



Rail Incident Investigation Report

Docket No: TR- Report Date:

Railroad Owning Track: Railroad Operating on Track:

FRA Investigation: Yes No Inspector:

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: Time:

USDOT Crossing No.: UTC Crossing No.:

Railroad Milepost: GPS Identifier: Lat: Lon:

Number of Tracks: City: County:

Road name, yard name, bridge:

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

Train Type: Freight Passenger Locomotive only Cars only Train Speed:

Haz-Mat on Train: Yes No N/A Remote Control: Yes No N/A

Type of Haz-Mat:

IV. Pedestrian, Driver, or Passenger Fatalities

Does this section apply? Yes No

Number of Fatalities: of a vehicle accident, number of passengers:

Name:

Driver: Passenger Pedestrian Age: Gender: Male Female non-binary

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:

Docket No: TR- 170978

V. Pedestrian, Driver, or Passenger Injuries Does this section apply? Yes No

Number of people injured: _____ If a vehicle accident, number of passengers: _____
Name: _____
Driver: _____ Passenger: _____ Pedestrian: _____ Age: _____ Gender: Male _____ Female _____ non-binary _____
Pedestrian trying to get on/off train? Yes _____ No _____
Drugs: Yes _____ No _____ Undetermined _____ Alcohol: Yes _____ No _____ Undetermined _____
Names of additional injured persons: _____

VI. Pedestrian Access (not at a Crossing) 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, other? 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?
Dates of prior accidents:
Description of prior accidents (fatalities, injuries, property damage)
Last inspection date?
Defects? Yes No If yes, describe: _____

VIII. Attachments

Railroad incident report? Yes No Local law enforcement report? Yes No
Coroner/medical examiner report? Yes No Pictures? Yes No
Death Certificate? Yes No Copy of most current inventory? Yes No
Other (describe): _____

IX. Comments

Event Summary:

According to the police report, the train crew was shoving over the crossing and the vehicle struck the side of the train between two rail cars. The police report further indicates the cause of the collision was Evans' failure to yield the right-of-way to the train occupying the crossing and may have been distracted.

Site Description:

Straight roadway with 2-track crossing. All required crossing signage and road markings were in place.

Inspector Recommendations:

None

Docket No: TR- 170978

Rail Safety Supervisor Comments/Sign Off:

Reviewed with no edits - EE 2/27/2020

Director of Transportation Safety Comments/Sign Off:

Approved to close - KH 3/4/2020

Halstead, Lori (UTC)

From: State Emergency Operations Officer (MIL)
Sent: Tuesday, September 19, 2017 8:01 AM
To: 'EM Duty Officer'; ECY DL SWRO ERTS COORDINATOR; Zaniewski, Shawn (ECY); Banks, Daniel C (MIL); Elizabeth Klute; Hunter, Kathy (UTC); Kenneth W. Holgard; Mark Daniels (FRA); Stacey Thompson (Fed Railroad Association Reg 8); Steven Travers; UTC DL WUTC
Subject: Rail Reporting
 NRC#1190816

Please find the attached NRC report regarding the Tacoma Rail non-release incident from 0410h earlier today. The state incident number assigned to this event is 17-3656.

Thanks!

Elizabeth Byrd-Rand
 WA State Emergency Operations Officer
 State Emergency Operations Officer
 Washington State Emergency Management Division Building 20, MS: TA-20 Camp Murray, WA 98430-5122
 800.258.5990
 elizabeth.byrd-rand@mil.wa.gov

24 Hour contact
 dutyofficer@mil.wa.gov

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

From: HQS-PF-fldr-NRC@uscg.mil [mailto:HQS-PF-fldr-NRC@uscg.mil]
Sent: Tuesday, September 19, 2017 8:01 AM
To: State Emergency Operations Officer (MIL); State Emergency Operations Officer (MIL); State Emergency Operations Officer (MIL)
Subject: NRC#1190816

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 # 1190816

INCIDENT DESCRIPTION

*Report taken by: CIV NICHULUS THREATT at 10:53 on 19-SEP-17
 Incident Type: RAILROAD NON-RELEASE
 Incident Cause: OTHER
 Affected Area:
 Incident occurred on 19-SEP-17 at 02:50 local incident time.
 Affected Medium: RAIL REPORT (N/A)

REPORTING PARTY

Name: LORI DANIELS

Organization: TACOMA RAIL
Address: 2601 SR 509
NORTH FRONTAGE RD
TACOMA, WA 98421

PRIMARY Phone: (253)4050814 ALTERNATE Phone: (253)5028818
Type of Organization: PRIVATE ENTERPRISE

SUSPECTED RESPONSIBLE PARTY

Name: UNKNOWN

Type of Organization: UNKNOWN

INCIDENT LOCATION

MILWAUKEE AVE & LINCOLN AVE County: PIERCE
City: TACOMA State: WA

RELEASED MATERIAL(S)

DESCRIPTION OF INCIDENT

GRADE CROSSING ACCIDENT INVOLVING A FREIGHT TRAIN (YARD SWITCH) AND PASSENGER CAR.

SENSITIVE INFORMATION

INCIDENT DETAILS

Grade Crossing: YES
Location Subdivision: SYSTEM
Railroad Milepost: N/A
Type of Vehicle Involved: PASSENGER CAR
Crossing Device Type: CROSSBUCKS
Device Operational: YES
DOT Crossing Number: 852612Y
Date and Time Service was/will be Restored:
Brake Failure: UNKNOWN
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: TACOMA RAIL
Train Number: JOB #305-918
Train Type: FREIGHT Train Direction:
Train Speed: Track Speed:
Locomotives: Cars: Derailed:
Suspected DOT Regulation Non Compliance: UNKNOWN

(202)4936212
FEMA REGION 10 (MAIN OFFICE)
19-SEP-17 11:00 (425)4874704
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
19-SEP-17 11:00 (202)2829201
NOAA RPTS FOR WA (MAIN OFFICE)
19-SEP-17 11:00 (206)5264911
NATIONAL RESPONSE CENTER HQ (MAIN OFFICE)
19-SEP-17 11:00
NTSB RAIL (MAIN OFFICE)
19-SEP-17 11:00 (202)3146293
HOMELAND SEC COORDINATION CENTER (MAIN OFFICE)
19-SEP-17 11:00 (202)2828300
OREGON TITAN FUSION CENTER (FUSION COMMAND CENTER)
19-SEP-17 11:00 (877)6204702
WA STATE EMERGENCY MANAGEMENT (MAIN OFFICE)
19-SEP-17 11:00 (800)2585990
USCG DISTRICT 13 (DISTRICT THIRTEEN (DRAT - DRMM))
19-SEP-17 11:00 (206)2207221
WASHINGTON STATE FUSION CENTER (FUSION COMMAND CENTER)
19-SEP-17 11:00 (877)8439522
WASHINGTON STATE NATIONAL GUARD (COMMAND CENTER)
19-SEP-17 11:00 (253)5128159

ADDITIONAL INFORMATION

THE ROAD AND TRACK CLOSURES MAY STILL BE ONGOING. POLICE DEPT.
REPORT NUMBER: 17-262-00183.

*** END INCIDENT REPORT #1190816 ***

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

Halstead, Lori (UTC)

From: Daniels, Lori <LDANIELS@ci.tacoma.wa.us>
Sent: Tuesday, September 19, 2017 7:28 AM
To: Halstead, Lori (UTC); Duval, Lori
Subject: RE: Fatality

Good morning Lori.

Crossing #852612Y. Additional information will be sent later today, as I am in the process of creating the initial incident report.

Tacoma Police Department (TPD) Train vs Car Fatality Collision case #: 17-262-00183, Police Patrol Officer VANDORMOLEN 89683-287.

Lori Daniels | Assistant Superintendent – Administration | Tacoma Rail
W 253.396.3037 | C 253.405.0814 | ldaniels@cityoftacoma.org

From: Halstead, Lori (UTC) [mailto:lhalstea@utc.wa.gov]
Sent: Tuesday, September 19, 2017 7:13 AM
To: Daniels, Lori <LDANIELS@ci.tacoma.wa.us>; Duval, Lori <lduval@ci.tacoma.wa.us>
Subject: Fatality

Good morning,

When you have time, please send me the USDOT number for the crossing where the incident occurred this morning. Also, please send any additional information you may have on the incident besides the initial information provided to Emergency Operations Center.

Thank you.

Lori Halstead | Transportation Specialist
Utilities & Transportation Commission
Phone: 360.664.1262 | Fax: 360.586.1172
lhalstea@utc.wa.gov
www.utc.wa.gov



Halstead, Lori (UTC)

From: State Emergency Operations Officer (MIL)
Sent: Tuesday, September 19, 2017 4:37 AM
To: Banks, Daniel C (MIL); Elizabeth Klute; Hunter, Kathy (UTC); Kenneth W. Holgard; Mark Daniels (FRA); Stacey Thompson (Fed Railroad Association Reg 8); Steven Travers; UTC DL WUTC Rail Reporting
Subject: Tacoma Rail Incident - State EOC #17-3656 (19 Sep 2017)

Reporting Party Name & Position: Lori Daniels, Tacoma Rail
Name of Railroad(s) involved: Tacoma Rail
Date/Time of Event: 19 Sep 2017/0250
Time Reported to State EOC: 19 Sep 2017/0410
Milepost and/or Address of Event: Rail crossing at Milwaukee Way & Lincoln Ave, Port of Tacoma
Type of Rail Car Involved: Empty Intermodal Train
Number of Injuries/Fatalities: One fatality
Type and Amount Of HAZMAT Spilled: None
Circumstances of the Incident: Car hit the train at the subject railroad crossing
Name and Phone of Local Contact: Lori Daniels, 253-405-0814
Railroad Incident Number: 09-192017A
State EOC Incident Number: 17-3656

State Emergency Operations Officer/ERD
Washington State Emergency Management Division
Building 20, MS: TA-20
Camp Murray, WA 98430-5122
1-800-258-5990

**Tacoma Police Department
Incident Report**

Incident No. 1726200183.1
Jurisdiction Agency: Tacoma Police Department

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision	Incident No. 1726200183.1
IBR Disposition:	Active	Case Management Disposition:		
Forensics:	Forensics Responded	Reporting By/Date:	T89683 - Vandormolen, Robert 9/19/2017 09:00:56	
Case Report Status:	Approved	Reviewed By/Date:	T204605 - Mires, Brandon 9/19/2017 10:36:14	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
AI - Authorization to Tow/Impound Vehicle and Inventory Record (copy/digital)		1

Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:		City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:	<p>Since 02-22-93, PPO Robert VanDormolen had been employed by Tacoma PD as a Police Patrol Officer (over 24 years).</p> <p>On 09-18/19-17, PPO Robert VanDormolen worked for Tacoma PD during night shift, in Sector NE, call sign U287.</p> <p>Weather during this reported incident, as of 09-19-17 at 0220 hrs: 50 degrees Celsius, Barometric Pressure 29.70.</p>		

Call Source:	Dispatched	Assisted By:	T206483 - Halbert, Ronnie T34333 - Hannity, Robert T50328 - Kramer, Jennifer T03329 - Mueller, Jennifer 209855 - Ramos, Malerie T33501 - Habib, Peter T10991 - Cockcroft, Brandon T12243 - Harris, Scott T205237 - Wallin, Luke			
Phone Report:		Notified:	S048 Sgt Jennifer Kramer; L-9 Lt Jennifer Mueller; S-026 Traffic Sgt Peter Habib			
Insurance Letter:		Entered By:	T89683 - Vandormolen, Robert			
Entered On:	9/19/2017 06:00:54	Approved By:	Automated Policy			
Approved On:	9/19/2017 10:38:15	Exceptional Clearance:				
Adult/ Juvenile Clearance:		Exceptional Clearance Date:				
Additional Distribution:		Other Distribution:				
Validation Processing	Distribution Date: 9/19/2017	County Pros. Atty.	Juvenile	Other	CPS	Supervisor:
	By: AUTOMATED POLICY	City Pros. Atty.	Military	DSHS	PreTrial	
Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.						Printed: 9/19/2017 10:38:15 Printed By: Automated Policy

Tacoma Police Department Incident Report

Incident No. 1726200183.1

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Jurisdiction Agency: Tacoma Police Department

Tacoma PD Units involved in reported incident: U287 PPO Robert VanDormolen (Primary); U250 PPO Ronnie Halbert (Traffic Control); U364 PPO Robert Hannity (Traffic Control); S048 Sgt Jennifer Kramer (on scene patrol sector supervisor); L-9 Lt Jennifer Mueller (on scene patrol shift supervisor); I-944 CST Malerie Ramos (Forensic Services); S-026 Sgt Peter Habib (on scene traffic supervisor); X058 PPS Brandon Cockroft (Collision Investigation Team); T-152 PPO Scott Harris (Collision Investigation Team); T-255 PPO Luke Wallin (Collision Investigation Team).

Tacoma Fire Units involved in reported incident: Battalion 2 (Cpt Boyer); Ladder-1 (Lt Dubree, Firefighters Copsey & Majors); Engine-2 (Lt Klobescher, Firefighters Kammerzell & T Smith); Medic-3 (Lt Wurts and Paramedic Yu); Safety-3 (Lt Jasmer).

AMR Ambulance Units involved in reported incident: AMR-50 (EMTs Quinn Brydson & David Marston).

Unless otherwise noted: All persons involved in reported incident appeared calm, cooperative, sober, and uninjured. All times and measurements in this report are approximate.

This incident occurred within Washington State.

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed			Crime Against:		Hate/Bias:	None (No Bias)
Criminal Activity:						Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way		Type of Security:		Tools:		
Total No. of Units Entered:				Evidence Collected:	Photographs		
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Witness W1: Banterrez, Luis Miguel

PDA:

Aliases:									
DOB:	8/27/1983	Age:	34	Sex:	Male	Race:	White	Ethnicity:	Hispanic Origin
Height:	6' 0"	Weight:	250	Hair Color:	Black		Eye Color:	Brown	
Address:	2411 Se Holman Rd			County:				Phone:	253-872-2100
City, State Zip:	Port Orchard, WA 98367-8259			Country:				Business Phone:	253-396-3161
Other Address:								Other Phone:	
Resident:	Nonresident		Occupation/Grade:	Locomotive Engineer		Employer/School:	Tacoma Rail		
SSN:								Place Of Birth:	
Driver License No:	(4b)		Driver License State:	Washington		Driver License Country:	United States of America		
Attire:	Neon Yellow Safety Vest					Complexion:			
SMT:								Facial Hair:	
Testify:	Yes						Facial Shape:		
Witness Notes:									

Witness W2: Mcdonald, Leonard Troy

PDA:

Aliases:									
DOB:	1/12/1970	Age:	47	Sex:	Male	Race:	White	Ethnicity:	Non-Hispanic

Tacoma Police Department Incident Report

Incident No. 1726200183.1

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Jurisdiction Agency: Tacoma Police Department

Height:	6' 0"	Weight:	280	Hair Color:		Eye Color:	Blue	
Address:	9263 W Belfair Valley Rd			County:		Phone:	727-776-4495	
City, State Zip:	Bremerton, WA 98312-9723			Country:		Business Phone:		
Other Address:							Other Phone:	
Resident:	Nonresident		Occupation/Grade:	Truck Driver		Employer/School:	CR England	
SSN:							Place Of Birth:	
Driver License No:	(4b)		Driver License State:	Washington		Driver License Country:	United States of America	
Attire:							Complexion:	
SMT:							Facial Hair:	
Testify:	Yes						Facial Shape:	
Witness Notes:								

Other Entity O1: Evans, Wesley Andre

PDA:

Aliases:								
DOB:	1/13/1989	Age:	28	Sex:	Male	Race:	Black	
Height:	5' 7"	Weight:	160	Hair Color:	Black	Eye Color:	Brown	
Address:	20221 71ST Ave Ct E			County:		Phone:		
City, State Zip:	Spanaway, WA 98387-5242			Country:		Business Phone:		
Other Address:							Other Phone:	
Resident:	Nonresident		Occupation/Grade:	Longshoreman		Employer/School:	Port of Tacoma	
SSN:							Place Of Birth:	
Driver License No:	(4b)		Driver License State:	Washington		Driver License Country:	United States of America	
Attire:	BLK Jacket; BLK T-Shirt; BLU Jean Pants					Complexion:	Medium Brown	
SMT:							Facial Hair:	
Entity Type:	Driver		Reporting Statement Obtained:			Facial Shape:		
Entity Notes:								

Other Entity O2: [E] Burlington Northern Santa Fe (Unit 2)

PDA:

Aliases:								
DOB:		Age:	00	Sex:		Race:		
Height:		Weight:		Hair Color:		Eye Color:		
Address:	609 E Puyallup Ave			County:		Phone:		
City, State Zip:	Tacoma, WA 98421			Country:		Business Phone:	817-867-6223	
Other Address:							Other Phone:	800-832-5452
Resident:			Occupation/Grade:			Employer/School:		
SSN:							Place Of Birth:	
Driver License No:			Driver License State:			Driver License Country:		
Attire:							Complexion:	
SMT:							Facial Hair:	
Entity Type:	Property Owner - Business		Reporting Statement Obtained:			Facial Shape:		
Entity Notes:	Given case number and collision information exchange.							

Other Entity O3: Brown, Mark Gerard

PDA:

Aliases:							
DOB:	6/28/1974	Age:	43	Sex:	Male	Race:	White
Height:	6' 3"	Weight:	205	Hair Color:		Eye Color:	Blue
Address:	6411 41ST St E			County:		Phone:	206-240-3067

City, State Zip:	Fife, WA 98424-2231	Country:		Business Phone:	253-396-3161
Other Address:				Other Phone:	
Resident:	Nonresident	Occupation/Grade:	Train Conductor A	Employer/School:	Tacoma Rail
SSN:				Place Of Birth:	
Driver License No:	(4b)	Driver License State:	Washington	Driver License Country:	United States of America
Attire:	Neon Yellow Safety Vest			Complexion:	
SMT:				Facial Hair:	
Entity Type:	Other Individual	Reporting Statement Obtained:	Yes	Facial Shape:	
Entity Notes:					

Other Entity O4: Gomsrud, Brett Michael

PDA:

Aliases:						Ethnicity:	Non-Hispanic	
DOB:	8/31/1981	Age:	36	Sex:	Male	Race:	White	
Height:	6' 0"	Weight:	240	Hair Color:			Eye Color:	Brown
Address:	1321 Lorenz Rd Kp N		County:			Phone:	253-255-5876	
City, State Zip:	Lakebay, WA 98349-8523		Country:			Business Phone:	253-396-3161	
Other Address:						Other Phone:		
Resident:	Nonresident	Occupation/Grade:	Train Conductor B	Employer/School:	Tacoma Rail			
SSN:				Place Of Birth:				
Driver License No:	(2b)	Driver License State:	Washington	Driver License Country:	United States of America			
Attire:	Neon Yellow Safety Vest					Complexion:		
SMT:						Facial Hair:		
Entity Type:	Other Individual	Reporting Statement Obtained:			Facial Shape:			
Entity Notes:								

Other Entity O5: [E] PORT OF TACOMA

PDA:

Aliases:						Ethnicity:		
DOB:		Age:	00	Sex:		Race:		
Height:		Weight:		Hair Color:			Eye Color:	
Address:			County:			Phone:		
City, State Zip:	Sitcum Way, 1		Country:			Business Phone:	253-383-9472	
Other Address:	Tacoma Wa 98421				Other Phone:	253-383-5841		
Resident:		Occupation/Grade:			Employer/School:			
SSN:				Place Of Birth:				
Driver License No:		Driver License State:			Driver License Country:			
Attire:						Complexion:		
SMT:						Facial Hair:		
Entity Type:	Other Entity (Business, Institution, etc.)	Reporting Statement Obtained:			Facial Shape:			
Entity Notes:	Given case number.							

Other Entity O6: [E] Tacoma Rail

PDA:

Aliases:						Ethnicity:		
DOB:		Age:	00	Sex:		Race:		
Height:		Weight:		Hair Color:			Eye Color:	

Tacoma Police Department Incident Report

Incident No. 1726200183.1

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Jurisdiction Agency: Tacoma Police Department

Address:	2601 N Frontage Rd	County:		Phone:	
City, State Zip:	Tacoma, WA 98421	Country:		Business Phone:	253-365-9415
Other Address:	2601 Sr 509 Tacoma, WA 98421			Other Phone:	253-396-3161
Resident:		Occupation/Grade:		Employer/School:	
SSN:				Place Of Birth:	
Driver License No:		Driver License State:		Driver License Country:	
Attire:				Complexion:	
SMT:				Facial Hair:	
Entity Type:	Property Owner - Business	Reporting Statement Obtained:		Facial Shape:	
Entity Notes:	Given case number and collision exchanged information.				

