

Rail Accident Inspection Form

*Reviewed
 ok to
 close
 5-18-17
 KThum*

Docket No: TR-170044

Current Date: April 11, 2017

Railroad Owing Track: BNSF Railway

Railroad Operating on Track: BNSF Railway

FRA Investigation: Yes No

Inspector: Thome

I. Type of Accident

Public Crossing Private Crossing Trestle Pedestrian at Crossing
 Pedestrian Not at Crossing Other (explain)

II. Time and Location of Accident

Date January 7, 2017

Time 0940 PST

USDOT Crossing No. 058642C

WUTC Crossing No. 2A 1496.10

Railroad Milepost 1496.06

GPS Identifier: Lat: 47.62587

Long: -117.68997

Number of Tracks: One (1)

City: Airway Heights

Road name, yard name, bridge identifier: Brooks Road

County: Spokane

Company responsible for track maintenance: BNSF Railway

Other railroad involved in train accident/incident: N/A

III. Conditions Surrounding the Accident

Weather: Clear to cloudy Fog Rain Snow

Road Condition: Dry Wet Snow Ice

Visibility Due to Weather: Daylight Darkness Unknown

Adequate Sight Distance: Yes No N/A Train Speed: 57

Describe: Maximum speed for freight trains at this location is sixty (60) miles per hour.

Train Type: Freight Passenger Locomotive only Cars only Tilt train

Remote Control: Yes No N/A

Haz-Mat on Train: Yes No N/A

Type of Haz-Mat: _____

IV. Pedestrian, Driver, or Passenger Fatalities Does this section apply? Yes No

Number of people killed Two

If a vehicle accident, number of passengers Two

Name: Melissa Kelly Normandin - driver

Driver: Passenger Pedestrian

Age 45 & 14 Gender: Male Female

Pedestrian trying to get on/off train? Yes No

Suicide: Yes No Undetermined

Alcohol: Yes No Undetermined Information supplied by: _____

Drugs: Yes No Undetermined Information supplied by: _____

Names of additional fatalities:

Passenger Jacob Normandin

V. Pedestrian, Driver, or Passenger Injuries

Does this section apply? Yes No

Number of people injured _____

If a vehicle accident, number of passengers _____

Name: J

Driver: Passenger Pedestrian

Age _____ Gender: Male Female

Pedestrian trying to get on/off train? Yes No

Drugs: Yes No Undetermined

Suicide: Yes No Undetermined

Alcohol: Yes No Undetermined

Names of additional injured persons:

VI. Pedestrian Access

Does this section apply? Yes No

Obvious signs of consistent pedestrian trespass? Yes No

If yes, describe: _____

Pedestrian (not at a crossing) information: Accessing public area? Yes No

If yes, describe: _____

Deterrents at site, e.g. fence, signs, etc? Yes No

If yes, describe: _____

Previous collisions at or near site? Yes No

If yes, describe: _____

VII. Crossing History

Does this section apply? Yes No

Prior accidents at this crossing? Yes No

How many? One (1)

Dates of prior accidents: January 07, 2008

Description of prior accidents (e.g., fatalities, injuries, property damage) No fatalities or injuries

Last inspection date? September 20, 2016

Defects? Yes No

If yes, describe: _____

Required to attach most current inventory? Yes No

VIII. Attachments

Railroad incident report? Yes No

Local law enforcement report? Yes No

Coroner/medical examiner report? Yes No

Pictures? Yes No

Other (describe):

IX. Comments

On January 7, 2017 at 9:40 a.m. a collision between a 2002 Dodge Ram 1500 pickup driven by Melissa Kelly Normandin and a freight train (Q-ALTPTL6-04) occurred on the BNSF Railway tracks at a crossing located at Brooks Road, USDOT: 058642C located northeast of Airway Heights. Both the driver, Melissa Kelly Normandin and the passenger, Jacob Normandin were killed as a result of the collision.

According to the Spokane County Sheriff's report, both occupants of the vehicle were pronounced deceased at the scene by medical personnel. The Spokane County Sheriff's report stated that several officers noticed black skid marks coming from north to the south in the southbound lane leading toward the railroad crossing. The Spokane Sheriff's Department report also stated several of the responding officers observed the railroad signal system functioning during their investigation.

The Spokane Sheriff's Department interviewed the locomotive engineer who stated that as he was approaching the crossing he began to manually active the train horn, when the conductor stated to the locomotive engineer that he could see a pickup coming from the right. The engineer said that he could not see that pickup because of the configuration of the locomotive window. The engineer then noticed the pickup as it was getting closer to the railroad crossing and observed that the pickup's brakes had "locked up" and he immediately placed the train into emergency application of the brakes to try and immediately stop the train. The pickup and train collided at the crossing.

15267
TR-170044

BNSF Fort Worth – Network Operations Center – INCIDENT REPORT

Date: 01-07-17	Time: 1140-CT	MP: 1496.06	D-Code: 171058
Time & Date Last Revised:			Divn: Northwest
Subdivision: Columbia River	State: WA	County: Spokane	
Line Segment:	0037		
Nearest Station:	Espanola, WA		
Nearest Major Terminal (distance/direction):	Spokane, WA		
Weather Conditions (Temp, wind, precipitation):	10°, Wind from the ENE 12 MPH, Fair		

Injuries or Fatalities?	(2) Fatalities	Employee?	No
Name:		Craft:	

Symbol: Q-ALTP6-04	If Yard Job, is it Remote Control Operation (RCO)?		
Lead Locos: BNSF 6274 - BNSF 6104	L-E-T-F:	37-00-2407-3547	
DP Locos:	Direction:	Westbound	
Did Lead locomotive have Ditch Lites?	Yes	Were Ditch Lite's operating?	Yes
Speed: 57 MPH	Maximum Authorized Speed:	60 MPH	
Train Crew's Origin / Destination:	Spokane, WA / Wenatchee, WA		
Conductor: J A Barry	Engineer: D J Szymarek	Other:	
Prior Rest	Prior Rest	Prior Rest	Prior Rest
On Duty Time/Date: 0605-CT/07	On Duty Location:	Spokane, WA	
Crew Interviewed by:	Claims Rep Chad Johnson.		
Event Recorder/Camera:	Work request submitted to Interbay/Seattle, WA Mechanical Dept.		

Locomotives video equipped?											
Lead Locos	Y/N		Y/N		Y/N		Y/N		Y/N		Y/N
BNSF 6274	Y	BNSF 6104	Y								

Crossing Name: Brooks Rd.	DOT Number: 058642C
Equipped with: Gates and Flashers	Functioning? Yes
Vehicle Direction: South	Vehicle Description: Pick-up
Law Enforcement Agency: Spokane County (WA) Sheriff Dept.	Citations ?

Haz Material ?	No	Release (Y/N):		# Cars, Amount:	
Commodity:					

Derailed Locomotives / Cars:				
Init. Number:	Line:	Position (upright?):	Contents:	Disposition:

Heavy equipment ordered:

Equip. ETA:		Equipment Arrived:		Equipment Released:	
Main Blocked?	Yes	Estimated Reopen:		Actual Reopen:	1542 CT

Estimated Damages and Costs:			
\$	0	Track	Track, Track Structures, and Roadbed Damages.
\$	500	Signal	
\$	0	"Other"	Adjacent buildings, other private property, etc.
\$	0	Car Damages	Car damage, Incl. flat cars but excluding their trailers/containers and contents.
\$	1950	Locomotive Damages	
\$	500	FRA Reportable Subtotal	2016 FRA Reportable \$10,500

\$		Contractor Expense	Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.
\$		Estimated Lading Recovery Costs	Source is usually Damage Prevention/LARS. This figure includes trucking charges and site remediation charges.
\$		Prelim. Lading Loss Estimates	Railcar/Trailer/Container Contents ONLY

		Trailer/Container Damages	Excludes contents. (Mktg-Equip Mtce Team - Evita Murdock)
\$	0	Not FRA Reportable Subtotal	
\$	500	Estimated Grand Total	(FRA Reportable Subtotal + Not FRA Reportable Subtotal)

Cause Code:		Description:	
Cause: Which Car / Locomotive, etc.?			

Brief Narrative of Incident:
 1142-CT: SID was notified by DS 82 that train Q-ALTPTL6-04 struck an occupied automobile on the Columbia River Sub at MP 1496.07 (Brooks Road), between Lyons and Espanola resulting in fatal injuries to 01 occupant of the vehicle. NO INJURIES reported by the crew. BNSF 6274 is the lead locomotive and is camera equipped. The crossing at Brooks Road is equipped with gates and flashers.

 1230-CT: ROCC Dispatcher reported 02 fatalities in the struck vehicle.

Post Accident Testing (FRA):			
Did this incident meet FRA Post Accident Testing criteria?			
If the incident analysis indicates the need for FRA Testing, Contact MEH Dept so they can work with the field officer in charge of the testing to insure proper process is followed. (817) 352-1648 during normal business hours. (817) 352-1613 After hours, weekends and holidays. If no answer, then page Dustin Foster or Chris Kowalkowski via Blackberry.			
Did the AGST agree with the above analysis?			
Was the Mgr. Dispatching Practices and Rules notified?			
Was the Shipping Box checked prior to use/shipment?			
Were the vials checked to insure they have not expired?			
Was the train crew tested?		Which BNSF Mgr took crew for test?	
Was the Dispatcher tested?		Which BNSF Mgr took Dispr for test?	

Notifications:			
Time:	Entity:	Person Notified:	Reminders:
1142-CT	Service Interruption:	DS 82 - EDH	Include who notified SID.
1142-CT	Resource Operations:	ROCC Dispatcher Paige	
This Rpt.	Cust. Solutions: 593-4670 Outlook Mail: Desk, CNS Cust. Support: 234-1135 Outlook Mail: CSESDesk	Rpt. to groups.	Notify them of all derailments, collisions, or shipment damages. Cust Support works 5pm-5am on weekdays and all shifts weekends. Get ETA, check Cell number.
1156-CT	Trainmaster:	Jessica Fagerbakke - ETA: 1230-CT	
	Road Foreman Engines:		
1150-CT	Signal Desk: 593 - 5998	No Answer	Signal Logs, TWD Logs.
1146-CT	M/W Desk: 593-6823/1	Marty	Last track inspn, last B-9 inspn.
1146-CT	Mechanical Desk:	Alex	Emergency car desk 593-9128
1157-CT	Corridor Supt:	Daniel Clark	
1152-CT	GST/AGST:	John Davidson	
1157-CT	Divn Supt Operations:	Doug Kayser	
1157-CT	Divn General Manager:	Jared Wootton	
1157-CT	Divn GDT:	Jason Moyer	
	Manager Dispatching Practices & Rules: 352-1312		Tape recordings, including SID and ROC, when appropriate.
1157-CT	Superintendent Operating Practices (All have Blackberry)	Mike Surlina	California, L.A. Chicago Red River Kansas Montana Heartland Northwest Powder River North Powder River South Southwest Twin Cities Coleman, Herbert T Wazny, William A Cleveland, Scott M Valencia, Randy J Mizelle, Nicholas O Musgrove, Chris E Surlina, Mike I Erickson, Tony A Percival, Everett E Remington, John R. Lund, Michael E

