006/03/31 14:26

Report Created 2007/01/09 15:11

Fire Type	Fire	Size	4.10	Stat	Out	2005 K20032
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ORIGIN

Geographic	Latitude	Longitude
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CNR Clearwater Sub Mile 88 # 1

51 23.843

120 11.216

☐ Interface?

Reference Weather Station	Elevation (m)	Slope (%)	Aspect	Classif	Response	Rank
243 EAST BARRIERE	680	80	W	4	Full	

General Cause	Specific Cause	<input checked="" type="checkbox"/> Cause is Known	Incident Commander
Railroads	Hot metal fragment (brake shoe)	<input type="checkbox"/> Holdover?	Dormer, John

LEGAL RESPONSIBILITY

Responsible Group	Occupied / Caused by	General Land Status	Specific Land Status
Railroad operations	Yes, present legal occupant	Railroad	CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/05/13 12:40			
Discovery	2005/05/13 13:10	0.10	Railway Personnel	
First Report	2005/05/13 13:17	0.20	Railway Personnel	
Second Report	2005/05/13 13:29	0.20	General Public	
Ground Attack	2005/05/13 14:30	3.00	Crews (IA/Rap/Unit/Parattack)	
Air Attack	2005/05/13 14:09	2.50	Fixed Wing Airtankers	
Final Control	2005/05/13 17:35	4.10	Crews (IA/Rap/Unit/Parattack)	
Mop Up	2005/05/14 08:30	4.10	FS Contractor	
Patrol	2005/05/15 08:00	4.10	FS Contractor	
Fire Out	2005/06/02 14:00	4.10	Crews (IA/Rap/Unit/Parattack)	

INCIDENT COSTS

Preparedness	\$2,466.55
Direct Fire	\$24,221.30
Other Agencies	
Retardant	\$8,659.00
Aircraft	\$18,252.08
Total	\$53,598.93

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y) Area (hectares)
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OTHER INFORMATION

Other Cover Area	4.10	Recovery	<input checked="" type="checkbox"/>	\$52,243.14	Billing (Private Land)
Damage to Cut Products		Claim	<input type="checkbox"/>		

Damage to Buildings	Rehab	<input type="checkbox"/>	
Damage to Equipment	Contravention		
Damage to Improvements	IA Success	<input type="checkbox"/>	
Comments	Instructions Issued	<input type="checkbox"/>	
	Warning Ticket Issued	<input type="checkbox"/>	
	Violation Ticket Issued	<input type="checkbox"/>	
	Report Signed Off		McDonnell, J. 2005/07/11 00:00
	Data Entry Complete	s.15	2006/04/05 10:51

Report Created 2007/01/09 15:11

Fire Type Fire **Size** 2.43 **Stat** Out **2005 K20033**

ORIGIN

Geographic	Latitude	Longitude	<input type="checkbox"/>
CNR Clearwater Sub Mile 88 #2	51 23.795	120 11.210	Interface?

Reference Weather Station	Elevation (m)	Slope (%)	Aspect	Classif	Response	Rank
243 EAST BARRIERE	680	90	W	4	Full	

General Cause	Specific Cause	<input checked="" type="checkbox"/>	Cause is Known	Incident Commander
Railroads	Hot metal fragment (brake shoe)	<input type="checkbox"/>	Holdover?	Dormer, John

LEGAL RESPONSIBILITY

Responsible Group	Occupied / Caused by	General Land Status	Specific Land Status
Railroad operations	Yes, present legal occupant	Railroad	CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/05/13 12:40			
Discovery	2005/05/13 13:10	0.10	Railway Personnel	
First Report	2005/05/13 13:17	0.10	Railway Personnel	
Second Report	2005/05/13 13:29	0.20	General Public	
Ground Attack	2005/05/13 14:30	1.50	Crews (IA/Rap/Unit/Parattack)	
Air Attack	2005/05/13 14:00	1.50	Fixed Wing Airtankers	
Final Control	2005/05/13 17:35	2.43	Crews (IA/Rap/Unit/Parattack)	
Mop Up	2005/05/14 08:30	2.43	FS Contractor	
Patrol	2005/05/15 08:00	2.43	FS Contractor	
Fire Out	2005/06/02 14:00	2.43	Crews (IA/Rap/Unit/Parattack)	
				INCIDENT COSTS
				Preparedness \$2,160.34
				Direct Fire \$15,747.82
				Other Agencies
				Retardant \$0.00
				Aircraft \$0.00
				Total \$17,908.16