Property Item No. 1/1: 3501 - Vehicle - Automobile / Car (Not Stolen Or Recovered)

Other Common Item:		Photographed:	Yes
Description:	Vehicle 1	Fingerprinted:	
Quantity:	1	Contents Sampled:	
Finding Location:	1800 E Milwaukee Way	Owner:	O1 - Evans, Wesley Andre
Status:	E - Evidence (Including Other Seized Property And Tools)	Value:	
Recovered Date:		Make/Brand:	
Recovered Value:		Model:	
Field Tested:		Serial No:	
Field Test Results:		OAN:	
Property Disposition:	Towed	Insurance Company:	
Disposition Location:		Policy No:	
Vehicle Information:			
License:	AYH2652	Locked:	
License State:	Washington	Keys in Vehicle:	
License Country:	WA	Delinquent Payment:	
Vehicle Year:	1999	Victim Consent:	
Make:	Acura	Drivable:	
Model:	300	Estimated Damage:	10,000
Vehicle Style:	2 Door Automobile, sedan	Damage:	Collision
Primary Vehicle Color:	Black	Damaged Area:	1;2;3;7;8;9
Secondary Vehicle Color:		Tow Company:	Gene's
VIN:	19UYA2258XL007664	Tow Consent:	
Special Features:		Hold Requested By:	
Drug Information:			
Drug Type:		Drug Measure:	
Drug Quantity:		Drug Measure Type:	
Jewelry Information:			
Metal Color:		Total # of Stones:	
Metal Type:		Inscription:	
Stone Color:		Generally Worn By:	
Firearm Information:			
Caliber:		Length:	
Gauge:		Finish:	
Action:		Grips:	
Importer:		Stock:	
Property Notes:			

Tacoma Police Department Incident Report

Jurisdiction Agency: Tacoma Police Department

Incident No. 1726200183.1

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Enter	Date	Time	WACIC	LESA	Initial	Release Info.	Date	Time	Release No.	Release Authority
Clear						Owner Notified			Operators Name	

Investigative Information

Means:	Not necessarily under the influence Between 1800 and 0600 hours	Motive:	
Vehicle Activity:	Travelling	Direction Vehicle Traveling:	Southbound

Synopsis: Train vs car fatality collision. Train appeared undamaged.

Narrative: See Collision Report for Collision Narrative.
See collision report and supplemental reports.

Reviewed By: _____ Reviewed Date: _____

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision	Incident No. 1726200183.2
IBR Disposition:	Active	Case Management Disposition:		
Forensics:		Reporting By/Date:	T205237 - Wallin, Luke 9/19/2017 09:05:17	
Case Report Status:	Approved	Reviewed By/Date:	T85650 - Turner, Jeffrey 9/19/2017 09:06:35	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:		City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:			

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed	Crime Against:		Hate/Bias:		Hate/Bias:	None (No Bias)
Criminal Activity:				Using:		Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way	Type of Security:		Tools:			
Total No. of Units Entered:		Evidence Collected:	Photographs				
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Investigative Information

Means:		Motive:	
Vehicle Activity:		Direction Vehicle Traveling:	

Synopsis:	
-----------	--

Call Source:	Dispatched	Assisted By:	
Phone Report:		Notified:	
Insurance Letter:		Entered By:	T205237 - Wallin, Luke
Entered On:	9/19/2017 08:16:32	Approved By:	Automated Policy
Approved On:	9/19/2017 09:08:18	Exceptional Clearance:	
Adult/ Juvenile Clearance:		Exceptional Clearance Date:	
Additional Distribution:		Other Distribution:	
Validation Processing	Distribution Date: 9/19/2017	County Pros. Atty.	Juvenile
	By: AUTOMATED POLICY	City Pros. Atty.	Military
		Other	CPS
		DSHS	PreTrial
			Supervisor:

Narrative:

SUMMARY:

On 9/18/17, at approximately 0415 hours, I arrived at 1800 Milwaukee Way to assist with the investigation of a collision. Upon arrival at the scene, I was assigned by Sgt R. Habib to operate the Total Station equipment for documentation of the location of evidence and their positional relationships to the scene. Officer S. Harris assisted in the operation of the Total Station.

I worked in conjunction with PPO B. Cockroft, the assigned lead investigator, to identify pertinent points of evidence. Once identified, I recorded the location of that evidence using the Total Station. Later, the necessary drawings for the case file were prepared.

SET UP:

Reference Point #1 was a PK Nail placed at the center double yellow approximately 80 feet north of the point of collision. The instrument was set up over the nail.

The back sight for this scene is a two and a half inch, zero offset prism, set up on a tripod. The back sight was placed grid north, marked by a PK Nail. The PK Nail was placed in the asphalt at the double yellow center line where the roadway transitioned to concrete. The back sight was there for the duration of the shoot.

Equipment setup was accomplished according to a step by step check list which Officer Harris and I followed. The shots were sighted using the Total Station by Officer Harris. We utilized the auto tracking mode on the instrument and the auto tracking prism.

Reference Mark 1 was a PK nail set at six feet in a wooded power pole on the west side of the property. Reference Mark 2 was a PK Nail set at six feet in a wooden light pole on the south side of the collision and on the east side of the roadway.

After set up, all scene shots were taken using a pole mounted 1.31 inch, zero offset prism. Target height for these shots was adjusted for the selected height of the pole which was 6.5 feet.

We 'checked in' to the back sight to verify continued accuracy throughout the shoot. Each check confirmed error free operation.

At about, 0600 hours all data points had been captured and equipment breakdown was completed. Officer Harris and I returned to Tacoma PD Headquarters and downloaded the scene data to the department assigned CIT computer.

MAPPING:

A 'to-scale' overview diagram of the scene was completed. That diagram is included in the case file. Other, issue specific drawings will be completed, upon request, at a later date.

PERSONAL QUALIFICATIONS:

At the time of this incident I was employed as a commissioned Police Patrol Officer with the Tacoma Police Department and assigned to the Traffic/Motor Unit.

I have received specialized training in measuring and recording hardware commonly referred to as total station. I have specific training and experience with the use of the 'Trimble model 5603 DR200+' total station head and related gear coupled with the 'Trimble Nomad' data collector to record and store measurement data. I have been trained and certified as an operator, by 'Visual Statement', the manufacturer of the software (MFX) used within the data collector to accomplish the storage recording task.

EXPLANATION OF TOTAL STATION EQUIPMENT:

Total Station, including the Trimble 5603 DR200+ used by the Tacoma Police Department Traffic Unit, is a High Precision, Electronic Measurement device. Fundamentally it is an electronic tape measurer. It provides an extremely accurate measurement of both angles and distances. Distances are measured using pulsed laser energy combined with a precise timer. Distance data is obtained within the instrument head by timing the laser beams' round trip to/from the evidence point. (Accuracy of the Trimble 5603 DR200+ distance measurement is +/- .06 inch at 1000 feet.) Angle measurements are obtained within the instrument head in both the Horizontal and Vertical planes relative to a point established during the instrument setup. Angles are measured to extremely fine degrees (up to six decimal places) to provide highly accurate results. Angular results and the distance result are mathematically resolved to precisely locate the measured point. Both the raw measurement data and the calculated point are stored on a non-volatile memory card inside the Nomad via a wired connection between the instrument head and the Nomad.

Total Station allows us to map collision/crime scenes with an accuracy that cannot be obtained using conventional methods like, baseline-offset or triangulation tape measurements. The equipment is made up of an instrument head that combines the various measuring electronics. The head is set on a tripod directly over the top of the reference point. The head is precisely leveled using both an external, conventional, liquid "bubble" level and an electronic level integrated into the instrument head. Once level, the instrument is oriented to the scene with a measurement to an arbitrary point referred to as a "Back Sight". (The back sight is also used to confirm continued accuracy throughout the scene measurements.) With the back sight established and recorded and the reference point established and recorded any desired point can be accurately located.

Measurements, referred to as "Shots", are initiated from the data recorder after alignment of the instrument head. Alignment is accomplished using the optical telescope portion of the instrument head. Crosshairs within the telescope are placed directly on the target point to assure accurate alignment. A target point can be either a circular prism mounted on a pole, of a known height, and held over the evidence point by an assistant or, alternately, the Trimble 5603 Dr200+ is capable of measurements directly to the evidence point without the use of a prism.

Multiple sets: As a preferred standard practice, a single setup is used. In these cases only one reference point will be used. The ideal reference point is selected in a location that provides an unobstructed view of all evidence points and all roadway/terrain features. In those cases where terrain, or other obstruction, is such that those points cannot be seen from a single location, multiple sets are required. In those instances RP #1 represents the initial set up. RP #2, RP #3, etc. represents subsequent sets.

Reviewed By:	Reviewed Date:
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**Tacoma Police Department
Supplemental Report**

Incident No. 1726200183.3
Jurisdiction Agency: Tacoma Police Department

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision	Incident No. 1726200183.3
IBR Disposition:	Active	Case Management Disposition:		
Forensics:		Reporting By/Date:	T34333 - Hannity, Robert 9/19/2017 09:50:37	
Case Report Status:	Approved	Reviewed By/Date:	T204605 - Mires, Brandon 9/19/2017 10:36:45	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:	Milwaukee Way and Marshall Ave.	City, State, Zip:	Tacoma, WA 98421
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:			

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed	Crime Against:		Hate/Bias:		Hate/Bias:	None (No Bias)
Criminal Activity:		Using:		Using:		Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way	Type of Security:		Tools:		Tools:	
Total No. of Units Entered:		Evidence Collected:	Photographs				
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Investigative Information

Means:		Motive:	
Vehicle Activity:		Direction Vehicle Traveling:	

Call Source:	Dispatched	Assisted By:	T89683 - Vandormolen, Robert
Phone Report:		Notified:	
Insurance Letter:		Entered By:	T34333 - Hannity, Robert
Entered On:	9/19/2017 09:35:08	Approved By:	Automated Policy
Approved On:	9/19/2017 10:38:15	Exceptional Clearance:	
Adult/ Juvenile Clearance:		Exceptional Clearance Date:	
Additional Distribution:		Other Distribution:	
Validation Processing	Distribution Date: 9/19/2017	County Pros. Atty.	Juvenile
	By: AUTOMATED POLICY	City Pros. Atty.	Military
		Other	CPS
		DSHS	PreTrial
			Supervisor:
Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.			Printed: 9/19/2017 10:38:15 Printed By: Automated Policy

Tacoma Police Department Supplemental Report

Incident No. 1726200183.3

Page 2 of 2

Jurisdiction Agency: Tacoma Police Department

Synopsis:

Narrative:

At 0300 hrs., 09-18-17, I responded from Puyallup Ave. and E. "D" St. to assist with traffic control for a vehicle v. train collision at 1871 Milwaukee Way. PPO R. VANDORMOLEN (U-287) directed me to stop all northbound traffic on Milwaukee Way. I arrived at 0307 hrs., and utilized my fully marked patrol car with emergency lights activated, and 10 Public Works barricades to block traffic at Milwaukee Way and Marshall Ave.. I remained at that location until the investigation was completed and the roadway cleared of vehicle, train, and debris. I cleared the scene at 0912 hrs., having been properly relieved at the direction of SGT. P. HABIB (S-026).