This Rpt	<p>The following group list is for the following departments:</p> <p>Safety, Law, Rules, Transportation Support, Rules and field Support, Corporate Relations, Government Affairs, and Evidence Preservation</p> <p>Major event group page list (Not MIP) Also page Region VP.</p> <p>(It is located with the SID Locomotive group lists)</p>	This Group	<p>Page for the following events:</p> <ol style="list-style-type: none"> 1. Major derailments or train collisions which are expected to exceed 16 hours or \$1,000,000 in damages. 2. Derailments or collisions with evacuations, explosions, or involving crude oil trains. 3. Major Hazardous Incidents 4. Employee Fatalities, life threatening injuries, or amputations.
	Conference Calls:		<p>If Conf Call is being established:</p> <p>(1) Notify: NOC Mechanical Desk (2) Notify: NOC M/W Desk (3) Notify: ROC</p>
	<p>Hazardous Incidents: Contact East/West On-call mgrs. <i>If California, notify CUPA.</i></p>		<p>Page for all Hazardous Incidents: Pat Brady, Piper, Justin, Reid, Clay D, Howard Horn, David C Clark, John D. Lovenburg, Allen Stegman, Laura Fiffick</p>
	<p>ChemTrec (USA) 800-424-9300</p> <p>CanuTec (Canada) 1-888-226-8832 or 613-996-6666</p>		<p>Call whenever Haz Matl car involved in derailment or damaged; whether leaking or not.</p> <p>Run TSS: WBCOPY & HAZ & EXCR</p>
1305-CT	<p>NRC: (#1) 800 - 424 - 8802 <i>(Initial SID Analysis)</i> Reasons for notifying them now include for <i>significant</i> violence or threats of violence against people or property (02-07-01).</p>	P.O. Brewster Rpt. # 116 8008	<p>Obtain their Report Number and name of person who took the report.</p> <p><i>This block is for the Initial SID analysis. If initially "not reportable" and later becomes "reportable," use next block.</i></p>
	<p>NRC: (#2) 800 - 424 - 8802</p>		
1200-CT	<p>State:</p>	Washington Emergency Operations - Beth - Rpt. #17-0069 Rpt. to be emailed to Lori Halstead - lhalstea@utc.wa.gov	
	California - CUPA		
	Foreign Railroad:		
	<p>"Go Team"</p> <ol style="list-style-type: none"> 1. Alpha Page Mark Schulze. 2. Alpha Page team on duty. 		<p>Contact the "Team" that's on duty. If approp., also notify Mark Schulze. (To see Team on duty, go to n/SID/SIDBOTH/GOTEAM).</p>
	Passenger Svcs: 352-2606		If incident involves passenger train route, email copy of report to Rich Wessler, Tamora Noel.
This Rpt	State Corporate Relations:	Gus Melonas Courtney Wallace	<p>Notify of all significant Incidents: Gus Melonas and Courtney Wallace: BC, ID, OR, WA Ross Richard Lane: MT, WY Matt Jones: MT, ID Joe Faust: AL, AR, LA, MS, TN, TX Lena Kent: AZ, CA Amy McBeth: MB, MN, ND, SD, WI Andy Williams: KS, MO, NE, IL, KY, IA Joe Sloan: CO, OK, NM, UT, NV</p>
	Energy Desk:		<p>Notify Energy desk of any crude oil train derailments: OPR DL Energy Desk managers or call 817-8670021</p>
1244-CT	Director Transportation Support - Sean Hill	paged	Page for all main track derailments, crossing and trespasser accidents, and anything else affecting main track velocity.

Halstead, Lori (UTC)

From: Caron, Cory (UTC)
Sent: Monday, January 09, 2017 6:43 AM
To: Halstead, Lori (UTC)
Subject: Fwd: UPDATE on BNSF Grade Crossing Fatalities in Espanola, WA

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: "Smith, William (FRA)" <william.smith@dot.gov>
Date: January 7, 2017 at 5:01:29 PM PST
To: "FRA Accident Notification Group <FRA>" <ListFRAFRAAccidentNotificationGroup@dot.gov>
Subject: UPDATE on BNSF Grade Crossing Fatalities in Espanola, WA

UPDATE:

Post Accident Toxicological testing was not performed on the crew.

On January 7, 2017 at 11:40 am, PST, BNSF Railway westbound freight train, Train Symbol QALTPTL6-04A, was traveling on Main Track on the Northwest Division, Columbia River Subdivision, Espanola, Washington when it struck an occupied Dodge pickup at Brooks Road crossing, MP 1496.01. (DOT Crossing 058642C). This is an active crossing protected by cross bucks, active lights and crossing gates. The weather conditions at the time of the accident 10 degrees Fahrenheit and icy roads. The lights and gates were activated at the time of the accident.

The Dodge pickup truck traveling south on Brooks road, with two occupants made an attempt with icy road conditions to stop, skid marks of approximately 30 feet broke through the active crossing gates and was struck by the west bound freight train. (QALTPTL604-A) with two locomotives, BNSF 6274 and BNSF 6104 and 37 cars, 35 loads, two empties 2407 ton, and 3,401 feet. The truck was drug approximately 30 feet. Both occupants of the Dodge pickup were fatalities at the scene. The train was put into an emergency brake application prior to the accident.

The train was traveling on single main track in CTC territory with a maximum authorized speed of 60 MPH. This is an Amtrak route, no interruption of Amtrak is expected. The actual speed of the train was estimated at 57 mph. and was traveling on a clear signal. No equipment was reported derailed.

The temperature at the time of the incident was 10 degrees Fahrenheit. No Hazmat was involved and PTC would not have prevented this accident.

W. T. "Bill" Smith
Federal Railroad Administration
Deputy Regional Administrator, Region 8
500 E. Broadway, Ste 240
Vancouver, WA 98660

1. Name of Reporting Railroad BNSF Railway Company [BNSF]		1a. Alphabetic Code BNSF		1b. Railroad Accident/Incident No. NW0117201	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident		2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF Railway Company [BNSF]		3a. Alphabetic Code BNSF		3b. Railroad Accident/Incident No. NW0117201	
4. U.S. DOT Grade Crossing ID No. 058642C		5. Date of Accident/Incident month day year 0 1 0 7 2017		6. Time of Accident/Incident 9:40 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Nearest Railroad Station ESPANOLA		8. Subdivision COLUMBIA RIVER		9. County SPOKANE	
				10. State Code Abbr. WA Code 53	
11. City (if in a city)		12. Highway Name or No. BROOKS ROAD		Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
Highway User Involved			Rail Equipment Involved		
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C. Truck-trailer F. Bus J. Other Motor Vehicle Code D			17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1		
14. Vehicle Speed (est. mph at impact) 4		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1	
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any					
21. Temperature (specify if minus) 6 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2	
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./Inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Sliding 4. Industry Code 1		26. Track Number or Name SINGLE MAIN	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 37	
		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 57 mph E		31. Time Table Direction 1. North 3. East 2. South 4. West Code 4	
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wg wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 03		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code D	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2	
38. Highway User's Age 1. Male 2. Female Code 2		39. Highway User's Gender Code		40. Highway User Went Behind or In Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8	
44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users Killed 2 Injured 0	
47. Highway Vehicle Property Damage (est. dollar damage) \$2,000		48. Total Number of Vehicle Occupants (including driver) 2		49. Railroad Employees Killed 0 Injured 0	
50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		52. Passengers on Train Killed 0 Injured 0	
53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title			56. Signature		57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report... 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad BNSF Railway Company [BNSF]			1a. Alphabetic Code BNSF			1b. Railroad Accident/Incident No. NW0108201						
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident			2a. Alphabetic Code			2b. Railroad Accident/Incident No.						
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF Railway Company [BNSF]			3a. Alphabetic Code BNSF			3b. Railroad Accident/Incident No. NW0108201						
4. U.S. DOT Grade Crossing ID No. 058642C			5. Date of Accident/Incident month day year 0 1 0 7 2008			6. Time of Accident/Incident 1:50 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>						
7. Nearest Railroad Station FAIRCHILD		8. Subdivision		9. County SPOKANE		10. State Abbr. WA		Code 53				
11. City (if in a city)			12. Highway Name or No. BROOKS ROAD			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>						
Highway User Involved				Rail Equipment Involved								
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)		4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify)		A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s)	Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 2		18. Position of Car Unit in Train 1						
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates				Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user			Code 1			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither				Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither			Code 4			
20c. State here the name and quantity of the hazardous material released, if any												
21. Temperature (specify if minus) 34 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow			Code 6			
24. Type of Equipment (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train		5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s)		9. Maint./Inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		D. EMU E. DMU		Code 1	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	Code 1	26. Track Number or Name SINGLE MAIN	
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 68		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 10 mph R		Code R		31. Time Table Direction 1. North 3. East 2. South 4. West		Code 4
32. Type of Crossing Warning 1. Gates 4. Wtg wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving)			Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown		Code 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code 2	
38. Highway User's Age 41		39. Highway User's Gender 1. Male 2. Female		Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing		Code 4
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography				5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed		Code 8		
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? 1. Yes 2. No		Code 2		
46. Highway-Rail Crossing Users		0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$10,000		48. Total Number of Vehicle Occupants (including driver) 0				
49. Railroad Employees		0		0		50. Total Number of People on Train (include passengers and train crew) 2		61. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No		Code 1		
52. Passengers on Train		0		0								
53a. Special Study Block			Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No		Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No		53b. Special Study Block					
54. Narrative Description (Be specific, and continue on separate sheet if necessary)												
55. Typed Name and Title						56. Signature			57. Date			

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report.... 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

UTC Rail Safety Program - Crossing Inventory Record

USDOT #	058642C	Last Inspection Date	9/20/2016	4.11.17		
UTC #	2A1496.10	Road Name	Brooks Rd			
Type of Crossing	Public	Section.Township.Range	31.25.41E			
County	Spokane	Latitude	47.62587			
City/Nearest City	Spokane	Longitude	-117.68997			
In City Limits	No	Type of Development	Open Space			
ROADWAY		Road Surface Grades	2	Grade Direction	North	
State Highway	No	Road Surface Grades	1	Grade Direction	South	
Down a Street	No	AADT	2633	AADT Year		
Highway Milepost		% of Trucks Using Crossing	10			
Vehicle Speed	45	Number of School Bus Trips				
Road Surface	PAV	WSDOT Region	6			
Road Type	2W	Truck Pullout Lanes	No			
Number of Road Lanes	2	Intersecting Highway	0-75'	75-200'	200-500'	
Road Width	24	Crossing Angle (degree)	0-29	30-59		
Sight Distance - Take measurement 6' back from stop line. If no stop line, measure at 25'.			NW	NE	SW	SE
			1500	100	100	1500

PASSIVE PROTECTION		N	S	E	W
Advance Warning Signs	Count	1	1		
Road Markings	Count	1	1		
Reflective Crossbucks	Count	1	1		
Reflective Posts (req. 1/2020)	Count				
Median Barriers	Count				
Stop Lines	Count	1	1		
Stop Lines	Distance	17	16		
ENS Signs (2 listed below)	Count	①	①		
Illuminaries (within 50 ft. of crossing)	Count	0			
Miscellaneous	Device Count	2		Both	
Emergency Notification Sign					

ACTIVE PROTECTION		Direction	Device Count	Cantilever Length	Gate Length
Protective Device		Both	2	0	16
Shldr Mntd - gates & 8" lens					
Four Quadrant Gates	No	# of Flashing Light Pairs		4	
Power Off Indicator Light	No	Cantilever Lights Over All Traffic Lanes		No	
# of Bells	0	Traffic Light Interconnection/Preemption			
TRAIN SPEEDS Freight	60	Passenger	65		

CHARACTERISTICS		Wayside Horn	No
Crossing Structure		Quiet Zone	No
Crossing Surface	Concrete	Bike Lane	No
Other Crossing Surface:		USDOT # Posted	Yes 058642C
# Main Tracks	1	Railroad Emergency # Posted	Yes # 1-800-832-5452
# Sidings / # Yard Tracks		Crossing Width	30
# Spurs	0	Sidewalk stops at crossing	Sidewalk
Sidewalk			

COMMENTS *Great condition.*



SPOKANE POLICE DEPARTMENT
 CRAIG N. MEIDL
 CHIEF OF POLICE
 REDACTION LOG - V12



Report Number 2017-10002565 Date Received 03/28/2017 Records Specialist #1087 Document A

Doc	Pg	Ref	Material Withheld	Legal / Statutory Basis	Brief Description
A	1	1	Driver's license or Identocard	18 USC 2721 (Prohibition On Release And Use Of Certain Personal Information From State Motor Vehicle Records), RCW 42.56.050 (Invasion of privacy), RCW 42.56.230 (Personal information), 42.56.250 (Employment and licensing), 42.56.210(1) (Certain personal and other records exempt), 42.56.050 RCW 42.56.230, 42.56.250, 42.56.210(1)	This information constitutes personal identifying information unique to the holder and which, if obtained by the public could be abused or lead to identify theft.
A	1	2	Driver's license or Identocard	18 USC 2721 (Prohibition On Release And Use Of Certain Personal Information From State Motor Vehicle Records), RCW 42.56.050 (Invasion of privacy), RCW 42.56.230 (Personal information), 42.56.250 (Employment and licensing), 42.56.210(1) (Certain personal and other records exempt), 42.56.050 RCW 42.56.230, 42.56.250, 42.56.210(1)	This information constitutes personal identifying information unique to the holder and which, if obtained by the public could be abused or lead to identify theft.
A	2	1	Driver's license or Identocard	18 USC 2721 (Prohibition On Release And Use Of Certain Personal Information From State Motor Vehicle Records), RCW 42.56.050 (Invasion of privacy), RCW 42.56.230 (Personal information), 42.56.250 (Employment and licensing), 42.56.210(1) (Certain personal and other records exempt), 42.56.050 RCW 42.56.230, 42.56.250, 42.56.210(1)	This information constitutes personal identifying information unique to the holder and which, if obtained by the public could be abused or lead to identify theft.