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (\ Area (hectares)
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OTHER INFORMATION

Other Cover Area	0.00	Recovery	<input checked="" type="checkbox"/>	\$17,719.92	Billing (Private Land)
Damage to Cut Products		Claim	<input type="checkbox"/>		
Damage to Buildings		Rehab	<input type="checkbox"/>		
Damage to Equipment		Contravention			
Damage to Improvements		IA Success	<input type="checkbox"/>		
Comments		Instructions Issued	<input type="checkbox"/>		
Fire K20032/K20033 Actioned at the same time. Air		Warning Ticket Issued	<input type="checkbox"/>		
Tanker costs combined and placed on fire K20032.		Violation Ticket Issued	<input type="checkbox"/>		
Photos on G:Drive in Kamloops Zone File.		Report Signed Off		McDonnell, J. 2005/07/11 00:00	
		Data Entry Complete		s.15	2006/04/05 10:51

Report Created 2007/01/09 15:11

Fire Type Fire **Size** 5560.00 **Stat** Out **2005 K70135**

ORIGIN

Geographic
Sleetsis Creek **Latitude** 50 20.850 **Longitude** 121 23.320 ☐ **Interface?**

Reference Weather Station **Elevation (m)** 217 **Slope (%)** 60 **Aspect** E **Classif Response** 1 **Rank** Full

General Cause Railroads **Specific Cause** Hot metal fragment (brake shoe) ☒ **Cause is Known** **Incident Commander** Ley, Lloyd
☐ **Holdover?**

LEGAL RESPONSIBILITY

Responsible Group Railroad operations **Occupied / Caused by** Yes, present legal occupant **General Land Status** Railroad **Specific Land Status** CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/07/29 18:50			
Discovery	2005/07/29 18:53	0.01	General Public	
First Report	2005/07/29 18:58	0.01	Other Fire Control Agency	
Second Report	2005/07/29 19:01	0.01	General Public	
Ground Attack	2005/07/29 22:00	0.50	Crews (IA/Rap/Unit/Parattack)	
Air Attack	2005/07/29 20:30	0.50	Fixed Wing Airtankers	
Final Control	2005/08/10 19:30	5,560.00	Crews (IA/Rap/Unit/Parattack)	
Mop Up	2005/08/14 21:00	5,560.00	Crews (IA/Rap/Unit/Parattack)	
Patrol	2005/08/19 17:50	5,560.00	Crews (IA/Rap/Unit/Parattack)	

INCIDENT COSTS	
Preparedness	\$617,465.62
Direct Fire	\$2,251,216.67
Other Agencies	
Retardant	\$116,862.25
Aircraft	\$2,263,862.18

Fire Out	2005/10/31 12:00	5,560.00	FS Personnel	Total	\$5,249,406.72
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DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y	Area (hectares)
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OTHER INFORMATION

Other Cover Area	5,560.00	Recovery	<input checked="" type="checkbox"/>	\$5,895,453.62	Billing (Private Land)
Damage to Cut Products		Claim	<input type="checkbox"/>		
Damage to Buildings		Rehab	<input type="checkbox"/>		
Damage to Equipment		Contravention			
Damage to Improvements		IA Success	<input type="checkbox"/>		
Comments		Instructions Issued	<input type="checkbox"/>		
		Warning Ticket Issued	<input type="checkbox"/>		
		Violation Ticket Issued	<input type="checkbox"/>		
		Report Signed Off		Netwon, Stev 2005/10/17 00:00	
		Data Entry Complete		s.15 2006/04/05 10:58	

Report Created 2007/01/09 15:11

Fire Type	Fire	Size	1.50	Stat	Out	2005 K70136
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ORIGIN

Geographic	4 km South of Spences Bridge	Latitude	50 22.830	Longitude	121 23.890	<input type="checkbox"/> Interface?
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Reference Weather Station	Elevation (m)	Slope (%)	Aspect	Classif Response	Rank
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277 LYTTON 739 30 E 4 Full