I never saw the collision scene or evidence, and contacted no persons related to this collision investigation.

LT. J. MUELLER (L-9) and SGT. J. KRAMER (S-048) had responded to the scene. See PTCR, General, and Supplementary Reports for additional information.

Reviewed By:

Reviewed Date:

**Tacoma Police Department
Supplemental Report**

Incident No. 1726200183.4
Jurisdiction Agency: Tacoma Police Department

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision	Incident No. 1726200183.4
IBR Disposition:	Active	Case Management Disposition:		
Forensics:		Reporting By/Date:	T89683 - Vandormolen, Robert 9/20/2017 00:01:30	
Case Report Status:	Approved	Reviewed By/Date:	T04654 - Jepson, Kevin 9/20/2017 04:06:44	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:		City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:	<p>Since 02-22-93, PPO Robert VanDormolen had been employed by Tacoma PD as a Police Patrol Officer (over 24 years).</p> <p>On 09-18/19-17, PPO Robert VanDormolen worked for Tacoma PD during night shift, in Sector NE, call sign U287.</p> <p>Weather during this reported incident, as of 09-19-17 at 0220 hrs: 50 degrees Celsius, Barometric Pressure 29.70. Clear skies with wet streets from earlier rain.</p> <p>Tacoma PD Units involved in reported incident: U287 PPO Robert VanDormolen (Primary); U250 PPO Ronnie Halbert (Traffic Control); U364 PPO Robert Hannity (Traffic Control); S048 Sgt Jennifer Kramer (on scene patrol sector supervisor); L-9 Lt Jennifer Mueller (on scene patrol shift supervisor); I-944 CST Malerie Ramos (Forensic Services); S-026 Sgt Peter Habib (on scene traffic supervisor); X058 PPS Brandon Cockroft (Collision Investigation Team); X-238 PPO Luke Faulkner (Collision Investigation Team); T-152 PPO Scott Harris (Collision Investigation Team); T-255 PPO Luke Wallin (Collision Investigation Team); X-207 PIO Shelbie Boyd (Public Affairs).</p> <p>Tacoma Fire Units involved in reported incident: Battalion 2 (Cpt Boyer); Ladder-1 (Lt Dubree, Firefighters Copsey & Majors); Engine-2 (Lt Klobescher, Firefighters Kammerzell & T Smith); Medic-3 (Lt Wurts and Paramedic Yu); Safety-3 (Lt Jasmer).</p> <p>AMR Ambulance Units involved in reported incident: AMR-50 (EMTs Quinn Brydson & David Marston).</p>		

Call Source:	Dispatched	Assisted By:				
Phone Report:		Notified:				
Insurance Letter:		Entered By:	T89683 - Vandormolen, Robert			
Entered On:	9/19/2017 23:47:48	Approved By:	Automated Policy			
Approved On:	9/20/2017 04:08:14	Exceptional Clearance:				
Adult/ Juvenile Clearance:		Exceptional Clearance Date:				
Additional Distribution:		Other Distribution:				
Validation Processing	Distribution Date: 9/20/2017	County Pros. Atty.	Juvenile	Other	CPS	Supervisor:
	By: AUTOMATED POLICY	City Pros. Atty.	Military	DSHS	PreTrial	
Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.						<p>Printed: 9/20/2017 04:08:14 Printed By: Automated Policy</p>

Tacoma Police Department Supplemental Report

Incident No. 1726200183.4

Page 2 of 8

Jurisdiction Agency: Tacoma Police Department

Pierce County Medical Examiner: ME-15 Rich O'Brian

Unless otherwise noted: All persons involved in reported incident appeared calm, cooperative, sober, and uninjured. All times and measurements in this report are approximate.

This incident occurred within Washington State.

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed			Crime Against:		Hate/Bias:	None (No Bias)
Criminal Activity:						Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way		Type of Security:			Tools:	
Total No. of Units Entered:			Evidence Collected:	Photographs			
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Witness W1: Banterrez, Luis Miguel

PDA:

Aliases:									
DOB:	8/27/1983	Age:	34	Sex:	Male	Race:	White	Ethnicity:	Hispanic Origin
Height:	6' 0"	Weight:	250	Hair Color:	Black	Eye Color:	Brown		
Address:	2411 Se Holman Rd			County:			Phone:	253-872-2100	
City, State Zip:	Port Orchard, WA 98367-8259			Country:			Business Phone:	253-396-3161	
Other Address:									
Resident:	Nonresident		Occupation/Grade:	Locomotive Engineer		Employer/School:	Tacoma Rail		
SSN:									
Driver License No:	(4b)		Driver License State:	Washington		Driver License Country:	United States of America		
Attire:	Neon Yellow Safety Vest					Complexion:			
SMT:									
Testify:	Yes					Facial Hair:			
Witness Notes:						Facial Shape:			

Witness W2: Mcdonald, Leonard Troy

PDA:

Aliases:									
DOB:	1/12/1970	Age:	47	Sex:	Male	Race:	White	Ethnicity:	Non-Hispanic
Height:	6' 0"	Weight:	280	Hair Color:			Eye Color:	Blue	
Address:	9263 W Belfair Valley Rd			County:			Phone:	727-776-4495	
City, State Zip:	Bremerton, WA 98312-9723			Country:			Business Phone:		
Other Address:									
Resident:	Nonresident		Occupation/Grade:	Truck Driver		Employer/School:	CR England		
SSN:									
Driver License No:	(4b)		Driver License State:	Washington		Driver License Country:	United States of America		
Attire:						Complexion:			

Tacoma Police Department Supplemental Report

Jurisdiction Agency: Tacoma Police Department

Incident No. 1726200183.4

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SMT:		Facial Hair:	
Testify:	Yes	Facial Shape:	
Witness Notes:			

Other Entity O1: Evans, Wesley Andre

PDA:

Aliases:				Ethnicity:	Non-Hispanic
DOB:	1/13/1989	Age:	28	Sex:	Male
Height:	5' 7"	Weight:	160	Race:	Black
Address:	20221 71ST Ave Ct E		Hair Color:	Black	Eye Color:
City, State Zip:	Spanaway, WA 98387-5242		County:		Phone:
Other Address:				Business Phone:	
Resident:	Nonresident	Occupation/Grade:	Longshoreman	Other Phone:	
SSN:				Employer/School:	Port of Tacoma
Driver License No:	(4b)	Driver License State:	Washington	Place Of Birth:	
Attire:	BLK Jacket; BLK T-Shirt; BLU Jean Pants			Driver License Country:	United States of America
SMT:				Complexion:	Medium Brown
Entity Type:	Driver	Reporting Statement Obtained:		Facial Hair:	
Entity Notes:					

Other Entity O2: [E] Burlington Northern Santa Fe (Unit 2)

PDA:

Aliases:				Ethnicity:	
DOB:		Age:	00	Sex:	
Height:		Weight:		Race:	
Address:	609 E Puyallup Ave		Hair Color:		Eye Color:
City, State Zip:	Tacoma, WA 98421		County:		Phone:
Other Address:				Business Phone:	817-867-6223
Resident:		Occupation/Grade:		Other Phone:	800-832-5452
SSN:				Employer/School:	
Driver License No:		Driver License State:		Place Of Birth:	
Attire:				Driver License Country:	
SMT:				Complexion:	
Entity Type:	Property Owner - Business	Reporting Statement Obtained:		Facial Hair:	
Entity Notes:					

Other Entity O3: Brown, Mark Gerard

PDA:

Aliases:				Ethnicity:	Non-Hispanic
DOB:	6/28/1974	Age:	43	Sex:	Male
Height:	6' 3"	Weight:	205	Race:	White
Address:	6411 41ST St E		Hair Color:		Eye Color:
City, State Zip:	Fife, WA 98424-2231		County:		Phone:
Other Address:				Business Phone:	206-240-3067
Resident:	Nonresident	Occupation/Grade:	Train Conductor A	Other Phone:	
SSN:				Employer/School:	Tacoma Rail
Driver License No:	(4b)	Driver License State:	Washington	Place Of Birth:	
Attire:	Neon Yellow Safety Vest			Driver License Country:	United States of America
SMT:				Complexion:	
				Facial Hair:	

Tacoma Police Department Supplemental Report

Incident No. 1726200183.4

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Jurisdiction Agency: Tacoma Police Department

Entity Type:	Other Individual	Reporting Statement Obtained:	Yes	Facial Shape:	
Entity Notes:					

Other Entity O4: Gomsrud, Brett Michael

PDA:

Aliases:						Ethnicity:	Non-Hispanic
DOB:	8/31/1981	Age:	36	Sex:	Male	Race:	White
Height:	6' 0"	Weight:	240	Hair Color:		Eye Color:	
Address:	1321 Lorenz Rd Kp N			County:		Phone:	
City, State Zip:	Lakebay, WA 98349-8523			Country:		Business Phone:	
Other Address:						Other Phone:	
Resident:	Nonresident		Occupation/Grade:		Train Conductor B		Employer/School:
SSN:						Place Of Birth:	
Driver License No:	(4b)		Driver License State:		Washington		Driver License Country:
Attire:	Neon Yellow Safety Vest					Complexion:	
SMT:						Facial Hair:	
Entity Type:	Other Individual		Reporting Statement Obtained:		Facial Shape:		
Entity Notes:							

Other Entity O5: [E] PORT OF TACOMA

PDA:

Aliases:						Ethnicity:	
DOB:		Age:	00	Sex:		Race:	
Height:		Weight:		Hair Color:		Eye Color:	
Address:				County:		Phone:	
City, State Zip:	Sitcum Way, 1			Country:		Business Phone:	
Other Address:	Tacoma Wa 98421					Other Phone:	
Resident:			Occupation/Grade:		Employer/School:		
SSN:						Place Of Birth:	
Driver License No:			Driver License State:		Driver License Country:		
Attire:						Complexion:	
SMT:						Facial Hair:	
Entity Type:	Other Entity (Business, Institution, etc.)		Reporting Statement Obtained:		Facial Shape:		
Entity Notes:							

Other Entity O6: [E] Tacoma Rail

PDA:

Aliases:						Ethnicity:	
DOB:		Age:	00	Sex:		Race:	
Height:		Weight:		Hair Color:		Eye Color:	
Address:	2601 N Frontage Rd			County:		Phone:	
City, State Zip:	Tacoma, WA 98421			Country:		Business Phone:	
Other Address:	2601 Sr 509 Tacoma, WA 98421					Other Phone:	
Resident:			Occupation/Grade:		Employer/School:		
SSN:						Place Of Birth:	
Driver License No:			Driver License State:		Driver License Country:		
Attire:						Complexion:	
SMT:						Facial Hair:	