SPOKANE COUNTY SHERIFF

Document:A

FIELD CASE REPORT

CASE# 2017-10002565

REPORTING DISTRICT: SC12

EVENT	REPORTED DATE/TIME 1/7/2017 09:39	OCCURRED INCIDENT TYPE Collision Report	LOCATION OF OCCURRENCE S BROOKS RD MCFARLANE Medical Lake, WA
	OCCURRED FROM DATE/TIME 01/07/2017 09:39	OCCURRED THRU DATE/TIME 01/07/2017 09:39	

OFFENSES	STATUTE/DESCRIPTION	COUNTS	ATTEMPT/COMMIT	

SUBJECT	JACKET/SUBJECT TYPE Adult	WITNESS Witness	NAME (LAST, FIRST, MIDDLE SUFFIX) JOHNSON, THOMAS ALLEN			
	DOB (4b)	AGE or AGE RANGE 59	ADDRESS (STREET, CITY, STATE, ZIP) (4b)			
	RACE White	SEX Male	HEIGHT or RANGE 5'7	WEIGHT or RANGE 185	HAIR	EYE Brown
	DL NUMBER/STATE (4b)	A.1.1	PRIMARY PHONE (4b)	Cellular Phone - Personal (4b)	PHONE #2	PHONE #3

SUBJECT	JACKET/SUBJECT TYPE Adult	WITNESS Witness	NAME (LAST, FIRST, MIDDLE SUFFIX) SZYMAREK, DAVID JOSEPH			
	DOB (4b)	AGE or AGE RANGE 37	ADDRESS (STREET, CITY, STATE, ZIP) (4b)			
	RACE White	SEX Male	HEIGHT or RANGE 5'11	WEIGHT or RANGE 190	HAIR	EYE Hazel
	DL NUMBER/STATE (4b)	A.1.2	PRIMARY PHONE (4b)	Cellular Phone - Personal (4b)	PHONE #2	PHONE #3

SUBJECT	JACKET/SUBJECT TYPE Adult	WITNESS Witness	NAME (LAST, FIRST, MIDDLE SUFFIX) BERRY, JACOB A			
	DOB (4b)	AGE or AGE RANGE 45	ADDRESS (STREET, CITY, STATE, ZIP) (4b)			
	RACE White	SEX Male	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE
	DL NUMBER/STATE (4b)		PRIMARY PHONE (4b)	Cellular Phone - Personal (4b)	PHONE #2	PHONE #3

REPORTING OFFICER 591137 Chamberlin	DATE 1/7/2017	REVIEWED BY Gladden, James L	01/07/2017
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SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

CASE REPORT

ADDITIONAL SUBJECTS

SUBJECT	JACKET/SUBJECT TYPE Adult Person		NAME (LAST, FIRST, MIDDLE SUFFIX) NORMANDIN, MELISSA KELLY				
	DOB (4b)	AGE or AGE RANGE 45	ADDRESS (STREET, CITY, STATE, ZIP) (4b)				
	RACE Unknown	A.2.1	SEX Female	HEIGHT or RANGE 5'4	WEIGHT or RANGE 145	HAIR	EYE Hazel
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2	PHONE #3	

SUBJECT	JACKET/SUBJECT TYPE Juvenile Person		NAME (LAST, FIRST, MIDDLE SUFFIX) NORMANDIN, JACOB M				
	DOB (4b)	AGE or AGE RANGE 14	ADDRESS (STREET, CITY, STATE, ZIP) (4b)				
	RACE White		SEX Male	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2	PHONE #3	

SUBJECT	JACKET/SUBJECT TYPE		NAME (LAST, FIRST, MIDDLE SUFFIX)				
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE		SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2	PHONE #3	

SUBJECT	JACKET/SUBJECT TYPE		NAME (LAST, FIRST, MIDDLE SUFFIX)				
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE		SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2	PHONE #3	

SUBJECT	JACKET/SUBJECT TYPE		NAME (LAST, FIRST, MIDDLE SUFFIX)				
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE		SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2	PHONE #3	

REPORTING OFFICER 591137 Chamberlin	DATE 1/7/2017	REVIEWED BY Gladden, James L	01/07/2017
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SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

CASE REPORT

VEHICLES as INVOLVED

INVOLVED VEHICLE	VEHICLE ROLE			
	Investigative			
	VEH YR	TYPE/MAKE/MODEL		STYLE
	2002	Dodge RAM 1500		
	PLATE / STATE	VIN	TOP COLOR	BOTTOM COLOR
C09292A / WA	(4b)			
ADDITIONAL DESCRIPTIVE INFORMATION				

INVOLVED VEHICLE	VEHICLE ROLE			
	VEH YR	TYPE/MAKE/MODEL		STYLE
	PLATE / STATE	VIN	TOP COLOR	BOTTOM COLOR
ADDITIONAL DESCRIPTIVE INFORMATION				

VEHICLES as PROPERTY

PROPERTY VEHICLE	PROPERTY CODE			VALUE
	VEH YR	TYPE/MAKE/MODEL		STYLE
	PLATE / STATE	VIN	TOP COLOR	BOTTOM COLOR
ADDITIONAL DESCRIPTIVE INFORMATION				

PROPERTY VEHICLE	PROPERTY CODE			VALUE
	VEH YR	TYPE/MAKE/MODEL		STYLE
	PLATE / STATE	VIN	TOP COLOR	BOTTOM COLOR
ADDITIONAL DESCRIPTIVE INFORMATION				

PROPERTY VEHICLE	PROPERTY CODE			VALUE
	VEH YR	TYPE/MAKE/MODEL		STYLE
	PLATE / STATE	VIN	TOP COLOR	BOTTOM COLOR
ADDITIONAL DESCRIPTIVE INFORMATION				

REPORTING OFFICER	DATE	REVIEWED BY
591137 Chamberlin	1/7/2017	Gladden, James L
		01/07/2017



SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

CASE REPORT

NARRATIVE

On 1-7-17 I responded to a vehicle vs. train collision at the rail crossing on Brooks Rd. south of McFarlane Rd. I arrived and saw the red emergency lights for the crossing arm flashing red, could hear the audible bell alarm and saw the crossing arm was broken at the metal hinge next to the main support pole.

I walked to the vehicle, which was west of the intersection and on the north side of the rail. I saw two subjects inside the truck, both in the front driver's and passenger's side seats. Medical personnel had arrived prior to my arrival and pronounced both dead at the scene.

I spoke with Deputy Hays and he told me he had taken preliminary pictures of the scene. He also provided me with a list of fire personnel from Fire District 10 that had responded to the scene listed below.

- John Smith
- Peter Welzig
- Forest Jenkins
- Michael Baughn
- Jesse Schmidkofer
- Todd Slater
- Orlando Sandoval

There was a male Burlington Northern employee standing next to the train. He asked me if there were any survivors and I told him no. I asked him who he was and he told me he was the conductor on the train. He told me as they were approaching the crossing he told his engineer "that truck" was not going to stop and they struck the driver's side of the truck right in the middle of the crossing. I told the conductor to go back to the front of the train with his engineer and we would be in contact with him after his management arrived. He was later identified as Szymarek.

While walking back to my vehicle I looked southbound on Brooks and saw a set of black skid marks in the SB lane of travel leading to the rail crossing. The audible bell and red lights remained flashing and ringing the entire time I was at the scene. I completed the PTCR for this collision as well.

I certify under the penalty of perjury under the laws of the State of Washington that all statements made herein are true and accurate and that I have entered my authorized user ID and password to authenticate it.

REPORTING OFFICER 591137 Chamberlin	DATE 1/7/2017	REVIEWED BY Gladden, James L	01/07/2017
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PHOTOLOG

D A T A	AGENCY NAME SCSO	CROSS REFERENCE NUMBER(S)	INCIDENT NUMBER 17-2565		
	INCIDENT CLASSIFICATION Fatal Vehicle Collision	LOCATION OF INCIDENT S. Brooks Rd/ W. McFarlane Rd	MONTH 01	DAY 07	YEAR 2017
	INVESTIGATOR Cpl. Hubbell	PHOTOGRAPHED BY Dep. R Johnson #591161			
	NAME: LAST, FIRST MIDDLE	RACE ..	SEX ..	DOB	

NUMBER	DESCRIPTION
PHOTO #1 THROUGH #98	
1-5	overall looking north
6	southside train crossing
7	train crossing control booth
8-11	southside train crossing arms looking east and west
12	overall of scene from the north looking south
13-15	overall looking east and west
16-18	overall of north side crossing arm
19-28	damage to crossing arm
29-33	from tracks looking west-debris and vehicle
34	red reflector pieces under train car
35-47	overalls of Dodge truck
48-49	truck tires
50-60	close up of truck damage with bodies inside
61	from the west looking back to east
62-65	front engine overall
66-74	damage/glass fragments on front train engine
75	looking down from walkway train right side
76-77	from walkway looking back to east
78-80	passenger removed from vehicle
81-82	passenger ID's from wallet
83-84	rifle from passenger compartment
85	extracation of driver
86-89	driver removed
90	purse location in vehicle
91	WA drivers license from purse
92-98	damage inside vehicle once occupants removed
	----end---- M55

CHECK LIST VEHICLE/TRAIN COLLISION

LOCATION: BRIDGES RD & McFARLANE RD

DATE/TIME OCCURRED: 11-11-16 @ 0939 hrs

ENGINEER INFORMATION: (Driver License Not Required)

Name: DAVID J SZYMAYER

DOB: (4b) Address: (4b)

Age: _____ Sex: M Phone No: (4b)

Engineer's Estimate of Train Speed: 58 MPH

CONDUCTOR INFORMATION:

Name: JAROD A BARRY

DOB: (4b)

Address: (4b)

Phone No: (4b)

TRAIN INFORMATION:

Lead Engine No. 6274 Train ID No. (Obtain from Engineer or Conductor): QALTPTL604F

Freight Train: X Passenger Train: _____

Owner's Name (Railway Company Owning Tracks): PULLMAN NORTHWEST SANTA FE

Address: (4b)

Owner's Name (Railway Company Employing Crew): _____

Address: SAME AS ABOVE

No. Cars in Train (Obtain from Engineer or Conductor): 37

Additional Crew Members' Names: NONE

ENGINE INFORMATION:

Lights in Working Order: Yes No _____ Horn in Working Order: Yes No _____

Bell in Working Order: Yes No _____ Sanders in Working Order: Yes _____ No _____

Equipped with Event Recorder: Yes No _____

Railroad Speed Limit at This Crossing: 60

Distance from POI to lead locomotive: 1474 ft Railroad car on crossing: DTTX 721132
2ND CAR IN 4 PACK

AT THIS POINT, IF NO FURTHER INFORMATION IS REQUIRED, CONSIDER
RELEASING THE TRAIN

CROSSING SIGNALS: Crossbucks Lights Gate Bell
Wig-Wag _____ Flagman _____

Advance Warning Signs: Yes No _____ Multiple Track Sign: Yes _____ No _____

Pavement Type ASPHALT Markings YES DOT Crossing # 05B-642C

Distance from Advance Warning Sign to Crossing 355 to NFt. Missing 381 ft to S

Active Warning Devices: Lights Flashing: Yes No _____

Are Crossing Bells Ringing? Yes No _____ Crossing Gates Down? Yes No _____

If Mechanical Devices not activated, Explain:

NORTH SIDE ARM WAS BROKEN DUE TO BEING
STRUCK BY VEHICLE

Width of Roadway: 32 ft. Obstructions: NONE SEEN

Citations Given if Warranted (FTY, FTS, etc): _____

Witnesses:



SPOKANE POLICE DEPARTMENT
 CRAIG N. MEIDL
 CHIEF OF POLICE
 REDACTION LOG - V12



Report Number 2017-10002565 Date Received 03/28/2017 Records Specialist #1087 Document B

Doc	Pg	Ref	Material Withheld	Legal / Statutory Basis	Brief Description
<u>B</u>	<u>1</u>	<u>1</u>	<u>Driver's license or Identocard</u>	18 USC 2721 (Prohibition On Release And Use Of Certain Personal Information From State Motor Vehicle Records), RCW 42.56.050 (Invasion of privacy), RCW 42.56.230 (Personal information), 42.56.250 (Employment and licensing), 42.56.210(1) (Certain personal and other records exempt), 42.56.050 RCW 42.56.230, 42.56.250, 42.56.210(1)	This information constitutes personal identifying information unique to the holder and which, if obtained by the public could be abused or lead to identify theft.