General Cause Railroads
Specific Cause Hot metal fragment (brake shoe)
☐ **Cause is Known**
☐ **Holdover?**
Incident Commander Ley, Lloyd

LEGAL RESPONSIBILITY

Responsible Group Railroad operations
Occupied / Caused by Yes, present legal occupant
General Land Status Railroad
Specific Land Status CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/07/29 18:30			
Discovery	2005/07/29 19:48	0.50	Crews	
First Report	2005/07/29 19:49	0.50	Crews	
Second Report				
Ground Attack	2005/07/30 00:00	0.50	Crews (IA/Rap/Unit/Parattack)	
Air Attack	2005/07/29 20:26	1.00	Rotary Wing Aircraft	
Final Control	2005/07/29 21:00	1.50	Rotary Wing Aircraft	
Mop Up	2005/07/30 11:00	1.50	Crews (IA/Rap/Unit/Parattack)	
Patrol	2005/07/30 18:30	1.50	Crews (IA/Rap/Unit/Parattack)	
Fire Out	2005/08/24 13:30	1.50	Crews (IA/Rap/Unit/Parattack)	

INCIDENT COSTS	
Preparedness	
Direct Fire	\$44.89
Other Agencies	
Retardant	\$0.00
Aircraft	\$7,237.06
Total	\$7,281.95

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species **Volume (m3)** **Expected Salvage %** **Forest Type Group** **Age (\ Area (hectares)**

OTHER INFORMATION

Other Cover Area 0.00 **Recovery** ☒ \$2,193.75 **Billing (Private Land)**

Damage to Cut Products **Claim** ☐

Damage to Buildings **Rehab** ☐

Damage to Equipment **Contravention**

Damage to Improvements **IA Success** ☐

Comments**Instructions Issued**☐**Warning Ticket Issued**☐**Violation Ticket Issued**☐**Report Signed Off**

Newton, Stev 2005/09/23 00:00

Data Entry Complete

s.15

2006/04/05 10:58

Report Created 2007/01/09 15:11

Fire Type Fire**Size**

0.10

Stat Out**2005 K10174****ORIGIN****Geographic**

Gun Creek

Latitude

52 18.310

Longitude

119 10.785

☐**Interface?****Reference Weather Station****Elevation (m) Slope (%)****Aspect****Classif Response****Rank**

257 BLUE RIVER FS

705

25

W

4

Full

General Cause**Specific Cause**☒**Cause is Known****Incident Commander**

Railroads

Welding operations

☐**Holdover?**

Collavini, Jon

LEGAL RESPONSIBILITY**Responsible Group****Occupied / Caused by****General Land Status****Specific Land Status**

Railroad operations

Yes, present legal occupant

Railroad

CNR (Line ownership)

INCIDENT HISTORY**Function****Start Date****Size****Agency****Discovering Lookout**

Ignition

2005/08/10 16:30

Discovery

2005/08/10 16:30

Spot

Railway Personnel

INCIDENT COSTS

First Report	2005/08/10 16:46	Spot	Railway Personnel	Preparedness	\$1,731.08
Second Report	2005/08/10 16:50	Spot	General Public		
Ground Attack	2005/08/11 09:23	0.10	Crews (IA/Rap/Unit/Parattack)	Direct Fire	\$1,947.06
Air Attack	2005/08/10 18:14	Spot	Fixed Wing Airtankers	Other Agencies	
Final Control	2005/08/10 18:30	0.10	Crews (IA/Rap/Unit/Parattack)	Retardant	\$1,192.50
Mop Up	2005/08/11 13:00	0.10	Crews (IA/Rap/Unit/Parattack)		
Patrol	2005/08/12 12:00	0.10	Crews (IA/Rap/Unit/Parattack)	Aircraft	\$9,048.25
Fire Out	2005/08/22 14:52	0.10	FS Personnel	Total	\$13,918.89

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y)	Area (hectares)
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OTHER INFORMATION