Tacoma Police Department Supplemental Report

Incident No. 1726200183.4

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Jurisdiction Agency: Tacoma Police Department

Entity Type:	Property Owner - Business	Reporting Statement Obtained:	Facial Shape:
Entity Notes:			

Property Item No. 1/1: 3501 - Vehicle - Automobile / Car (Not Stolen Or Recovered)

Other Common Item:		Photographed:	Yes
Description:	Vehicle 1	Fingerprinted:	
Quantity:	1	Contents Sampled:	
Finding Location:	1800 E Milwaukee Way	Owner:	O1 - Evans, Wesley Andre
Status:	E - Evidence (Including Other Seized Property And Tools)	Value:	
Recovered Date:		Make/Brand:	
Recovered Value:		Model:	
Field Tested:		Serial No:	
Field Test Results:		OAN:	
Property Disposition:	Towed	Insurance Company:	
Disposition Location:		Policy No:	
Vehicle Information:			
License:	AYH2652	Locked:	
License State:	Washington	Keys in Vehicle:	
License Country:	WA	Delinquent Payment:	
Vehicle Year:	1999	Victim Consent:	
Make:	Acura	Drivable:	
Model:	300	Estimated Damage:	10,000
Vehicle Style:	2 Door Automobile, sedan	Damage:	Collision
Primary Vehicle Color:	Black	Damaged Area:	1;2;3;7;8;9
Secondary Vehicle Color:		Tow Company:	Gene's
VIN:	19UYA2258XL007664	Tow Consent:	
Special Features:		Hold Requested By:	
Drug Information:			
Drug Type:		Drug Measure:	
Drug Quantity:		Drug Measure Type:	
Jewelry Information:			
Metal Color:		Total # of Stones:	
Metal Type:		Inscription:	
Stone Color:		Generally Worn By:	
Firearm Information:			
Caliber:		Length:	
Gauge:		Finish:	
Action:		Grips:	
Importer:		Stock:	
Property Notes:			

Enter	Date	Time	WACIC	LESA	Initial	Release Info.	Date	Time	Release No.	Release Authority
Clear						Owner Notified			Operators Name	

Investigative Information

Means:		Motive:	
Vehicle Activity:		Direction Vehicle Traveling:	

Synopsis:

Narrative:

See Collision Report for Collision Narrative.

On 09-19-17, at 0247 hrs., SS911 dispatch sent PPO Halbert and I to a car vs train collision at 1871 E Milwaukee Way. Per dispatch, (W2)LEONARD MCDONALD reported the following: An Acura sedan car (occupied by a driver) had drove into a train. The car's airbags had deployed. The driver, who appeared to be trapped in the car, did not appear to be alive. (W2)MCDONALD was waiting on scene in a semi-truck.

At 0257 hrs., I arrived at 1800 E Milwaukee Way and observed the following: 1827 E Milwaukee Way was a parking lot that was surrounded by a chain link fence. Across the street was another unmarked chain link fenced parking lot that contained several stored semi-trailers. A set of railroad tracks (running east/west) intersected E Milwaukee Way, just south of both abovementioned parking lots. (O6)TACOMA RAIL'S yellow-colored empty flat well railcar DTTX-760579A was on the rail road tracks, blocking 1800 E Milwaukee Way, facing west. Several other rail cars were attached to the rear end of railcar DTTX-760579A, forming a train. The listed vehicle (a black Acura 2 door, Washington license plate AYH-2652) was stopped in the southbound 1800 E Milwaukee Way traffic lane, in front of the north/right side of railcar DTTX-760579A (facing southeast). The car had what appeared to be severe front, left side, right side, and front windshield collision damage. Both car doors were crushed (the passenger side door was partially open). A driver, later identified as (O1)WESLEY EVANS, was sitting in the car's driver seat. (O1)EVANS appeared unresponsive and his face was covered in blood.

I further observed the following: The medics were already on scene and were treating (O1)EVANS' injuries. AMR-50 ambulance EMT Quinn Brydson was attempting to resuscitate (O1)EVANS. EMT Brydson advised me that (O1)EVANS appeared deceased upon his arrival.

I further noted that the following (O6)TACOMA RAIL personnel were already on scene: Train Conductor #A (O3)MARK BROWN. Train Conductor #B (O4)BRETT GOMSRUD. Terminal Manager TODD VINCENT. Train master JOE FURTNEY. The (O6)TACOMA RAIL personnel advised me that (W2)MCDONALD left the scene prior to police arrival. Per my request, locomotive engineer (W1)LUIS BANTERREZ also responded to the scene.

At 0304 hrs., per Madigan Army Hospital Dr Misner, EMT Brydson declared (O1)EVANS deceased at the scene, as a result of fatal collision injuries. I immediately radio advised dispatch of the situation.

AMR-50 ambulance EMT David Marston showed me a cell phone that had what appeared to be a pedestrian-related video game playing on its display screen. EMT Marston told me he recognized the cell phone application as a "Pokemon" video game. Due to interruptions at the scene, as well as my requirement to do higher priority tasks, I did not realize the significance of the cell phone video game at the time.

At 0307 hrs., PPO Hannity arrived on scene and I assigned him to block northbound E Milwaukee Way traffic at E Marshall Ave. At 0308 hrs., PPO Halbert arrived on scene and I assigned him to block southbound E Milwaukee Way traffic at Lincoln Ave Loop Rd. Per my request, PPO Hannity had public works reinforce both traffic control points with barricades. At 0315 hrs., Lt Mueller advised the Tacoma Police Collision Investigation Team to respond to the scene.

Tacoma Fire Department Safety-3 Lt Jasmer showed me the same cell phone (with the same video game displayed) that EMT Marston had previously showed me. When I asked Lt Jasmer where he had found the phone, he put the phone face down, on top of (O1)EVANS'S left thigh, and replied, "I found it face down, just like that."

EMT Marston and Lt Jasmer related to me the following: Upon arrival at the scene, EMT Marston found the abovementioned cell phone, which was lying face down, on top of (O1)EVANS'S left thigh. EMT Marston picked up the phone, showed it to me, the put it back face down, on top of (O1)EVANS'S left thigh. Lt Jasmer then picked up the phone and showed it to me. Nobody else had touched the phone. I advised Lt Jasmer, EMT Marston, and the other medics on scene not to disturb the collision scene any further. I ensured that the collision scene was not disturbed by anyone else. All the medics the scene left shortly thereafter.

At 0311 hrs., Sgt Kramer arrived on scene. At 0333 hrs., Lt Mueller arrived on scene. I advised Sgt Kramer and Lt Mueller of the situation.

(W1)BANTERREZ related the following: (W1)BANTERREZ was sitting inside lead locomotive engine TR-4001, as he backed Train TR-4001 (consisting of 164 railcars) eastbound (at 8-10 mph), along the railroad tracks. Suddenly, something caused the train's air-line to dump (which affects the train's air brakes). (W1)BANTERREZ looked out the locomotive's rearview mirror and saw, 6 rail cars down the train, (W2)MCDONALD, who was standing along 1800 E Milwaukee Way, next to the listed car, which was stopped in front of the train. (W1)BANTERREZ realized that the car probably collided with the train, causing the air-line dump.

(W1)BANTERREZ further related the following: (W2)MCDONALD called the police, but left the scene prior to police arrival. (W1)BANTERREZ disconnected lead engine TR-4001, along with the first 5 flat well railcars, from railcar DTTX-760579A and moved them from the scene (prior to police arrival), in order to allow access to the collision from both sides of E Milwaukee Way.

Others 3-4 related the following: Others 3-4 were at the (O5)PORT OF TACOMA main terminal (1 Sitcum Way), counting TR-4001's rail cars, when the incident occurred. Others 3-4 did not witness the collision.

(O5)PORT OF TACOMA personnel advised that their overhead surveillance camera(s) recorded the car vs train collision, which occurred at 0242 hrs.

While standing outside of the listed vehicle, I observed the following: The passenger front air bag had deployed, while the driver steering wheel was crushed, without an airbag deployment. (O1)EVANS was not wearing a seat belt. A (O6)TACOMA RAIL longshoreman photo ID badge, matching and belonging to (O1)EVANS, was lying on the listed vehicle's front passenger seat.

I further observed the following: (O6)TACOMA RAIL Railroad cross-buck and yield combination sign 852-612-4 was posted on the northwest corner of the railroad crossing (where it intersected with E Milwaukee Way). Railcar DTTX-760579A appeared undamaged. TODD VINCENT and JOE FURTNEY could not find any damage to train TR-4001 or the railroad tracks during my initial investigation.

Records advised that (O1)EVANS was the listed vehicle's registered owner and had a valid Washington Driver license (expiration 01-13-22).

At 0410 hrs., Traffic Sgt Habib arrived on scene and I advised him of the situation. At 0417 hrs., Traffic PPS Cockcroft and Traffic PPO Faulkner arrived on scene. Traffic PPOs Harris and Wallin, as well as CST Ramos, also arrived on scene. During their investigation, the Collision Investigation Team handled the damage assessment, forensic photographs, evidence processing, and removal of (O1)EVANS' body by medical examiner Rich O'Brian (see their supplemental reports for further information). At 0434 hrs., Per Sgt Habib, I relieved PPO Halbert and took over his traffic control duties.

At 0534 hrs., I telephoned (W2)MCDONALD'S cell phone. (W2)MCDONALD related to me the following: (W2)MCDONALD had just dropped off an empty semi-trailer in the parking lot that was across the street from 1827 E Milwaukee Way. While he was backing his semi-tractor eastbound, out of the lot, (W2)MCDONALD heard a loud collision impact behind him. (W2)MCDONALD looked out his rear-view mirror and saw that the listed car had just collided with the train that was crossing E Milwaukee Way. (W2)MCDONALD went over to the car and saw that (O1)EVANS appeared unresponsive and had no pulse. (W2)MCDONALD called 911 but left the scene prior to police arrival.

At 0708 hrs., PPS Brandon advised me of the following: PPS Brandon inspected train TR-4001 and observed the following: 1,320 feet east of rail car DTTX-760579A was attached (O2)BURLINGTON-NORTHERN SANTA-FE (BNSF) empty flat well railcar 270493, which had collision damage to the north/right side of its rear coupler link. The rest of the train had separated from railcar 270493 and was located 9 feet east of it, along the tracks. The first railcar on the other half of the train was (O2)BNSF empty flat well railcar

Tacoma Police Department Supplemental Report

Incident No. 1726200183.4

Page 8 of 8

Jurisdiction Agency: Tacoma Police Department

238803, which had collision damage to the north/right side of its front coupler link (see PPS Cockcroft's supplemental report for further information).