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1691971

REPORT NO. **E630209**

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INTERSTATE <input type="checkbox"/>	CITY STREET <input type="checkbox"/>	FIRE RESULTED <input type="checkbox"/>
STATE ROUTE <input type="checkbox"/>	OTHER <input type="checkbox"/>	STOLEN VEHICLE <input type="checkbox"/>
COUNTY RD <input checked="" type="checkbox"/>	PRIVATE WAY <input type="checkbox"/>	HIT & RUN INVOLVED <input type="checkbox"/>

CASE #	1710002565	Document: B	
LOCAL AGENCY CODING	WA0320000		
TOTAL # OF UNITS	02	OBJECT STRUCK	CONCRETE/JERSEY BARRIER

DATE OF COLLISION	01 - 07 - 2017	TIME (2400)	0939	COUNTY #	32	MILES	02	00	N	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	IN	<input checked="" type="checkbox"/>	OF	0010
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ON (PRIMARY TRAFFIC WAY) INTERSECTION NON-INTERSECTION

S. BROOKS RD. BLOCK NO. 2800 MILE POST

DISTANCE _____ MILES _____ FEET _____ OF (REFERENCE OR CROSS STREET) _____

UNIT 01 MOTOR VEHICLE PEDAL CYCLE DAMAGE THRESHOLD MET YES NO PHONE D: (4b)

LAST NAME **NORMANDIN** FIRST NAME **MELISSA** MIDDLE INITIAL **K**

STREET NEW ADDRESS (4b)

CITY (4b) ST (4b)

CDL RESTRICTIONS **B.1.1** ENDORSEMENTS

DRIVER'S LICENSE # STATE **WA** SEX **F** D.O.B. (4b)

ON DUTY STATUS AIRBAG 2 RESTR 9 EJECT 1 HELMET USE INJURY CLASS 2 NATURE OF INJURIES **DEATH**

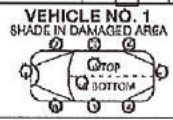
LICENSE PLATE # **C09292A** STATE **WA** VIN#

TRAILER PLATE # STATE TRAILER PLATE # STATE

VEH. YEAR **2002** MAKE **DODG** MODEL **RAM** STYLE **PK** VEHICLE TOWED YES NO TOWED BY **CONTRACT TOW** GOVT. VEHICLE YES NO

REGISTERED OWNER INFO. **DANIEL NORMANDIN** (4b)

LIABILITY INSURANCE IN EFFECT INSURANCE CO & POLICY # **USAA 014906438U** VEHICLE LEGALLY STANDING YES NO CITATION # CHARGE



UNIT 02 MOTOR VEHICLE PEDAL CYCLE PEDESTRIAN PROPERTY OWNER DAMAGE THRESHOLD MET YES NO PHONE D: (4b)

LAST NAME **BURLINGTON NORTHERN** FIRST NAME MIDDLE INITIAL

STREET NEW ADDRESS **5324 E. TRENT**

CITY **SPOKANE VALLEY** ST **WA** ZIP **99206**

CDL RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # STATE SEX **U** D.O.B.

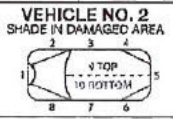
ON DUTY STATUS AIRBAG RESTR EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

LICENSE PLATE # STATE VIN#

TRAILER PLATE # STATE TRAILER PLATE # STATE

VEH. YEAR MAKE MODEL STYLE VEHICLE TOWED YES NO TOWED BY GOVT. VEHICLE YES NO

REGISTERED OWNER INFO. LIABILITY INSURANCE IN EFFECT INSURANCE CO & POLICY # CITATION # CHARGE



OFFICER'S NAME (PRINT) **CRAIG CHAMBERLIN** BADGE OR ID # **591137** AGENCY **WA0320000**

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1691972

CORRECTION

REPORT NO.

E630209

CASE # 1710002565

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL) **NORMANDIN JACOB M**

ADDRESS & PHONE # **(4b)** SEX **M** D.O.B. **(4b)**

PASSENGER WITNESS UNIT # **1** SEAT POS. **3** AIRBAG **2** RESTR. **9** EJECT **1** HELMET USE INJURY CLASS **2** NATURE OF INJURIES **DEATH**

NAME (LAST, FIRST, MIDDLE INITIAL) **JOHNSON THOMAS A**

ADDRESS & PHONE # **(4b)** SEX **M** D.O.B. **(4b)**

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

NAME (LAST, FIRST, MIDDLE INITIAL) **SZYMAREK DAVID J**

ADDRESS & PHONE # **(4b)** SEX **M** D.O.B. **(4b)**

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

NARRATIVE

ON 1-7-17, AT 0939 HRS, I RESPONDED TO A TRAIN VS. VEHICLE COLLISION ON BROOKS RD. AT THE RAIL CROSSING SOUTH OF MCFARLANE RD. VEH. 1 WAS TRAVELING SB ON BROOKS APPROACHING THE RAIL CROSSING. DRIVER OF VEH. 1 FAILED TO STOP FOR THE ACTIVATED CROSSING ARM, RED FLASHING LIGHTS AND AUDIBLE BELL AT THE CROSSING AND WAS STRUCK BY THE TRAIN ON THE DRIVER'S SIDE DOOR OF THE VEHICLE. VEH. 1 WAS PUSHED AN UNKNOWN DISTANCE WEST OF THE CROSSING AND CAME TO FINAL REST ON THE NORTH SIDE OF THE TRACKS. BOTH THE DRIVER AND FRONT PASSENGER WERE PRONOUNCED DEAD AT THE SCENE. SZYMAREK, THE CONDUCTOR OF THE TRAIN, SAID HE TOLD THE ENGINEER HE DID NOT THINK VEH. 1 WAS GOING TO STOP AT THE CROSSING PRIOR TO THE COLLISION. THE TRAIN WAS NOT CAPABLE OF STOPPING TO AVOID THE COLLISION.

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.065)

CRAIG CHAMBERLIN 01-07-17 02:36 PM
INVESTIGATING OFFICER'S SIGNATURE UNIT OR DIST. DET DATED PLACE SIGNED

APPROVED BY **J. WELTON 691212** DATE **1/10/2017 12:36:58 PM**

BADGE OR ID # **591137** OFF # **WA0320000** TIME POLICE DISPATCHED **9:39 AM** TIME POLICE ARRIVED **9:39 AM**



1591972

CORRECTION

REPORT NO. **E630209**

CASE # 1710002565

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL) **BERRY JACOB A**

ADDRESS & PHONE # **(4b)** SEX **M** D.O.B. (MM/DD/YYYY) **(4b)**

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT. HELMET USE INJURY CLASS NATURE OF INJURIES

NAME (LAST, FIRST, MIDDLE INITIAL)

ADDRESS & PHONE # SEX D.O.B. (MM/DD/YYYY)

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT. HELMET USE INJURY CLASS NATURE OF INJURIES

NAME (LAST, FIRST, MIDDLE INITIAL)

ADDRESS & PHONE # SEX D.O.B. (MM/DD/YYYY)

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT. HELMET USE INJURY CLASS NATURE OF INJURIES

NARRATIVE

ON 1-7-17, AT 0939 HRS, I RESPONDED TO A TRAIN VS. VEHICLE COLLISION ON BROOKS RD. AT THE RAIL CROSSING SOUTH OF MCFARLANE RD. VEH. 1 WAS TRAVELING SB ON BROOKS APPROACHING THE RAIL CROSSING. DRIVER OF VEH. 1 FAILED TO STOP FOR THE ACTIVATED CROSSING ARM, RED FLASHING LIGHTS AND AUDIBLE BELL AT THE CROSSING AND WAS STRUCK BY THE TRAIN ON THE DRIVER'S SIDE DOOR OF THE VEHICLE. VEH. 1 WAS PUSHED AN UNKNOWN DISTANCE WEST OF THE CROSSING AND CAME TO FINAL REST ON THE NORTH SIDE OF THE TRACKS. BOTH THE DRIVER AND FRONT PASSENGER WERE PRONOUNCED DEAD AT THE SCENE. SZYMAREK, THE CONDUCTOR OF THE TRAIN, SAID HE TOLD THE ENGINEER HE DID NOT THINK VEH. 1 WAS GOING TO STOP AT THE CROSSING PRIOR TO THE COLLISION. THE TRAIN WAS NOT CAPABLE OF STOPPING TO AVOID THE COLLISION.

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.065)

CRAIG CHAMBERLIN

INVESTIGATING OFFICER'S SIGNATURE

01-07-17 02:36 PM

UNIT OR DIST. DET

DATED

PLACE SIGNED

APPROVED BY

J. WELTON 591212

DATE

1/10/2017 12:36:58 PM

BADGE OR ID # 591137

ORI # WA0320000

TIME POLICE DISPATCHED 9:39 AM

TIME POLICE ARRIVED 9:39 AM

2800 S. BROOKS RD.





SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

FIELD CASE SUPPLEMENT

EVENT	REPORTED DATE/TIME 1/7/2017	OCCURRED INCIDENT TYPE	LOCATION OF OCCURRENCE
	OCCURRED FROM DATE/TIME	OCCURRED THRU DATE/TIME	

OFFENSES	STATUTE/DESCRIPTION	COUNTS	ATTEMPT/COMMIT	

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

REPORTING OFFICER 591161 Johnson	DATE 1/7/2017	REVIEWED BY Gores, Brett E	01/10/2017
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SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE

On 1-7-16 at about 1000hrs. I was phoned by SCSO Radio Supervisor Hawkins about a fatal vehicle and train collision on Brooks Rd. just south of McFarlane Rd. She stated the units on scene were asking for collision techs and there was two persons deceased in the vehicle. I advised her I would be enroute to the call.

I phoned Cpl. Hubbell and asked for his assistance. I departed the SCSO Training Center under daylight conditions. Roads were snowy and ice covered with the wind blowing about 10-15 knots. Temperatures were in the upper teens. Weather conditions remained constant throughout my commute to the scene.

Arriving from the south I noted Brooks is a rural north and south road. It is posted at 45mph with several signs along its path. The road was snow packed with two clear wheel tracks clear at most times. Based on the weather and road conditions, 35mph was a reasonable speed for the roadway at the time.

I saw a train stopped on the tracks with the lead engines to the west. It was stopped on the railroad crossing. The train was fairly short in length, I was estimating about 1/2 mile long. I noted the bells were sounding and the red warning lights were flashing. The crossing arm was down on the south side blocking NB traffic.

I parked at the south crossing and contacted Deputy Beckman. He stated the driver was a female and the passenger was a male. He believed the vehicle was SB on Brooks when it was struck. I asked him where the truck was from and he said it was registered to an address on Fairchild Air Force Base and most likely military persons. I asked him if anyone had made contact with the registered owner. He said no one had. I asked he do that.

I crossed the train and looked at the SB warning lights. They were flashing red with the bells sounding. The train crossing arm was lying on the snow bank on the west side of Brooks Rd. detached from its base. Looking at the far end of the arm I could see it was bent slightly.

Looking to the west I saw a large concrete block about 3ft by 3ft was lying about 20yds further west than the other matching block. Looking at the south side of the track I could see the concrete blocks were placed there with a wire rope across them to keep vehicle traffic off the service road that ran along the tracks.

About 50yds west of the crossing and on the north side of the tracks was a Dodge Ram pick-up. It was dark in gray in color and heavily damaged. Between the crossing and the Dodge laid a dark colored canopy. The truck was facing to the south and resting on a small incline. I could see a body in driver's seat with the left arm hanging out of the driver's door. Based off the damage it was clear the impact from the train was on the driver's side and close to the driver's door. From the vehicle I followed tire tracks in the snow back to the west that led back up onto the road and training crossing. After being struck by the train, the Dodge was pushed off the road to the west impacting the concrete block. From there it traveled further to the west and came to rest on the slight incline. In the passenger seat was a smaller stature male. Both bodies had significant blood coming from the head and mouth area.