Other Cover Area	0.00	Recovery	<input checked="" type="checkbox"/>	\$13,918.89	Billing (Private Land)
Damage to Cut Products		Claim	<input type="checkbox"/>		
Damage to Buildings		Rehab	<input type="checkbox"/>		
Damage to Equipment		Contravention			
Damage to Improvements		IA Success	<input type="checkbox"/>		
Comments		Instructions Issued	<input type="checkbox"/>		
Investigation completed by Vaughn McCaig. CN		Warning Ticket Issued	<input type="checkbox"/>		
track crew caused fire. Review of investigation will		Violation Ticket Issued	<input type="checkbox"/>		
show non-compliance suspected by cause		Report Signed Off		McCaig, Vau	2005/09/23 00:00
investigator. Need to review for possible ticketing or					
administrative remedy.		Data Entry Complete		s.15	2006/04/07 09:56

Fire Type Fire **Size** **Spot** **Stat** Out **2005 K20189**

ORIGIN**Geographic**

Ashcroft Sub CN Mile 45

Latitude

50 45.060

Longitude

121 12.110

☐**Interface?****Reference Weather Station**

322 AFTON

Elevation (m) Slope (%)

400 0

Aspect

Flat

Classif Response

4 Monitor

Rank**General Cause**

Railroads

Specific Cause

Grinding/cutting operations

☒**Cause is Known****Incident Commander**☐**Holdover?**

Murdoch, Hugh

LEGAL RESPONSIBILITY**Responsible Group**

Railroad operations

Occupied / Caused by

Yes, present legal occupant

General Land Status

Railroad

Specific Land Status

CNR (Line ownership)

INCIDENT HISTORY**Function****Start Date****Size****Agency****Discovering Lookout**

Ignition

2005/08/13 22:30

Discovery

2005/08/13 23:40

Spot

General Public

First Report

2005/08/13 23:46

Spot

Other Fire Control Agency

Second Report

Ground Attack

2005/08/14 00:15

Spot

Railway Personnel

Air Attack

Final Control

2005/08/14 00:30

Spot

Railway Personnel

Mop Up

2005/08/14 00:35

Spot

Railway Personnel

Patrol

2005/08/14 02:00

Spot

Railway Personnel

Fire Out

2005/08/14 13:00

Spot

FS Personnel

INCIDENT COSTS**Preparedness**

\$289.90

Direct Fire

\$707.49

Other Agencies**Retardant**

\$0.00

Aircraft

\$0.00

Total

\$997.39

DAMAGES (FIRES FOUR HECTARES AND LARGER)**Species****Volume (m3)****Expected Salvage %****Forest Type Group****Age (Y Area (hectares)**

OTHER INFORMATION			
Other Cover Area	0.00	Recovery	<input checked="" type="checkbox"/> \$997.39 Billing (Private Land)
Damage to Cut Products		Claim	<input type="checkbox"/>
Damage to Buildings		Rehab	<input type="checkbox"/>
Damage to Equipment		Contravention	
Damage to Improvements		IA Success	<input type="checkbox"/>
Comments		Instructions Issued	<input type="checkbox"/>
The only fire pointed out while riding the railway line west from McAbee to Ashcroft was a railway car that had been moved to a side line where water was available. CN personnel had the fire extinguished. (P26 rode with s.22 from CN Rail). No photos taken. FS crews were requested to patrol for possible fires along R/W of CN Rail. Mile 45 Ashcroft Subdivision CN Railway.		Warning Ticket Issued	<input type="checkbox"/>
		Violation Ticket Issued	<input type="checkbox"/>
		Report Signed Off	McDonnell, J 2005/08/19 00:00
		Data Entry Complete	s.15 2006/04/05 11:00

Report Created 2007/01/09 15:11

Fire Type Fire Size 0.10 Stat Out 2005 K70211

ORIGIN					
Geographic			Latitude	Longitude	<input type="checkbox"/> Interface?
West side of the Thompson at Big Horn			50 22.815	121 24.085	
Reference Weather Station	Elevation (m)	Slope (%)	Aspect	Classif Response	Rank
277 LYTTON	221	100	E	4 Full	
General Cause	Specific Cause	<input checked="" type="checkbox"/> Cause is Known	Incident Commander		
Railroads	Hot metal fragment (brake shoe)	<input type="checkbox"/> Holdover?	Beaudoin, James		