Based upon the above information, the following appeared to have occurred: (O1)EVANS, who had just left work at (O6)TACOMA RAIL, was travelling south, along 1800 E Milwaukee Way, in his listed car. (O1)EVANS was distracted by a video game on his cell phone. (O1)EVANS disregarded railroad crossing sign 852-612-4 and collided with train TR-4001, as it was backing eastbound, along the railroad tracks. The collision caused fatal injuries to (O1)EVANS and caused train TR-4001 to split in half between railcars 270493 and 238803 (see collision report for further information).

At 0708 hrs., per PPS Cockcroft, I had Gene's Towing impound the listed vehicle, incident to the fatality collision. Once the car was impounded, (O6)TACOMA RAIL moved both halves of train TR-4001 from the railroad crossing at 1800 E Milwaukee Way. Once the train was gone, I observed a debris field from the listed car, which was scattered across the railroad tracks (where rail car DTTX-760579A had been stopped over).

At 0817 hrs., the Collision Investigation Team left the scene. At 0902 hrs., PIO Boyd arrived on scene and handled the news media, as well as (O1)EVANS' next-of-kin notification. At 0924 hrs., after dismissing PPO Hannity and reopening 1800 E Milwaukee Way to normal traffic, I left the scene. See notes and synopsis (above narrative) for further information. End.

RTV 89683-287

Reviewed By:		Reviewed Date:	
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**Tacoma Police Department
Supplemental Report**

Incident No. 1726200183.5
Jurisdiction Agency: Tacoma Police Department

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision	Incident No. 1726200183.5
IBR Disposition:	Active	Case Management Disposition:		
Forensics:		Reporting By/Date:	209855 - Ramos, Malerie 9/22/2017 06:05:15	
Case Report Status:	Approved	Reviewed By/Date:	T69820 - Pendrak, Kathy 9/22/2017 13:20:36	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:	1875 Milwaukee Wy	City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:			

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed	Crime Against:		Hate/Bias:		Hate/Bias:	None (No Bias)
Criminal Activity:		Using:		Tools:		Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way	Type of Security:		Evidence Collected:	Photographs		
Total No. of Units Entered:							
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Property Item No. 2/1: 1500 - Communication - Telephone - Cellular Phone

Other Common Item:		Photographed:	
Description:	iPhone with a black Otter Box case, collected from on top of the victim's (Welsey Evans) left leg.	Fingerprinted:	
Quantity:	1	Contents Sampled:	

Call Source:	Dispatched	Assisted By:	
Phone Report:		Notified:	
Insurance Letter:		Entered By:	209855 - Ramos, Malerie
Entered On:	9/22/2017 06:04:53	Approved By:	Automated Policy
Approved On:	9/22/2017 13:23:17	Exceptional Clearance:	
Adult/ Juvenile Clearance:		Exceptional Clearance Date:	
Additional Distribution:		Other Distribution:	
Validation Processing	Distribution Date: 9/22/2017	County Pros. Atty.	Juvenile
	By: AUTOMATED POLICY	City Pros. Atty.	Military
		Other	CPS
		DSHS	PreTrial
			Supervisor:
Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.			Printed: 9/22/2017 13:23:17 Printed By: Automated Policy

Finding Location:	Owner:
Status: E - Evidence (Including Other Seized Property And Tools)	Value:
Recovered Date:	Make/Brand:
Recovered Value:	Model:
Field Tested:	Serial No.:
Field Test Results:	OAN:
Property Disposition: Booked into Property	Insurance Company:
Disposition Location: Tacoma Police	Policy No.:

Vehicle Information:

License:	Locked:
License State:	Keys in Vehicle:
License Country:	Delinquent Payment:
Vehicle Year:	Victim Consent:
Make:	Drivable:
Model:	Estimated Damage:
Vehicle Style:	Damage:
Primary Vehicle Color:	Damaged Area:
Secondary Vehicle Color:	Tow Company:
VIN:	Tow Consent:
Special Features:	Hold Requested By:

Drug Information:

Drug Type:	Drug Measure:
Drug Quantity:	Drug Measure Type:

Jewelry Information:

Metal Color:	Total # of Stones:
Metal Type:	Inscription:
Stone Color:	Generally Worn By:

Firearm Information:

Caliber:	Length:
Gauge:	Finish:
Action:	Grips:
Importer:	Stock:

Property Notes: Finding Officer: M. Ramos 209855

Enter	Date	Time	WACIC	LESA	Initial	Release Info.	Date	Time	Release No.	Release Authority
Clear						Owner Notified			Operators Name	

Investigative Information

Means:	Motive:
Vehicle Activity:	Direction Vehicle Traveling:

Synopsis:

Narrative: This report was created with Evidence Collection Tool for the sole purpose of documenting evidence items.

Reviewed By:	Reviewed Date:
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**Tacoma Police Department
Supplemental Report**

Incident No. 1726200183.6
Jurisdiction Agency: Tacoma Police Department

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision Primary Collision Investigation	Incident No. 1726200183.6
IBR Disposition:	Active	Case Management Disposition:		
Forensics:		Reporting By/Date:	T10991 - Cockcroft, Brandon 10/9/2017 03:52:56	
Case Report Status:	Approved	Reviewed By/Date:	T04656 - Fick, Russell 10/10/2017 15:44:16	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:		City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:			

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed	Crime Against:		Hate/Bias:		Hate/Bias:	None (No Bias)
Criminal Activity:		Using:		Using:		Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way	Type of Security:		Tools:		Tools:	
Total No. of Units Entered:		Evidence Collected:	Photographs				
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Investigative Information

Means:	Motive:
Vehicle Activity:	Direction Vehicle Traveling:

Synopsis:

Call Source:	Dispatched	Assisted By:				
Phone Report:		Notified:				
Insurance Letter:		Entered By:	T10991 - Cockcroft, Brandon			
Entered On:	10/8/2017 19:28:23	Approved By:	Automated Policy			
Approved On:	10/10/2017 15:48:15	Exceptional Clearance:				
Adult/ Juvenile Clearance:		Exceptional Clearance Date:				
Additional Distribution:		Other Distribution:				
Validation Processing	Distribution Date: 10/10/2017	County Pros. Atty.	Juvenile	Other	CPS	Supervisor:
	By: AUTOMATED POLICY	City Pros. Atty.	Military	DSHS	PreTrial	
Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.						Printed: 10/10/2017 15:48:15 Printed By: Automated Policy

Narrative:

On September 19, 2017 at approximately 0320 hours, I was called at home for a collision involving a vehicle vs. a train.

I arrived at approximately 0400 hours, and observed the scene. I observed that the train was stopped blocking Milwaukee Way. I had approached the scene from the south, and when I was able to get around the train, I observed a vehicle with extensive damage to the front and sides of the vehicle. There was only one occupant in the vehicle and I was advised that he was deceased (I later learned that he had been pronounced deceased at approximately 0300 hours).

ROADWAY:

Milwaukee Way is a two lane city street that is traveled in a northwest to southeast in both directions. The road is a single lane each way road separated by a dashed yellow line. There are no sidewalks on either side of the road and each side is comprised of a gravel/dirt area. The east side of the road way has space for vehicles to park, and on the west side there are large concrete blocks. There are two train tracks that intersect with Milwaukee Way heading in a northeast to southwest direction, however for this incident, I will refer to Milwaukee Way as being a north/south roadway, and the train tracks will be referred to as an east/west railway. The posted speed limit for north of Lincoln Avenue is not posted or listed in the Tacoma Municipal Code which makes the roadway 25 mph. Milwaukee Way south of Lincoln Avenue to Eells Street is posted and also listed in the Tacoma Municipal Code as 40 mph. The condition of the roadway is in good repair, however just prior to the railroad tracks water does cover a portion of the southbound lane of travel (however after viewing the video surveillance, the vehicle does not travel through any of the water). At the time of the collision, the roadway was wet, and after speaking with PPO VanDormolen, he believed that the rain had stopped prior to the collision but he could not specifically say how long prior to the collision that the rain had stopped.

CROSSING:

The railroad crossing is marked by a sign that stated "railroad crossing" in the shape of an "X", and underneath the "X" was a yield sign, then a number "2" indicating two tracks. This sign was posted on both sides of the tracks on the right side of the roadway when approaching the tracks from either direction.

TRAIN:

A train was traveling east on the left of the two tracks that cross Milwaukee Way. I was told that the train was going in reverse, and the speed was estimated to be going no more than 10 miles per hour.

I was told that the train had been traveling in reverse at the time of the collision in a northwest direction on the tracks. The train continued to travel until the emergency brakes were automatically applied. This was caused by the train cars separating which is meant to prevent the train cars from continuing to travel without any control. In this collision, the vehicle struck the train at a point between two railcars, and the train continued until the portion of the train that was controlled by the engine slowed down and the momentum of the train cars that were no longer being pushed by the engine continued down the track and when the gap became greater than the cables, and then the cables disconnected, the emergency brakes were applied.

VEHICLE:

The involved motor vehicle is a black 1999 Acura 300 2-door vehicle (WA) AYH2652, registered to the same person who was identified as the driver. PPO L. Faulkner conducted a review of the vehicle. His measurements of the vehicle that at the time of the investigation, were; the overall width of the vehicle was measured at 70", and the total length was 187" with an overhang wheel base was 108". The tire size was P205 60R

LF - Tread Depth: 5/32 - Air Pressure: 25 lbs.
LR - Tread Depth: 7/32 - Air Pressure: 22 lbs.

Jurisdiction Agency: Tacoma Police Department

RF - Tread Depth: 6/32 - Air Pressure: 0 lbs.
RR - Tread Depth: 7/32 - Air Pressure: 22 lbs.

Observations of the vehicle:

I observed that the vehicle had extensive frontend contact and induced damage. The damage to the vehicle extended beyond the front passenger compartment to the vehicle. I saw that the steering column had damage to it and it had been forced forward into the instrument console. The driver's side front airbag was not deployed, but the passenger side front airbag had been deployed. I also noted that the seat belt was not latch around the driver at the time that I was at the scene. I had been told that the driver did not have his seatbelt on at the time that medical treatment was being rendered, which based on the damage to the steering column would suggest that the driver was not wearing the seatbelt at the time of the collision.

DRIVER:

The driver of the vehicle was identified as Wesley A. Evans, a B/M, approximately 5'7", weighing about 160lbs (according to DOL), with black hair and brown eyes, and I saw that the occupant had blood on his face. When I observed the interior of the vehicle I did not detect an odor of intoxicants. I spoke with PPPO VanDormolen who said that when he first arrived, he also did not detect any odor of intoxicants, and he advised that medical personnel also did not detect any odor of intoxicants.