I then spoke with Hubbell. It was decided I would take photographs of the scene while he worked with the

REPORTING OFFICER	DATE	REVIEWED BY	
591161 Johnson	1/7/2017	Gores, Brett E	01/10/2017



SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE (continuation)

railroad personnel.

I started my photographs from the south of the crossing. I worked to the north encompassing the entire train and crossing. I then went to the far north side. I took photographs looking south and in the east and west directions capturing the entire train. Then I started working south towards the crossing. I took several photos of the crossing arm that was broken off along with the mechanism that raises/lowers the arm. From here I worked to the west along the north side of the tracks focusing on the debris in the tracks left by the Dodge. Once reaching the Dodge I took overalls of it from all sides. I then took close up shots of the damage to the vehicle and the vehicle's tires. Noted in the pictures were that the driver and passenger were wearing their seat belts. I then walked a ways to the west and took an overall shot looking back to the east.

I walked to the front engine of the train and photographed it. I noted damage on the right side of the engine. Specifically the front ladder was bent to the rear. I noted the headlight for the engine was lighted. I found large amounts of glass on the front of the train sitting on the snow and steps for the ladder. Also the large steel plate on the left side of the ladder had fresh damage as well. Glass was also located on the right side under carriage of the lead engine.

After the medical examiner arrived, he had his people remove the passenger from the Dodge. Once outside the vehicle I photographed the male along with his military ID card. The ID card was located in a wallet found in his rear pants pocket by James Utke, the medical examiner. I was then directed to a rifle in Deputy Beckman's possession. It was from the passenger area of the truck. It was an inert rifle and contained in a brown zippered case. I photographed the rifle.

The fire department was called back to the scene for extrication of the driver. Once the female was removed from the vehicle I photographed her. Her body contained no ID. Utke found a black purse inside the vehicle containing a WA drivers license. I photographed the ID.

I then photographed the inside of the truck without the bodies.

Once I completed my photographs I took scene measurements. The point of impact between the truck and train was located directly in the middle of the rail way crossing once the train was moved by BNSF personnel. On the concrete pad located between the rails was a tire mark that showed a skid to the west. We believed this was the front left tire of the Dodge. From this mark I measured 150' to the front left hub and 146' to the rear hub. The canopy that was on the truck was measured at 53'. The cement block that was struck and moved was measured at 43' from its original location. I then walked to the very west edge of the train. From the very front of the lead engine I measured 1474' back to the rail crossing. I then measured a skid mark left by the truck from the north to the south. The beginning of the skid was marked by Deputy Beckman prior to my arrival. From the point of impact to its beginning it was 108' long. Also measured were the yellow and black warning signs for the train crossing. There was a sign south of the crossing for the NB traffic which was measured at 380'. The north

REPORTING OFFICER 591161 Johnson	DATE 1/7/2017	REVIEWED BY Gores, Brett E	01/10/2017
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SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE (continuation)

side warning sign for SB traffic was 355' from the crossing. These measurements were done using my Stalker XLR LIDAR in measuring or Range mode.

Once I had completed measuring, Evergreen Towing arrived for the truck. It was taken as evidence and placed in our secure lot at their company.

This concluded my duties at the scene of the day of the incident. On 1-9-17 I authored this report for the case file.

I certify under the penalty of perjury under the laws of the State of Washington that all statements made herein are true and accurate and that I have entered my authorized user ID and password to authenticate it.

REPORTING OFFICER	DATE	REVIEWED BY	
591161 Johnson	1/7/2017	Gores, Brett E	01/10/2017



SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

FIELD CASE SUPPLEMENT

EVENT	REPORTED DATE/TIME 1/7/2017	OCCURRED INCIDENT TYPE	LOCATION OF OCCURRENCE
	OCCURRED FROM DATE/TIME	OCCURRED THRU DATE/TIME	

OFFENSES	STATUTE/DESCRIPTION	COUNTS	ATTEMPT/COMMIT

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

REPORTING OFFICER 591349 Karnitz	DATE 1/7/2017	REVIEWED BY Gores, Brett E	01/10/2017
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SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE

On 01/07/17, about 1015 am I was contacted by Deputy Johnson regarding a train versus vehicle collision at Brooks and McFarlane. When I left my residence the sky was overcast with sun breaks. The roadway was a combination of compact snow and dry ruts with snow covering the ground making it for a very bright day. I noticed that the temperature was around 17 degrees according to my phone.

When I logged on to my computer I saw that a gray Dodge Ram, WA license C09292A, had collided with the train. The call read that there were two confirmed deceased people in the truck. David Szymarek, the train engineer for BNSF, had called in to report the collision.

I approached the scene on Brooks from the north off of Highway 2. As I drove down Brooks I noticed that the roadway was also a combination of compact snow and ice with cleared black top where the majority of cars travel. The area is flat grassland and agricultural and I could see for miles. As I approached the railroad crossing near McFarlane I could see the train stopped across the roadway for quite some distance. I also noticed that the crossing lights were flashing red as I drove up to the scene.

There were several BNSF employees on scene when I arrived as well as Corporal Hubbell and Deputy Johnson. We were briefed by the railroad as to what their employees would do during the investigation. Corporal Hubbell had me follow BNSF Claim Representative Chad Johnson and Attorney Andrew Mitchell. These two would be doing some quick measurements and then walking to the front of the train to talk to the Engineer and Conductor.

I was with Chad Johnson as he took rough measurements of the crossing arm, concrete barrier, and debris from the truck and the trucks final resting place.

Once Chad Johnson had taken his measurements I accompanied him and Andrew Mitchell to the front engine of a two engine train, where Engineer David J. Szymarek and Conductor Jarod A. Barry had remained after the collision.

After Mitchell had spoke to Szymarek and Barry I was allowed into the engine to interview them.

I first spoke to Szymarek, the engineer, who is seated on the front right side of the train engine. He told me that prior to the collision it had been a normal run. Szymarek told me the train was traveling right around 58 miles per hour. 1500 feet prior to the crossing at Brooks Szymarek began to manually sound the trains' horn. He could see that the gates had come down and that the crossing lights were flashing red. Szymarek said that as the train approached the crossing with Brooks, Barry told him there was a truck coming from the right. Szymarek told me that he could not see the truck at first due to the window configuration. When Szymarek saw the truck he was almost to the crossing and saw the truck tire "locked up". Szymarek "plugged the brakes" on the train, which means he dumped the air and the brakes locked up throughout the train. He told me he did this just prior to the railroad crossing. The truck did not stop and collided with the front engine.

I next spoke to Jarod Barry, the conductor, who is seated on the front left side of the train engine. Barry told me that things were running normal on the train and that it was a normal run. As the train

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591349 Karnitz	1/7/2017	Gores, Brett E	01/10/2017



SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE (continuation)

approached Brooks the crossing arms were down and the lights were flashing. Barry told me that he could see a gray Dodge truck coming towards the train from the right and told Szymarek about it. Barry said he thought that the truck had sped up as if to beat the train. Barry had stood up and leaned forward to get a better look at the truck as the train approached the crossing. He saw that the truck appeared to lock the brakes and then impacted the train.

After I spoke to Szymarek and Barry I got the trains information from Chad Johnson. The ID number for the train was Q ALPTL 6 04F. The length of the train was 3,401 feet and it weighed 2407 tons.

Once my interviews were done I remained on scene to assist Deputy Johnson take some measurements. After that task was done I cleared the scene.

I certify under the penalty of perjury under the laws of the State of Washington that all statements made herein are true and accurate and that I have entered my authorized user ID and password to authenticate it.

REPORTING OFFICER 591349 Karnitz	DATE 1/7/2017	REVIEWED BY Gores, Brett E	01/10/2017
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SPOKANE COUNTY SHERIFF

FIELD INVESTIGATION REPORT

EVENT	CONTACT DATE/TIME	CONTACT TYPE	CONTACT REASON	INCIDENT #
	1/7/2017 20:07	By Phone		2017-10002747
	EVALUATION		BUREAU	CASE # 2017-10002565
	LOCATION			
	S BROOKS RD W MCFARLANE RD Medical Lake,			

CONTACT	CONTACT ROLE	NAME (LAST, FIRST, MIDDLE SUFFIX)				
	Informant	Adult SAGNELLA, DEYNA				
	DOB	AGE	ADDRESS (STREET, CITY, STATE, ZIP)			
			(4b)			
	RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE
		Unknown				
	DL NUMBER/STATE	PRIMARY PHONE				
		(4b)				

CONTACT	CONTACT ROLE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE	ADDRESS (STREET, CITY, STATE, ZIP)				
		RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE
		DL NUMBER/STATE	PRIMARY PHONE				

FIELD INVESTIGATION NARRATIVE

Deyna Sagnella called Crime Check on 01/07/2017 to provide information regarding a fatal accident that happened on the railroad tracks of S Brooks Rd and W McFarlane Rd. Deyna noticed at 1730 on 01/06/2017 that the railroad arm was skewed. Comp believes that the arm was already damaged and that the lights on the arm may have not been working. She also stated that the train was already at a complete stop around 0830 on 01/07/2017 and not 0930 as it states on the news.

Entered By: Seubert #272

ADDITIONAL CONTACTS AND VEHICLES MAY BE PRINTED ON FOLLOWING PAGES

INVESTIGATING OFFICER	DATE	REVIEWED BY
Seubert	1/7/2017	Heglin, John



SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

FIELD CASE SUPPLEMENT

EVENT	REPORTED DATE/TIME 1/7/2017	OCCURRED INCIDENT TYPE	LOCATION OF OCCURRENCE
	OCCURRED FROM DATE/TIME	OCCURRED THRU DATE/TIME	

OFFENSES	STATUTE/DESCRIPTION	COUNTS	ATTEMPT/COMMIT	

SUBJECT	JACKET/SUBJECT TYPE		NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB		AGE or AGE RANGE		ADDRESS (STREET, CITY, STATE, ZIP)			
	RACE		SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2		PHONE #3	

SUBJECT	JACKET/SUBJECT TYPE		NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB		AGE or AGE RANGE		ADDRESS (STREET, CITY, STATE, ZIP)			
	RACE		SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2		PHONE #3	

SUBJECT	JACKET/SUBJECT TYPE		NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB		AGE or AGE RANGE		ADDRESS (STREET, CITY, STATE, ZIP)			
	RACE		SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE		PRIMARY PHONE		PHONE #2		PHONE #3	

REPORTING OFFICER 591140 Hubbell	DATE 1/7/2017	REVIEWED BY Beeman, William P	01/17/2017
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SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

FIELD CASE SUPPLEMENT

NARRATIVE

On 1/7/16 at approximately 0954 hrs I was contacted by Deputy Johnson reference a fatality Train vs Vehicle collision near the intersection of Brooks Rd & McFarlane Rd. Deputy Johnson told me that patrol had requested investigative assistance from traffic technicians and asked that I respond to assist. I advised I would be enroute. He told me that he was going to request Deputy Karnitz's assistance as well. While enroute I read the incident in New World and saw that a vehicle had been struck by a train and that both occupants of the vehicle had been pronounced deceased at the scene. I arrived on scene at approximately 1109 hrs.

Upon arrival I spoke with Deputy Johnson. He stated that he had asked Deputies Beckman & Hays to respond to the registered owner's address, on Fairchild Air Force Base, and obtain information on the occupants of the vehicle. I was advised later that the occupants were the registered owner's wife and son. They were identified as Melissa K Normandin (4b) and Jacob M Normandin (4b). I asked that Deputy Johnson photograph the scene and that Deputy Karnitz interview the train's engineer and conductor.

I was contacted by trainmaster Jessica Fagerbakke who advised she was the incident commander for BNSF. She stated that Chad Johnson, a claims representative, would be handling the scene for BNSF. I was introduced to Chad and BNSF attorney, Andrew Mitchell. I asked that Deputy Karnitz be allowed to accompany them and interview the train crew. Andrew advised that would be acceptable. Refer to Deputy Karnitz's report for further information on the interviews.