LEGAL RESPONSIBILITY				
Responsible Group	Occupied / Caused by	General Land Status	Specific Land Status	
Railroad operations	Yes, present legal occupant	Railroad	CNR (Line ownership)	

INCIDENT HISTORY				
Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/08/26 15:40			
Discovery	2005/08/26 15:45	0.10	General Public	
First Report	2005/08/26 15:45	0.10	General Public	
Second Report				
Ground Attack	2005/08/26 16:00	0.10	Crews (IA/Rap/Unit/Parattack)	
Air Attack				
Final Control	2005/08/26 20:00	0.10	Crews (IA/Rap/Unit/Parattack)	
Mop Up	2005/08/26 21:30	0.10	Crews (IA/Rap/Unit/Parattack)	
Patrol	2005/09/02 13:00	0.10	Crews (IA/Rap/Unit/Parattack)	
Fire Out	2005/09/07 11:45	0.10	Crews (IA/Rap/Unit/Parattack)	

INCIDENT COSTS		
Preparedness		\$601.28
Direct Fire		\$641.79
Other Agencies		
Retardant		\$0.00
Aircraft		\$3,146.50
Total		\$4,389.57

DAMAGES (FIRES FOUR HECTARES AND LARGER)				
Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y Area (hectares)

OTHER INFORMATION	
Other Cover Area	0.00
Recovery	<input type="checkbox"/>
Claim	<input type="checkbox"/>
Rehab	<input type="checkbox"/>
Contravention	
IA Success	<input type="checkbox"/>
Instructions Issued	<input type="checkbox"/>
Warning Ticket Issued	<input type="checkbox"/>
Violation Ticket Issued	<input type="checkbox"/>

Report Signed Off
Data Entry Complete

Beaudion, Ja 2005/08/27 00:00
s.15 2006/03/31 14:15

Report Created 2007/01/09 15:11

Fire Type Fire Size 0.10 Stat Out 2005 K20928

ORIGIN

Geographic
Spences Bridge

Latitude
50 32.021

Longitude
121 17.113

☐

Interface?

Reference Weather Station	Elevation (m)	Slope (%)	Aspect	Classif Response	Rank
277 LYTTON	260	0	Flat	4 Modified	

General Cause

Specific Cause

☒

Cause is Known

Incident Commander

Railroads

Grinding/cutting operations

☐

Holdover?

McDonnell, Jeff

LEGAL RESPONSIBILITY

Responsible Group	Occupied / Caused by	General Land Status	Specific Land Status
Railroad operations	Yes, present legal occupant	Railroad	CNR (Line ownership)

INCIDENT HISTORY

Function	Start Date	Size	Agency	Discovering Lookout
Ignition	2005/09/14 14:00			
Discovery	2005/09/14 14:05	Spot	General Public	
First Report	2005/09/14 14:18	Spot	General Public	
Second Report	2005/09/14 14:22	Spot	Other Fire Control Agency	
Ground Attack	2005/09/14 16:02	0.10	Fire Warden / EFF	
Air Attack				

INCIDENT COSTS

Preparedness \$313.36

Direct Fire \$16.00

Other Agencies

Final Control	2005/09/14 16:11	0.10	Fire Warden / EFF	Retardant	\$0.00
Mop Up	2005/09/14 16:15	0.10	Fire Warden / EFF		
Patrol	2005/09/14 16:20	0.10	Fire Warden / EFF	Aircraft	\$0.00
Fire Out	2005/09/16 12:00	0.10	FS Personnel	Total	\$329.36

DAMAGES (FIRES FOUR HECTARES AND LARGER)

Species	Volume (m3)	Expected Salvage %	Forest Type Group	Age (Y Area (hectares)
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OTHER INFORMATION

Other Cover Area	0.00	Recovery	<input checked="" type="checkbox"/>	\$329.36	Billing (Private Land)
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Damage to Cut Products

Claim ☐

Damage to Buildings

Rehab ☐

Damage to Equipment

Contravention

Damage to Improvements

IA Success ☐

Comments

Instructions Issued ☐

Warning Ticket Issued ☐

Violation Ticket Issued ☐

Report Signed Off

McDonnell, J. 2005/10/05 00:00

Data Entry Complete

s.15

2006/03/21 10:00