Information learned:

I was informed that the when the driver was receiving medical treatment while in the vehicle, medics observed a cellphone with a "Pokémon" video game on the screen on the lap of the driver.

VIDEO:

Detective Hill was able to obtain video surveillance. I observed the surveillance which shows the final moments prior to the collision. The vehicle did not appear to be traveling at any sort of extreme speed and seemed to be traveling at a constant speed. The vehicle did not appear to brake prior to the collision with the train, and seemed to slightly veer to the right (from the vehicle's perspective) just prior to first contact.

On the west side of the road, there were several concrete blocks along the side. I was able to choose a fixed point on the side of the road selecting the 9th block away from the scene and measured the distance to be approximately 212 feet. I also timed the vehicles travel from the approximate moment that the vehicle passed by the 9th block to the point of first contact with the train. I timed the vehicle's travel fourteen times, and obtained varying times ranging from as low as 3.1seconds to as high as 3.6seconds with the average time being 3.4seconds.

Using a time/distance equation, and assuming a constant velocity of the vehicle, I multiplied the distance by the time (3.4sec X 212ft), which gave me a speed of 62.91 fps, and then I divided 62.91 by 1.4667, and came up with a speed of 42.89 mph. This appeared to be consistent with the video observations.

Using the same formula, and inserting the high and low times, I determined that a potential high speed of 46.62 mph and a low speed of 40.15 mph.

CONCLUSION:

The posted speed limit for this stretch of road is 25 mph. The vehicle was traveling at a speed that was higher than the posted speed limit which was determined to be 42 mph, although this speed is not necessarily unreasonable at the time of the collision as the speed limit does increase to 40 mph just south of the tracks.

The vehicle did not apply its brakes, and slightly turned to its right just prior to the collision, which potentially indicates that the driver was not paying attention until the last possible moment. It is believed that

Tacoma Police Department Supplemental Report

Incident No. 1726200183.6

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Jurisdiction Agency: Tacoma Police Department

the "Pokémon" game that was playing on the cell phone that was located on the driver's lap would appear to validate the conclusion that the driver was distracted.

The wet roadway did not seem to be a factor since there was no evidence either at the scene or on the video that indicated braking prior to the collision.

The driver was not wearing his seatbelt, and the driver's side airbag did not deploy, and in combination are factors as a cause of death of the driver.

Reviewed By:

Reviewed Date:

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision USB to Disc		Incident No. 1726200183.7
IBR Disposition:	Active	Case Management Disposition:			
Forensics:		Reporting By/Date:	T06477 - Cribbin, Kimberly 10/12/2017 15:52:07		
Case Report Status:	Approved	Reviewed By/Date:	T93679 - White, Thomas 10/16/2017 12:04:37		

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:		City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:			

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed			Crime Against:		Hate/Bias:	None (No Bias)
Criminal Activity:						Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way			Type of Security:		Tools:	
Total No. of Units Entered:				Evidence Collected:	Photographs		
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Property Item No. 3/1: 20522 - Computer - Drive - Storage / Tape / Zip / Thumb / Flash / USB

Other Common Item:		Photographed:	
Description:	8GB Silver Data Stick Pro Centon USB flash drive	Fingerprinted:	
Quantity:	1	Contents Sampled:	
Finding Location:		Owner:	

Call Source:	Dispatched	Assisted By:				
Phone Report:		Notified:				
Insurance Letter:		Entered By:	T06477 - Cribbin, Kimberly			
Entered On:	10/12/2017 15:46:47	Approved By:	Automated Policy			
Approved On:	10/16/2017 12:08:19	Exceptional Clearance:				
Adult/ Juvenile Clearance:		Exceptional Clearance Date:				
Additional Distribution:		Other Distribution:				
Validation Processing	Distribution Date: 10/16/2017	County Pros. Atty.	Juvenile	Other	CPS	Supervisor:
	By: AUTOMATED POLICY	City Pros. Atty.	Military	DSHS	PreTrial	
Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.						Printed: 10/16/2017 12:08:19 Printed By: Automated Policy

Tacoma Police Department Supplemental Report

Jurisdiction Agency: Tacoma Police Department

Incident No. 1726200183.7

Page 2 of 3

Status:	E - Evidence (Including Other Seized Property And Tools)	Value:	
Recovered Date:		Make/Brand:	
Recovered Value:		Model:	
Field Tested:		Serial No:	
Field Test Results:		OAN:	
Property Disposition:	Booked into Property	Insurance Company:	
Disposition Location:	Tacoma Police	Policy No:	
Vehicle Information:			
License:		Locked:	
License State:		Keys in Vehicle:	
License Country:		Delinquent Payment:	
Vehicle Year:		Victim Consent:	
Make:		Drivable:	
Model:		Estimated Damage:	
Vehicle Style:		Damage:	
Primary Vehicle Color:		Damaged Area:	
Secondary Vehicle Color:		Tow Company:	
VIN:		Tow Consent:	
Special Features:		Hold Requested By:	
Drug Information:			
Drug Type:		Drug Measure:	
Drug Quantity:		Drug Measure Type:	
Jewelry Information:			
Metal Color:		Total # of Stones:	
Metal Type:		Inscription:	
Stone Color:		Generally Worn By:	
Firearm Information:			
Caliber:		Length:	
Gauge:		Finish:	
Action:		Grips:	
Importer:		Stock:	
Property Notes:	AVI files		

Enter	Date	Time	WACIC	LESA	Initial	Release Info.	Date	Time	Release No.	Release Authority
Clear						Owner Notified			Operators Name	

Property Item No. 4/2: 1323 - Evidence - Photo / Audio / Video / Data - CD / DVD / Blu-Ray Disc - Officer Generated

Other Common Item:		Photographed:	
Description:	Verbatim CD-R disc	Fingerprinted:	
Quantity:	1	Contents Sampled:	
Finding Location:		Owner:	
Status:	E - Evidence (Including Other Seized Property And Tools)	Value:	
Recovered Date:		Make/Brand:	
Recovered Value:		Model:	
Field Tested:		Serial No:	
Field Test Results:		OAN:	
Property Disposition:	Booked into Property	Insurance Company:	

Printed: 10/16/2017 12:08:19
Printed By: Automated Policy

Tacoma Police Department Supplemental Report

Incident No. 1726200183.7

Page 3 of 3

Jurisdiction Agency: Tacoma Police Department

Disposition Location:	Tacoma Police	Policy No:	
Vehicle Information:			
License:		Locked:	
License State:		Keys in Vehicle:	
License Country:		Delinquent Payment:	
Vehicle Year:		Victim Consent:	
Make:		Drivable:	
Model:		Estimated Damage:	
Vehicle Style:		Damage:	
Primary Vehicle Color:		Damaged Area:	
Secondary Vehicle Color:		Tow Company:	
VIN:		Tow Consent:	
Special Features:		Hold Requested By:	
Drug Information:			
Drug Type:		Drug Measure:	
Drug Quantity:		Drug Measure Type:	
Jewelry Information:			
Metal Color:		Total # of Stones:	
Metal Type:		Inscription:	
Stone Color:		Generally Worn By:	
Firearm Information:			
Caliber:		Length:	
Gauge:		Finish:	
Action:		Grips:	
Importer:		Stock:	
Property Notes:	Contents of 8GB Silver Data Stick Pro Centon USB flash drive		

Enter	Date	Time	WACIC	LESA	Initial	Release Info.	Date	Time	Release No.	Release Authority
Clear						Owner Notified			Operators Name	

Investigative Information

Means:		Motive:	
Vehicle Activity:		Direction Vehicle Traveling:	

Synopsis:	
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Narrative:	<p>On 09/19/2017, I received a manila envelope containing silver 8GB Data Stick Pro Centon USB flash drive from Detective J. Turner. Tacoma Police Case number 1726200183 was written on the envelope. Detective J. Turner requested for a disc copy of the video stored on the USB flash drive. I obtained MD5 and Sha1 hash values of the video files stored on the flash drive. Using Windows, I burned the video files and the hash values onto a Verbatim CD-R disc. I booked the Data Stick Pro Centon USB flash drive and the Verbatim CD-R disc into property. I provided a disc copy to Detective J. Turner.</p>
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Reviewed By:		Reviewed Date:	
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**Tacoma Police Department
Supplemental Report**

Incident No. 1726200183.8
Jurisdiction Agency: Tacoma Police Department

PDA:	Homeland Security:	Subject:	Fatality Traffic Collision Follow- up Investigation - Autopsy / Toxicology Reports - CERS	Incident No. 1726200183.8
IBR Disposition:	Resolved	Case Management Disposition:	CERS - Cleared Exceptional - Resolved	
Forensics:		Reporting By/Date:	T85650 - Turner, Jeffrey 12/12/2017 14:59:52	
Case Report Status:	Approved	Reviewed By/Date:	T85650 - Turner, Jeffrey 12/12/2017 15:02:38	

Related Cases:

Case Report Number	Agency
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Non-Electronic Attachments

Attachment Type	Additional Distribution	Count
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Location Address:	Milwaukee Wy And Lincoln Av	Location Name:	
City, State, Zip:	Tacoma, WA 98421	Cross Street:	Lincoln Ave
Contact Location:		City, State, Zip:	
Recovery Location:		City, State, Zip:	
CB/Grid/RD:	180 - Tacoma	District/Sector:	TA14 - Tacoma
Occurred From:	9/19/2017 02:42:00 Tuesday	Occurred To:	
Notes:			

Offense Details: 5430 - Traffic Accident / Collision - Fatal

Domestic Violence:	No	Child Abuse:	No	Gang Related:	No/Unknown	Juvenile:	No
Completed:	Completed	Crime Against:		Hate/Bias:		Hate/Bias:	None (No Bias)
Criminal Activity:		Using:		Tools:		Using:	Not Applicable
Location Type:	Railroad Tracks / Right of Way	Type of Security:		Evidence Collected:	Photographs		
Total No. of Units Entered:							
Entrance Compromised:							
Entry Method:							
Suspect Description:							
Suspect Actions:							
Notes:							

Other Entity O1: Evans, Wesley Andre

PDA:

Aliases:									
DOB:	1/13/1989	Age:	28	Sex:	Male	Race:	Black	Ethnicity:	Non-Hispanic
Height:	5' 7"	Weight:	160	Hair Color:	Black	Eye Color:	Brown		

Call Source:	Dispatched	Assisted By:				
Phone Report:		Notified:				
Insurance Letter:		Entered By:	T85650 - Turner, Jeffrey			
Entered On:	12/12/2017 14:00:36	Approved By:	Automated Policy			
Approved On:	12/12/2017 15:03:04	Exceptional Clearance:				
Adult/ Juvenile Clearance:		Exceptional Clearance Date:				
Additional Distribution:		Other Distribution:				
Validation Processing	Distribution Date: 12/12/2017	County Pros. Atty.	Juvenile	Other	CPS	Supervisor:
	By: AUTOMATED POLICY	City Pros. Atty.	Military	DSHS	PreTrial	

Records has the authority to ensure correct agency, CB/Grid/RD, and District/Sector are incorporated in the report.