I then viewed the scene. I observed the roadway, Brooks Rd, was a straight and level roadway. The train was still in the crossing and it didn't appear that there were any obstructions in viewing the train as it was approaching the crossing from either direction. In the traveled "wheel tracks" pavement was exposed. The rest of the roadway was snow covered. Upon my arrival the temperature was 10 degrees, according to my vehicles thermometer and the weather was partly sunny. Looking from north to south I observed a single skid mark in the south bound lane near the center of the roadway. Deputy Beckman advised me that he had placed a paint mark at the start of the skid mark. I observed the paint mark accurately depicted the start of the tire mark. Walking south toward the crossing I observed the crossing gate had been broken off and was lying on the west side of the road. I noted the train car's number on the Vehicle vs Train checklist. I observed the gate on the south side was down and that the lights on that gate were operational. I observed the flashing lights on the posts holding the gates were also operational and the audible bell was working. To the west of the crossing I observed a large concrete stanchion that had been struck by the vehicle after impact with the train. It had been dislodged and thrown in a westerly direction from its original location. I saw that the vehicle had slid broadside to the west and slightly north where it came to rest. During the vehicles slide a fiberglass canopy had come off the vehicle and was lying in between the point of impact and rest.

I then viewed the vehicle. I noted a rectangular indentation on the driver's door in the area under where the

REPORTING OFFICER 591140 Hubbell	DATE 1/7/2017	REVIEWED BY Beeman, William P	01/17/2017
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SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE (continuation)

mirror would be located. It was obvious this indentation was made by the coupler located in the front/center of the locomotive. The damage and creasing to the rear driver's side door appeared to have been caused by the right side of the guard on the front of the locomotive when the pick-up wrapped around. On the passenger side I noted damage at the rear of the front passenger door that matched the concrete stanchion that was dislodged. It appeared the stanchion had moved along the frame, shown by the white markings, tearing the bottom of the B-pillar off the body before it caught on the front spring hangar for the rear axle. I observed both occupants of the vehicle were still in their respective seats and were wearing seatbelts. I contacted the Spokane County Medical Examiner's Office and requested a Deputy M.E. I was able to speak with Jim Uttke who stated he would be responding to the scene. Upon his arrival I was asked to cut the seatbelt on the passenger, Jacob, so that he could be removed from the vehicle. I also contacted Fire District 10 personnel to respond at Uttke's request so that Melissa could be extricated from the vehicle. Once both subjects were removed they were transported to the medical examiner's office for autopsy.

After walking the scene I remained with Jessica most of the incident to ensure the necessary investigative information was being obtained. Once the necessary information had been collected from the train and its crew I advised Jessica the train could be released. Once the train was moved I located a scuff mark near the southbound metal track. The scuff appeared to have been made by the driver's side front tire of the vehicle when it was impacted and changed direction. The completed checklist for a Vehicle vs Train collision is attached to this report. After Deputies Johnson & Karnitz were done I asked that they measure distances from the point of impact to items of evidence that I pointed out. Deputy Johnson was going to utilize the measurement mode in his Stalker XLR handheld laser. Refer to Deputy Johnson's supplemental report for documented distances.

The vehicle was collected as evidence and transported to the secure evidence lot by Evergreen State Towing. I was hoping a download of the vehicle's airbag control module (ACM) was possible but found that the 2002 Dodge Ram 1500 was not supported.

On 1/11/17 I met with Andrew Mitchell, Chad Johnson and Collision Reconstructionists employed by BNSF at the scene of the collision. I observed them collect data from the crossing and roadway that they advised would be utilized to make a scale representation. I was then asked if they could have access to the vehicle for measurements and photographs. I spoke with the registered owner, Daniel Normandin, who advised he would give them permission to view the vehicle. I met them at the evidence lot and remained with them the entire time they were viewing the vehicle.

I have been advised by Andrew Mitchell that downloads and video from the locomotive will be available soon as well as downloads concerning the lights/gates at the crossing. I have requested to be notified when these items

REPORTING OFFICER 591140 Hubbell	DATE 1/7/2017	REVIEWED BY Beeman, William P	01/17/2017
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SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE (continuation)

are available for viewing.

On 1/12/17 I requested a copy of the Medical Examiner's Report via email from the Spokane County Medical Examiner's Office when it was completed.

On 1/17/17 I received an email from BNSF Attorney Andrew Mitchell. The email contained a statement from Steve Freeman, the Signal Supervisor for this area. The statement advised the bells, lights and crossing arms were functioning correctly at the time the collision occurred. His statement was added to the case file. The email also advised that the on-board video recorder from the locomotive had a defective motherboard and failed to record the collision. Mitchell stated they would be acquiring video from other trains that came through the crossing to show that the crossing was operating correctly on the day of the collision. He advised he would let me know when he had the video.

At this time there is no further investigation that can be done. It appears the crossing was operating correctly and it is unknown why Melissa Normandin did not see, or was unable to stop in time to avoid the collision with the train.

No further information. Case Closed

I certify under the penalty of perjury under the laws of the State of Washington that all statements made herein are true and accurate and that I have entered my authorized user ID and password to authenticate it.

REPORTING OFFICER 591140 Hubbell	DATE 1/7/2017	REVIEWED BY Beeman, William P	01/17/2017
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SPOKANE COUNTY SHERIFF

CASE# 2017-10002565

FIELD CASE SUPPLEMENT

EVENT	REPORTED DATE/TIME 1/7/2017	OCCURRED INCIDENT TYPE	LOCATION OF OCCURRENCE
	OCCURRED FROM DATE/TIME	OCCURRED THRU DATE/TIME	

OFFENSES	STATUTE/DESCRIPTION	COURTS	ATTEMPT/COMMIT	

SUBJECT	JACKET/SUBJECT TYPE Adult Owner	NAME (LAST, FIRST, MIDDLE SUFFIX) Normandin, Daniel M					
	DOB (4b)	AGE or AGE RANGE 41	ADDRESS (STREET, CITY, STATE, ZIP) (4b)				
	RACE White	SEX Male	HEIGHT or RANGE 5'8	WEIGHT or RANGE 180	HAIR Brown	EYE Blue	
	DL NUMBER/STATE	PRIMARY PHONE (4b)	Cellular Phone - Personal	PHONE #2	PHONE #3		

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

SUBJECT	JACKET/SUBJECT TYPE	NAME (LAST, FIRST, MIDDLE SUFFIX)					
	DOB	AGE or AGE RANGE	ADDRESS (STREET, CITY, STATE, ZIP)				
	RACE	SEX	HEIGHT or RANGE	WEIGHT or RANGE	HAIR	EYE	
	DL NUMBER/STATE	PRIMARY PHONE	PHONE #2	PHONE #3			

REPORTING OFFICER 59817 Beckman	DATE 1/7/2017	REVIEWED BY Hubbell, Brett M	01/12/2017
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SPOKANE COUNTY SHERIFF

CASE# **2017-10002565**

FIELD CASE SUPPLEMENT

NARRATIVE

I accompanied Deputy Hayes to FAFB to contact the owner of the truck. With the assistance of Base Police, and an Air Force Chaplain, we contacted the owner, and informed him of the incident. He was advised that the 2 passengers in the truck were deceased. He identified them as his wife and 14 year old son.

After the notification, I returned to the crash site. Hubbell asked me to take a rifle from the truck and return it to the owner of the truck. I did so.

Nothing further.

I certify under the penalty of perjury under the laws of the State of Washington that all statements made herein are true and accurate and that I have entered my authorized user ID and password to authenticate it.

M. Beckman, 59817
SCSO Patrol, A511

REPORTING OFFICER 59817 Beckman	DATE 1/7/2017	REVIEWED BY Hubbell, Brett M	01/12/2017
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50
5 Dec 1955
James A. Johnson

(4b)

19 Jan 17 Approx 0940
While Approaching The RR
Crossing on Brooks Rd S. of
McClellan Rd. I witnessed
A Vehicle heading S. Towards
medical Lake from Hwy 2. Once
I saw the Crossing Barrer on S
Drop as I was slowing
Down (ensure of land condition)
I saw the Vehicle on the
Other Side of the Tracks
Heading S. Go Thru the
Barrer and get struck by
The Train.

I immediately Routed 911
I saw 2 other people
on the other side of the
Train. Rush to the vehicle
when I got over to
The location I could not
see the vehicle because of
The Train. The 2 people
stated there was nothing any
one could do.

AK-MH
9 Jan 17

207-1002565



EVERGREEN STATE TOWING
 6511 N. PERRY
 SPOKANE, WA 99217
 (509) 489-8697

DATE <u>11/7/17</u>		TIME <u>1445</u>	A.M. / P.M. <u>P.M.</u>	REQUESTED BY <u>SCS</u>	PO. NO.
NAME				PHONE	
ADDRESS				CITY	STATE
LOCATION OF VEHICLE <u>BROOKS RD / MCFARLANE RD</u>					ZIP
YEAR, MAKE, MODEL <u>2002 Dodge Ram</u>			COLOR <u>GRAY</u>	MILEAGE	
STATE	LIC. PLATE NO.	VEHICLE I.D. NO.			
	<u>WA C09292A</u>	<u>0415</u>			
MILEAGE		SERVICE TIME		SERVICE CLASS	
FINISH _____		FINISH _____		<input checked="" type="checkbox"/> LIGHT DUTY	
START _____		START <u>1445</u>		<input type="checkbox"/> MEDIUM DUTY	
TOTAL <u>16 miles</u>		TOTAL _____		<input type="checkbox"/> HEAVY DUTY	
REASON FOR TOW			SERVICE		SPECIAL EQUIPMENT
<input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> ARREST <input type="checkbox"/> UNREGISTERED <input type="checkbox"/> SNOW REMOVAL <input type="checkbox"/> ABANDONED <input type="checkbox"/> STOLEN CAR <input type="checkbox"/> BREAK DOWN <input type="checkbox"/> IMPOUNDED			<input type="checkbox"/> FLAT TIRE <input type="checkbox"/> OUT OF GAS <input type="checkbox"/> LOCK OUT <input type="checkbox"/> JUMP START		<input checked="" type="checkbox"/> SINGLE LINE WINCHING <input type="checkbox"/> DUAL LINE WINCHING <input type="checkbox"/> SNATCH BLOCKS <input type="checkbox"/> DOLLY <input type="checkbox"/> OTHER
TYPE OF TOW		TOWED PER ORDER OF		KEYS	HOLDS
<input type="checkbox"/> SLING/HOIST TOW <input checked="" type="checkbox"/> FLAT BED/RAMP <input type="checkbox"/> WHEEL LIFT <input type="checkbox"/> UNDER LIFT		<input checked="" type="checkbox"/> LAW ENFORCEMENT <input type="checkbox"/> VEHICLE/OWNER <input type="checkbox"/> PROPERTY MANAGER <input type="checkbox"/> OTHER		(1)	<input type="checkbox"/> DAY <input type="checkbox"/> 12HR <input type="checkbox"/> COURT RELEASE
TRAVEL, PAPER WORK RECOVERY, EXTRA TIME ON SCENE					IMPOUND FEE
					TOWING FEE
					STORAGE
					MILEAGE
					AF HRS. RELEASE
					SUB TOTAL
					TAX
OFFICER # <u>211-3124</u> TRK # <u>5005-008</u> RESCUE UNIT # <u>591146</u> DATE <u>11-7-17</u> TIME _____					TOTAL

Not responsible for loss or damage to vehicle in case of fire, theft or any other cause beyond our control.

Thank You

42713

Steve Freeman
Signal Supervisor
BNSF Railway Company
Wenatchee, Washington

On January 7, 2017 I arrived at the Brooks Road crossing at approximately 1330 hours for purposes of reviewing signal data maintained within the signal bungalow (DOT# 058-642C) located at MP 1496.068, supervising the replacement of the crossing arm on the North side of the crossing and ensuring the crossing signal was functioning as intended.

Upon my arrival, the signal bungalow was securely locked and I opened the signal bungalow in the presence of BNSF Claims and began the signal testing procedures.

I inspected crossing functionality by removing the battery power to the XR crossing relay and verifying that this action began the series of crossing functions (bells, lights and crossing arm activation) and that these functions were occurring properly.

I also downloaded the HXP Recorder and verified that it "saw" BNSF Q-ALPTL6-04F enter the crossing area, removed battery power to the XR Crossing Relay at the appropriate time and activated the crossing. The HXP Recorder shows BNSF Q-ALPTL6-04F within the crossing for almost four hours.

We also shunted the tracks at 2860 feet, 2574 feet and 1430 feet on either side of the crossing to determine if the HXP Circuit was functioning and "saw" train approaches and the values of the HXP Circuit were appropriate. This testing demonstrated the HXP Circuit was functioning as intended.

Proper functioning of the HXP Circuit will remove battery power to the XR Crossing Relay and activate the crossing. I tested the HXP Circuit and found it consistently removed battery power to the XR Crossing Relay and properly activated the crossing.

Based upon my inspection and testing of the Brooks Road crossing components, I can confidently state the crossing was working properly at the time of the accident.

