

## **Guernsey, Saskatchewan (2020)**

Location: Guernsey, Saskatchewan  
File number: 1201-04  
TSB Investigation Number: R20W0025

### **The Accident**

According to the Transportation Safety Board of Canada (TSB) report, on February 6, 2020, a CP<sup>1</sup> crude oil unit train, destined for Stroud, Oklahoma, experienced a train-initiated emergency brake application at Mile 43.64 to the west of Guernsey, Saskatchewan. TSB confirmed that train consisted of two locomotives, a covered hopper car loaded with sand and 104 DOT 117J100-W tank cars loaded with petroleum crude oil - UN 1267. As a result, 32 tank cars derailed, all of which carried crude oil. Of the derailed tank cars, 30 were breached and released 1.75 million liters of petroleum crude oil was released. The oil spilled resulted in a pool fire involving 19 tank cars.

### **Damages**

No injuries reported, however as a precaution, the town of Guernsey evacuated approximately 85 residents.

No impact to waterways.

CP's emergency response worked to clean and restore the affected areas. CP said it would implement a soil remediation plan based on the tests being done by its specialized experts in consultation with the local authorities.

TSB has reported the cause of the incident is suspected to be a broken rail.

The Minister of Transport ordered federally regulated railway companies to implement new safety measures, including speed restrictions, updated guidelines on replacing rails. The order also included an updated definition for "higher-risk key trains," which is an engine with cars that include loaded tank cars carrying crude oil or liquefied petroleum gases in a block of 20 or more tank cars, or 35 or more tank cars dispersed through a train.

### **Measures Taken by the Rail Fund**

We reached out to CP Claims Department who predicted that the damages incurred from the incident would not likely utilize CP's insurance.

We consulted available reporting from the TSB's Rail Transportation Safety Investigations and Reports database. Based on the available data and the extent of damages resulted from the accident, it is most unlikely that the Rail Fund will be triggered for compensation purposes.

### **Status**

The TSB closed this file and published their report on 7 June 2024. This report can be found on the TSB website. However, we will continue to monitor this accident until the six-year time limit for claiming against the railway company has expired in February 2026.

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<sup>1</sup> The company is now called CPKC.

**Related files**

1201-03, Lanigan (9 December 2019), very close to this accident's location and same railway company.