Steve Freeman



Jessica Fagerbakke
Division Trainmaster



BNSF Railway Company
4510 E Wisconsin Avenue
Spokane, WA 99212
(206) 375-3319 Cell
jessica.fagerbakke@bnsf.com
www.bnsf.com



LAKE CITY LAW

ANDREW J. MITCHELL
ATTORNEY AT LAW
AMITCHELL@LCLATTORNEYS.COM

1710 N. WASHINGTON ST. #200 | SPOKANE, WA 99205
509.315.9890 | FAX 509.315.9891

Chad O. Johnson
Claim Representative



BNSF Railway Company
5302 E. Trent Ave. Bldg 4
Spokane, WA 99212
509.536.2268 Office
509.570.4979 Cell
509.536.2453 Fax
Chad.Johnson2@BNSF.com
www.bnsf.com


15267
Uploaded

DEPARTMENT OF TRANSPORTATION HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT OMB Approval No. 2130-0500
FEDERAL RAILROAD ADMINISTRATION (FRA)

1. Name of Reporting Railroad BNSF Railway Company [BNSF]			1a. Alphabetic Code BNSF			1b. Railroad Accident/Incident No. NW0117201		
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident			2a. Alphabetic Code			2b. Railroad Accident/Incident No.		
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF Railway Company [BNSF]			3a. Alphabetic Code BNSF			3b. Railroad Accident/Incident No. NW0117201		
4. U.S. DOT Grade Crossing ID No. 058642C			5. Date of Accident/Incident month day year 0 1 0 7 2017			6. Time of Accident/Incident 9:40 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>		
7. Nearest Railroad Station ESPANOLA		8. Subdivision COLUMBIA RIVER		9. County SPOKANE		10. State Abbr. WA		Code 53
11. City (if in a city)			12. Highway Name or No. BROOKS ROAD			Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>		
Highway User Involved				Rail Equipment Involved				
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code D				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1				
14. Vehicle Speed (est. mph at impact) 4		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1				
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 3				19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1				
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 2				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				
20c. State here the name and quantity of the hazardous material released, if any								
21. Temperature (specify if minus) 6 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2				
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code I				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code I		26. Track Number or Name SINGLE MAIN		
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 2		29. Number of Cars 37		30. Consist Speed (Recorded speed if available) R. Recorded 57 mph E. Estimated Code E		31. Time Table Direction 1. North 2. South 3. East 4. West Code 4
32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s) 01 03				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code D		
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2		
38. Highway User's Age 45		39. Highway User's Gender 1. Male 2. Female Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 7		
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2			43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8			44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1		
Casualties to:		Killed	Injured	45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 2 Killed 0 Injured		
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 2		48. Total Number of Vehicle Occupants (including driver) 2				
52. Passengers on Train 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2						
53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				53b. Special Study Block				
54. Narrative Description (Be specific, and continue on separate sheet if necessary)								
55. Typed Name and Title				56. Signature			57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad BNSF Railway		1a. Alphabetic Code BNSF		1b. Railroad Accident/Incident No. NW-0117-201	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident N/A		2a. Alphabetic Code N/A		2b. Railroad Accident/Incident No. N/A	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF RAILWAY		3a. Alphabetic Code BNSF		3b. Railroad Accident/Incident No. NW-0117-201	
4. U.S. DOT-AAR Grade Crossing Identification Number 058642C		5. Date of Accident/Incident month: 01 day: 07 year: 17		6. Time of Accident/Incident 9:40 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	
7. Nearest Railroad Station ESPANOLA		8. Subdivision COLUMBIA RIVER		9. County SPOKANE	
10. State Abbr WA		Code			
11. City (if in a city) N/A		12. Highway Name or Number BROOKS ROAD		Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
13. Type C.Truck-trailer A. Auto D.Pick-up truck B. Truck E.Van F.Bus G.School Bus H.Motorcycle J.Other motor vehicle K.Pedestrian M.Other (specify)			17. Equipment 1.Train (units pulling) 2.Train (units pushing) 3.Train (standing) 4.Car(s) (moving) 5.Car(s) (standing) 6.Light loco(s) (moving) 7.Light loco(s) (standing) 8.Other (specify)		
Code D			Code 1		
14. Vehicle Speed (est mph at impact) 004		15. Direction (geographical) 1.North 2.South 3.East 4.West		18. Position of Car Unit in Train 1	
Code 2		Code 3		Code 1	
16. Position 1.Stalled on crossing 2.Stopped on crossing 3.Moving over crossing		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1.Rail equipment struck highway user 2.Rail equipment struck by highway user	
Code 3		Code 2		Code 1	
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1.Highway user 2.Rail equipment 3.Both 4.Neither		Code 2		20b. Was there a hazardous materials release by 1.Highway user 2.Rail equipment 3.Both 4.Neither	
Code 2		Code 4		Code 4	
20c. State here the name and quantity of the hazardous material released, if any.					
21. Temperature(specify if minus) 006		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
Code 2		Code 2		Code 2	
24. Type of Equipment 1.Freight train 2.Passenger train-Pulling 3.Commuter train-Pulling 4.Work train 5.Single car 6.Spec. Roll Equip. 7.Yard/switching 8.Light loco(s) 9.Maint./inspect. car 10.Passenger Train-Pushing 11.Other (specify)		Code 1		25. Track Type Used by Rail Equipment Involved 1.Main 2.Yard 3.Siding 4.Industry	
Code 1		Code 1		26. Track Number or Name SINGLE MAIN	
27. FRA Track Class(1-9,X) 4		28. Number of Locomotive units 2		29. Number of cars 037	
Code 4		Code 2		Code 037	
30. Consist Speed (recorded speed if available) R-Recorded E-Estimated 057		Code E		31. Time Table Direction 1.North 2.South 3.East 4.West	
Code E		Code E		Code 4	
32. Type of Crossing Warning 1.Gates 2.Cantilever FLS 3.Standard FLS 4.Wig wags 5.Hwy traffic signals 6.Audible 7.Crossbucks 8.Stop signs 9.Watchman 10.Flagger by crew 11.Other (specify) 12.None		Code 1		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1	
Code(s) 01 03		Code 1		Code 1	
35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach		Code 1		36. Crossing Warning Interconnected with Highway Signals 1 Yes 2 No 3 Unknown Code N/A	
Code 1		Code N/A		Code 2	
38. Highway User's Age 45		39. Highway User's Gender 1. Male 2. Female Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1.Yes 2.No 3.Unknown Code 2	
Code 2		Code 2		Code 2	
42. Driver Passed Standing Highway Vehicles 1. Yes 2. No 3. Unknown		Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent structure 2. Standing Railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 8. Not obstructed	
Code 2		Code 2		Code 8	
Casualties to: Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1	
Code 1		Code 1		Code 1	
46. Highway-Rail Crossing Users 2		Code 0		47. Highway Vehicle Property Damage (est. dollar damage) \$2,000	
Code 2		Code 0		Code 2,000	
49. Railroad Employees 0		Code 0		50. Total Number of People on Train (include passengers and train crew) 2	
Code 0		Code 0		Code 2	
52. Passengers on train 0		Code 0		51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No Code 2	
Code 0		Code 0		Code 2	
53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			53b. Special Study Block		
54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title John M.Smith Director, System Safety and Support		56. Signature 		57. Date 02/28/2017	
Code		Code		Code	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report.... 49 U.S.C. 20903. See 49 C.F. R. 225.7 (b)

INSTRUCTIONS FOR COMPLETING BLOCK 33

Only if type 1 - 6, Items 32 are indicated, mark in Block 33 the status of the warning devices at the crossings at the time of the accident, using the following codes:

1. Provided minimum 20-second warning.
2. Alleged warning time greater than 60 seconds.
3. Alleged warning time less than 20 seconds.
4. Alleged no warning.
5. Confirmed warning time greater than 60 seconds.
6. Confirmed warning time less than 20 seconds.
7. Confirmed no warning.

If status code 5, 6, or 7 was entered, also enter a letter code explanation from the list below:

- A. Insulated rail vehicle.
- B. Storm/lightning damage.
- C. Vandalism.
- D. No power/batteries dead.
- E. Devices down for repair.
- F. Devices out of service.
- G. Warning time greater than 60 seconds attributed to accident-involved train stopping short of the crossing, but within track circuit limits, while warning devices remain continuously active with no other in-motion train present.
- H. Warning time greater than 60 seconds attributed to track circuit failure (e.g., insulated rail joint or rail bonding failure, track or ballast fouled, etc.).
- J. Warning time greater than 60 seconds attributed to other train/equipment within track circuit limits.
- k. Warning time less than 20 seconds attributed to signals timing out before train's arrival at the crossing/island circuit.
- L. Warning time less than 20 seconds attributed to train operating counter to track circuit design direction.
- M. Warning time less than 20 seconds attributed to train speed in excess of track circuit design speed.
- N. Warning time less than 20 seconds attributed to signal system failure to detect train approach.
- P. Warning time less than 20 seconds attributed to violation of special train operating instructions
- R. No warning attributed to signal system's failure to detect the train.
- S. Other cause(s). Explain in Narrative Description.

This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591972

REPORT NO. **E630209**

CASE # 1710002565

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL) **NORMANDIN, JACOB M**

ADDRESS & PHONE # (4b) [REDACTED] SEX **M** D.O.B. (4b) [REDACTED]

PASSENGER WITNESS UNIT # **1** SEAT POS. **3** AIRBAG **2** RESTR. **9** EJECT **1** HELMET USE INJURY CLASS **2** NATURE OF INJURIES **DEATH**

NAME (LAST, FIRST, MIDDLE INITIAL) **JOHNSON, THOMAS A**

ADDRESS & PHONE # (4b) [REDACTED] SEX **M** D.O.B. (4b) [REDACTED]

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

NAME (LAST, FIRST, MIDDLE INITIAL) **SZYMAREK, DAVID J**

ADDRESS & PHONE # (4b) [REDACTED] SEX **M** D.O.B. (4b) [REDACTED]

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

DIAGRAM

Please see subsequent diagram page

INDICATE NORTH BY ARROW



NARRATIVE

Please see subsequent narrative page(s)

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.085)

CRAIG CHAMBERLIN

1/10/2017

INVESTIGATING OFFICER'S SIGNATURE

UNIT OR DIST. DET

DATED

PLACE SIGNED

APPROVED BY **Welton, J. 591212**

DATE

BADGE OR ID # **591137**

ORI # **WA0320000**

TIME POLICE DISPATCHED **9:39 AM**

TIME POLICE ARRIVED **9:39 AM**



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591972

REPORT NO. **E630209**

CASE # 1710002565

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL) **BERRY, JACOB A**

ADDRESS & PHONE # **(4b)** [REDACTED] SEX **M** D.O.B. **(4b)** [REDACTED]

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

NAME (LAST, FIRST, MIDDLE INITIAL)

ADDRESS & PHONE # SEX D.O.B. MMDDYYYY

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

NAME (LAST, FIRST, MIDDLE INITIAL)

ADDRESS & PHONE # SEX D.O.B. MMDDYYYY

PASSENGER WITNESS UNIT # SEAT POS. AIRBAG RESTR. EJECT HELMET USE INJURY CLASS NATURE OF INJURIES

DIAGRAM

Please see subsequent diagram page

INDICATE NORTH BY ARROW



NARRATIVE

Please see subsequent narrative page(s)

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.085)

CRAIG CHAMBERLIN

1/10/2017

INVESTIGATING OFFICER'S SIGNATURE

UNIT OR DIST. DET

DATED

PLACE SIGNED

APPROVED BY **Welton, J. 591212**

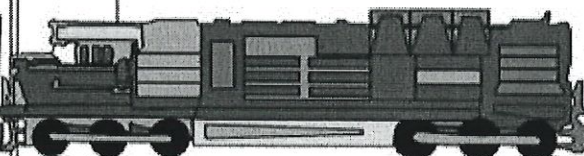
DATE

BADGE OR ID # **591137** ORI # **WA0320000** TIME POLICE DISPATCHED **9:39 AM** TIME POLICE ARRIVED **9:39 AM**

Narrative

ON 1-7-17, AT 0939 HRS, I RESPONDED TO A TRAIN VS. VEHICLE COLLISION ON BROOKS RD. AT THE RAIL CROSSING SOUTH OF MCFARLANE RD. VEH. 1 WAS TRAVELING SB ON BROOKS APPROACHING THE RAIL CROSSING. DRIVER OF VEH. 1 FAILED TO STOP FOR THE ACTIVATED CROSSING ARM, RED FLASHING LIGHTS AND AUDIBLE BELL AT THE CROSSING AND WAS STRUCK BY THE TRAIN ON THE DRIVER'S SIDE DOOR OF THE VEHICLE. VEH. 1 WAS PUSHED AN UNKNOWN DISTANCE WEST OF THE CROSSING AND CAME TO FINAL REST ON THE NORTH SIDE OF THE TRACKS. BOTH THE DRIVER AND FRONT PASSENGER WERE PRONOUNCED DEAD AT THE SCENE. SZYMAREK, THE CONDUCTOR OF THE TRAIN, SAID HE TOLD THE ENGINEER HE DID NOT THINK VEH. 1 WAS GOING TO STOP AT THE CROSSING PRIOR TO THE COLLISION. THE TRAIN WAS NOT CAPABLE OF STOPPING TO AVOID THE COLLISION.

2800 S. BROOKS RD.



Halstead, Lori (UTC)

From: Caron, Cory (UTC)
Sent: Monday, January 09, 2017 6:43 AM
To: Halstead, Lori (UTC)
Subject: Fwd: UPDATE on BNSF Grade Crossing Fatalities in Espanola, WA

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my iPhone

Begin forwarded message:

From: "Smith, William (FRA)" <william.smith@dot.gov>
Date: January 7, 2017 at 5:01:29 PM PST
To: "FRA Accident Notification Group <FRA>" <ListFRAFRAAccidentNotificationGroup@dot.gov>
Subject: UPDATE on BNSF Grade Crossing Fatalities in Espanola, WA

UPDATE:

Post Accident Toxicological testing was not performed on the crew.

On January 7, 2017 at 11:40 am, PST, BNSF Railway westbound freight train, Train Symbol QALTPTL6-04A, was traveling on Main Track on the Northwest Division, Columbia River Subdivision, Espanola, Washington when it struck an occupied Dodge pickup at Brooks Road crossing, MP 1496.01. (DOT Crossing 058642C). This is an active crossing protected by cross bucks, active lights and crossing gates. The weather conditions at the time of the accident 10 degrees Fahrenheit and icy roads. The lights and gates were activated at the time of the accident.

The Dodge pickup truck traveling south on Brooks road, with two occupants made an attempt with icy road conditions to stop, skid marks of approximately 30 feet broke through the active crossing gates and was struck by the west bound freight train. (QALTPTL604-A) with two locomotives, BNSF 6274 and BNSF 6104 and 37 cars, 35 loads, two empties 2407 ton, and 3,401 feet. The truck was drug approximately 30 feet. Both occupants of the Dodge pickup were fatalities at the scene. The train was put into an emergency brake application prior to the accident.

The train was traveling on single main track in CTC territory with a maximum authorized speed of 60 MPH. This is an Amtrak route, no interruption of Amtrak is expected. The actual speed of the train was estimated at 57 mph. and was traveling on a clear signal. No equipment was reported derailed.

The temperature at the time of the incident was 10 degrees Fahrenheit. No Hazmat was involved and PTC would not have prevented this accident.

W. T. "Bill" Smith
Federal Railroad Administration
Deputy Regional Administrator, Region 8
500 E. Broadway, Ste 240
Vancouver, WA 98660

Halstead, Lori (UTC)

From: State Emergency Operations Officer (MIL)
Sent: Saturday, January 07, 2017 11:15 AM
To: ECY DL NWRO ERTS; Fees, William J. (ECY); McCain, Michael W. (ECY); Smith, Dixie (ECY); McCain, Michael W. (ECY); Banks, Daniel C (MIL); Elizabeth Klute; Kenneth W. Holgard; Mark Daniels (FRA); Stacey Thompson (Fed Railroad Association Reg 8); Steven Travers; UTC DL WUTC Rail Reporting
Subject: NRC#1168008, Train vs. Vehicle with a Fatality in Espanola, WA | 17-0069

Follow Up Flag: Follow up
Flag Status: Flagged

Please find the attached NRC report regarding the previously reported train verses vehicle collision with a fatality.

Thanks!

Elizabeth P. Byrd-Rand
State Emergency Operations Officer
Washington State Emergency Management Division Building 20, MS: TA-20 Camp Murray, WA 98430-5122
1-800-258-5990
dutyofficer@mil.wa.gov

-----Original Message-----

From: HQS-PF-flidr-NRC@uscg.mil [mailto:HQS-PF-flidr-NRC@uscg.mil]
Sent: Saturday, January 7, 2017 11:10 AM
To: State Emergency Operations Officer (MIL); State Emergency Operations Officer (MIL); State Emergency Operations Officer (MIL)
Subject: NRC#1168008

NATIONAL RESPONSE CENTER 1-800-424-8802

GOVERNMENT USE ONLYGOVERNMENT USE ONLY***

Information released to a third party shall comply with any applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 1168008

INCIDENT DESCRIPTION

*Report taken by: MST2 TIMOTHY BRUSSTAR at 14:04 on 07-JAN-17

Incident Type: RAILROAD NON-RELEASE

Incident Cause: UNKNOWN

Affected Area:

Incident occurred on 07-JAN-17 at 11:40 local incident time.

Affected Medium: RAIL REPORT (N/A) NON RELEASE

REPORTING PARTY

Name: EDWARD HARPER

Organization: BNSF

Address: 2600 LOU MENK DR.
FORT WORTH, TX

PRIMARY Phone: (817)3522832
Type of Organization: PRIVATE ENTERPRISE

SUSPECTED RESPONSIBLE PARTY

Name: UNKNOWN

Type of Organization: UNKNOWN

INCIDENT LOCATION

MP: 1496.06 County: SPOKANE
SD: COLUMBIA RIVER
City: ESPANOLA State: WA

RELEASED MATERIAL(S)

DESCRIPTION OF INCIDENT

CALLER IS REPORTING A VEHICLE WAS STRUCK AT A GRADE CROSSING BY A TRAIN, RESULTING IN TWO FATALITIES. INCIDENT IS UNDER INVESTIGATION.

SENSITIVE INFORMATION

INCIDENT DETAILS

Grade Crossing: YES
Location Subdivision: COLUMBIA RIVER
Railroad Milepost: 1496.06
Type of Vehicle Involved: UNKNOWN
Crossing Device Type: GATES/FLASHERS
Device Operational: YES
DOT Crossing Number: 058642C
Date and Time Service was/will be Restored:
Brake Failure: NO
Federal Post-Accident 219.201 Sub Part C Testing Required: NO
Passenger Train Route: NO
Passenger Train Delay Expected: NO
Passenger Train Delay Handling:
---RAILROAD INFORMATION---
Railroad Involved: BNSF
Train Number: QALTPTL604
Train Type: FREIGHT Train Direction:
Train Speed: Track Speed:
Locomotives: Cars: Derailed:
Suspected DOT Regulation Non Compliance: UNKNOWN

DERAILED CARS:

Pos. Car number Type Cargo

IMPACT

Fire Involved: NO Fire Extinguished: UNKNOWN

INJURIES: NO Hospitalized: Empl/Crew: Passenger:
FATALITIES: YES 2 Empl/Crew: Passenger: Occupant: 2
EVACUATIONS: NO Who Evacuated: Radius/Area:

Damages: NO

	Hours	Direction of
Closure Type Description of Closure	Closed	Closure
N		
Air:		
N		Major
Road:		Artery:N
N		
Waterway:		
Y MAIN	1.5	E/W
Track:		

Environmental Impact: NO
Media Interest: UNKNOWN Community Impact due to Material:

REMEDIAL ACTIONS

NON RELEASE
Release Secured: UNKNOWN
Release Rate:
Estimated Release Duration:

WEATHER

Weather: UNKNOWN, °F

ADDITIONAL AGENCIES NOTIFIED

Federal:
State/Local: WA EOC
State/Local On Scene:
State Agency Number:

NOTIFICATIONS BY NRC

CENTERS FOR DISEASE CONTROL (GRASP)
07-JAN-17 14:09 (770)4887100
NATIONAL COORDINATING CTR FOR COMMS (NCC COMM-ISAC)
07-JAN-17 14:09 (703)2355626
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)
07-JAN-17 14:09 (202)3661863
FEDERAL RAILROAD ADMIN. (MAIN OFFICE)
(202)4936242
FEMA REGION 10 (MAIN OFFICE)

07-JAN-17 14:09 (425)4874704
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
07-JAN-17 14:09 (202)2829201
NOAA RPTS FOR WA (MAIN OFFICE)
07-JAN-17 14:09 (206)5264911
NATIONAL RESPONSE CENTER HQ (AUTOMATIC REPORTS)
07-JAN-17 14:09 (202)2671136
NTSB RAIL (MAIN OFFICE)
07-JAN-17 14:09 (202)3146293
HOMELAND SEC COORDINATION CENTER (MAIN OFFICE)
07-JAN-17 14:09 (202)2828300
OREGON TITAN FUSION CENTER (FUSION COMMAND CENTER)
07-JAN-17 14:09 (877)6204702
WA STATE EMERGENCY MANAGEMENT (MAIN OFFICE)
07-JAN-17 14:09 (800)2585990
WASHINGTON STATE FUSION CENTER (FUSION COMMAND CENTER)
07-JAN-17 14:09 (877)8439522
WASHINGTON STATE NATIONAL GUARD (COMMAND CENTER)
07-JAN-17 14:09 (253)5128159

ADDITIONAL INFORMATION

*** END INCIDENT REPORT #1168008 ***

Report any problems by calling 1-800-424-8802
PLEASE VISIT OUR WEB SITE AT <http://www.nrc.uscg.mil>

Halstead, Lori (UTC)

From: State Emergency Operations Officer (MIL)
Sent: Saturday, January 07, 2017 10:26 AM
To: Fees, William J. (ECY); McCain, Michael W. (ECY); Smith, Dixie (ECY); Stephens, Mark A. (ECY); Banks, Daniel C (MIL); Elizabeth Klute; Kenneth W. Holgard; Mark Daniels (FRA); Stacey Thompson (Fed Railroad Association Reg 8); Steven Travers; UTC DL WUTC Rail Reporting
Subject: Train vs. Vehicle with Fatality in Espanola, WA | 17-0069

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern:

At 1000h this date, 7 January 2017, the Washington State Emergency Operations Center received a phone call from Ed Harper who is the Service Interruption Desk Manager of BNSF Railways (817) 352-2832 regarding a train verses vehicle collision in Espanola, WA that resulted in a fatality. The time the incident was reported to him was 0942h PST (1142h CST). The location is within the Columbia River Subdivision at mile post 1496.07 at crossing grade number 058642C, Brooks Road. The type of rail car involved is a freight bearing number QALTPTL604. The Spokane County Sheriff's Office is on the scene and the reporting deputy is Deputy Chamberlain of District 12. The Spokane County Sheriff's Office can be contacted at (509) 532-8931, please refer to SCSO incident number 2017-10002565. Jessica Fagerbakke is the BNSF POC and she is available at (206) 375-3319.

The Washington State incident number is 17-0069.

Please do not hesitate to contact us at the Emergency Operations Center if you have any questions or require additional information for your reports.

Kind regards,

Elizabeth P. Byrd-Rand

State Emergency Operations Officer
Washington State Emergency Management Division
Building 20, MS: TA-20
Camp Murray, WA 98430-5122
1-800-258-5990
dutyofficer@mil.wa.gov

Reporting Party Name & Position: Ed Harper, Service Interruption Desk Manager of BNSF Railways (817) 352-2832
Name of Railroad(s) involved: BNSF
Date/Time of Event: 7 January 2017, 0942h PST (1142h CST)
Time Reported to State EOC: 7 January 2017, 1000h PST
Milepost and/or Address of Event: Columbia River Subdivision, mile post 1496.07; crossing grade number 058642C; Brooks Road; Espanola, WA.
Type of Rail Car Involved: freight train, bearing number QALTPTL604
Number of Injuries/Fatalities: one
Type and Amount Of HAZMAT Spilled: none
Circumstances of the Incident: Currently under investigation

Name and Phone of Local Contact: Deputy Chamberlain, Spokane County Sheriff's Office, District 12. (509) 532-8931.
IR#/ 2017-10002565.

Jessica Fagerbakke, BNSF. (206) 375-3319

Railroad Incident Number: none

State EOC Incident Number: 17-0069