Printed: 12/12/2017 15:03:04
Printed By: Automated Policy

Tacoma Police Department Supplemental Report**Incident No. 1726200183.8**

Page 2 of 3

Jurisdiction Agency: Tacoma Police Department

Address:	20221 71ST Ave Ct E	County:		Phone:	
City, State Zip:	Spanaway, WA 98387-5242	Country:		Business Phone:	
Other Address:				Other Phone:	
Resident:	Nonresident	Occupation/Grade:	Longshoreman	Employer/School:	Port of Tacoma
SSN:				Place Of Birth:	
Driver License No:	(4b)	Driver License State:	Washington	Driver License Country:	United States of America
Attire:	BLK Jacket; BLK T-Shirt; BLU Jean Pants			Complexion:	Medium Brown
SMT:				Facial Hair:	
Entity Type:	Driver	Reporting Statement Obtained:		Facial Shape:	
Entity Notes:					

Investigative Information

Means:		Motive:	
Vehicle Activity:		Direction Vehicle Traveling:	

Synopsis:	
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Narrative:	<p>On 09/19/17 I placed an extended hold on the involved vehicle at Gene's Towing.</p> <p>On 09/19/17 I contacted the Pierce County Medical Examiner's Office (Chris) and requested a copy of O/Evans' autopsy and toxicology report. The reports will be included with the case file upon receipt.</p> <p>On 09/19/17 Det. G. Hill obtained video footage (via thumb drive) of the collision from the Port of Tacoma.</p> <p>After review of the video I noted the following:</p> <ol style="list-style-type: none"> 1) There were no other vehicles involved in the collision. 2) The video depicts the train across the roadway (East Milwaukee Way) for approximately 30 seconds prior to the collision. 3) Both headlights on the vehicle were illuminated prior to the collision. 4) The vehicle did not appear to be traveling at a "high rate" of speed at the time of the collision. 5) The vehicle did not discernibly slow prior to the collision. 6) The vehicle appeared to veer to the right just prior to impact. <p>On 09/19/17 Det. K. Cribbin made (2) working copy DVDs of the video footage and placed the original thumb drive into evidence.</p> <p>On 09/20/17 I spoke with the ME's office (Investigator Rich O'Brien). He advised me that O/Evans' manner of death was due to a lacerated aorta and the cause of death is accidental. I forwarded one of the DVDs of the collision to O'Brien for the Medical Examiner's review and case file.</p> <p>On 09/20/17 I provided my working copy DVD of the collision to the Primary Collision Investigator (Officer B. Cockcroft) to view and utilize for a possible time distance analysis to determine the involved vehicle's approximate speed at the time of the collision. Refer to Officer Cockcroft's supplemental report for further details.</p> <p>On 09/20/17 I spoke with Della Evans (O/Evans' mother) and advised her of the status of this investigation.</p> <p>On 09/26/17 I spoke with Eric Hunter (Investigative Training Service; 206-466-2047; cell # 206-755-8629) and allowed him access to the involved vehicle.</p>
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On 09/26/17 I spoke with Anne (attorney for the Evans family; 425-228-3860) and advised her of the status of my investigation. I advised her to contact me if she needed access to the vehicle. She stated she would contact the family and advise them of the process involved in this matter.

On 12/12/17 I received O/Evans' autopsy (ME # 17-1828) and toxicology (ST# 17-11467) reports. The following information was contained therein:

Autopsy Report:

Cause of death: Lacerated aorta due to motor vehicle collision
Manner of Death: Accident:

Toxicology Report:

Volatile Analysis Results

Ethanol: None Detected

Drug Analysis Results

Presumptive positive for cannabinoids

Carboxy-THC: 8.4 ng/mL
THC: 2.6 +/- 0.70 ng/mL (k=3, 99.7% confidence level)

On 12/12/17 I emailed Gene's Towing (Angie) and released the hold on the involved vehicle.

On 12/12/17 I spoke with Anne (attorney for the Evans family; 425-228-3860) and advised her that the involved vehicle has been released. She indicated she would coordinate with the Evans family.

After a review of the totality of the circumstances surrounding this incident, I formed the opinion that O/Evans caused the collision by failing to yield the right of way to the train that was occupying a marked railroad crossing. I am unable to conclusively determine why O/Evans did not stop/yield to the train across the roadway in front of him.

Reviewed By:

Reviewed Date:



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591971

REPORT NO. **E713128**

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1 2 3 27

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0 1 29

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FROM TO 1 5 33

FROM TO

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

CASE #	1726200183	
LOCAL AGENCY CODING	TA14 180 - TACOMA	
TOTAL # OF UNITS	02	OBJECT STRUCK

M M D D Y Y Y Y TIME (2400) COUNTY # MILES CITY #

DATE OF COLLISION 09 - 19 - 2017 0242 27 N S E W IN OF 1280

ON (PRIMARY TRAFFIC WAY) INTERSECTION NON-INTERSECTION

E MILWAUKEE WAY BLOCK NO. 1800 MILE POST

DISTANCE 100 MILES FEET OF (REFERENCE OR CROSS STREET) LINCOLN AVE

UNIT 01 MOTOR VEHICLE PEDAL-CYCLE DAMAGE THRESHOLD MET YES NO PHONE

LAST NAME EVANS FIRST NAME WESLEY MIDDLE INITIAL A

STREET NEW ADDRESS 20221 71ST AVE CT E

CITY SPANAWAY ST WA ZIP 98387-5242

CDL RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # (4b) STATE WA SEX M D.O.B. 01 - 13 - 1989

ON DUTY STATUS AIRBAG 5 RESTR. 1 EJECT 1 HELMET USE 2 INJURY CLASS 2 NATURE OF INJURIES DEAD AT SCENE

LICENSE PLATE # AYH2652 STATE WA VIN# 19UYA2258XL007664

TRAILER PLATE # STATE TRAILER PLATE # STATE

VEH. YEAR 1999 MAKE ACURA MODEL 300 STYLE 2 DOOR VEHICLE TOWED YES NO TOWED BY GENE'S GOVT. VEHICLE YES NO

REGISTERED OWNER INFO. WESLEY EVANS 20221 71ST AVE CT E SPANAWAY, WA 98387-5242

LIABILITY INSURANCE IN EFFECT INSURANCE CO & POLICY # VEHICLE LEGALLY STANDING YES NO CITATION # CHARGE



UNIT 02 MOTOR VEHICLE PEDAL-CYCLE PEDESTRIAN PROPERTY OWNER DAMAGE THRESHOLD MET YES NO PHONE 817 867 6223

LAST NAME BURLINGTON NORTHERN SANTA FE FIRST NAME MIDDLE INITIAL

STREET NEW ADDRESS 609 E PUYALLUP AVE

CITY TACOMA ST WA ZIP 98421

CDL RESTRICTIONS ENDORSEMENTS

DRIVER'S LICENSE # STATE SEX D.O.B. M MDDYYYYY - -

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

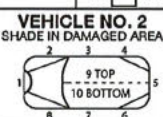
LICENSE PLATE # STATE VIN#

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 # VEHICLE LEGALLY STANDING YES NO CITATION # CHARGE



OFFICER'S NAME (PRINT) Vandormolen, Robert BADGE OR ID # T89683 AGENCY Tacoma Police Department



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591972

CORRECTION

REPORT NO. **E713128**

CASE # **1726200183**

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL) **BANTERREZ LUIS M**

ADDRESS & PHONE # **2411 SE HOLMAN RD PORT ORCHARD WA 98367-8259 253 872 2100** SEX **M** D.O.B. MMDDYYYY **08** - **27** - **1983**

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

NAME (LAST, FIRST, MIDDLE INITIAL) **MCDONALD LEONARD T**

ADDRESS & PHONE # **9263 W BELFAIR VALLEY RD BREMERTON WA 98312-9723 727 776 445** SEX **M** D.O.B. MMDDYYYY **01** - **12** - **1970**

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

NARRATIVE

See subsequent narrative pages

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)

Vandormolen, Robert T89683 09-19-17 Tacoma, Washington
INVESTIGATING OFFICER'S SIGNATURE UNIT OR DIST. DET DATED PLACE SIGNED

APPROVED BY See Case Report. DATE

BADGE OR ID # T89683 ORI # WA0270300 TIME POLICE DISPATCHED 0247 TIME POLICE ARRIVED 0257

NARRATIVE

Vandormolen, Robert T89683 1726200183.1

Based upon the train conductor statements, locomotive engineer statements, and collision scene, the following appeared to have occurred: Tacoma Rail Train TR-4001 (7,067 ft long, weighing 2,488 tons, with Lead Engine TR-4001 pulling 164 railcars,) was backing eastbound, along the 1800 E Milwaukee St railroad tracks, at 2 mph (slowing down to stop). Vehicle 1 was travelling south, along 1800 E Milwaukee Way, at high speed. Vehicle 1 disregarding the Railroad Cross-bucks and Yield combination sign 852-612-4 (posted on the northwest corner of the 1800 E Milwaukee Way railroad tracks) and proceeded southbound, towards the railroad tracks. Vehicle 1's front end collided with the right/north side couplers between empty flat well rail cars BNSF-238803 and BNSF-270493. The collision caused both rail cars to disconnect from each other. The collision also caused vehicle 1 to spin 45 degrees counterclockwise, then stop. Both halves of Train TR-4001 continued 1,320 ft eastbound, then stopped (leaving a 9 foot gap between the abovementioned disconnected BNSF rail cars), with the north side of Tacoma Rail railcar DTTX-760579A next to vehicle 1, facing west. Lead Engine TR-4001, along with the first 5 flat well rail cars, disconnected from the front half of Tacoma Rail railcar DTTX-760579A and left west, along the railroad tracks, prior to police arrival.

Train TR-4001 was occupied by engineer LUIS BANTERREZ (riding in the cab of Lead Engine TR-4001). Nobody else was riding train TR-4001 during the collision.

At 0304 hrs., per Madigan Army Hospital Dr Misner, AMR-50 Ambulance EMT Quinn Brydson declared vehicle 1 driver deceased at the scene, as a result collision injuries.

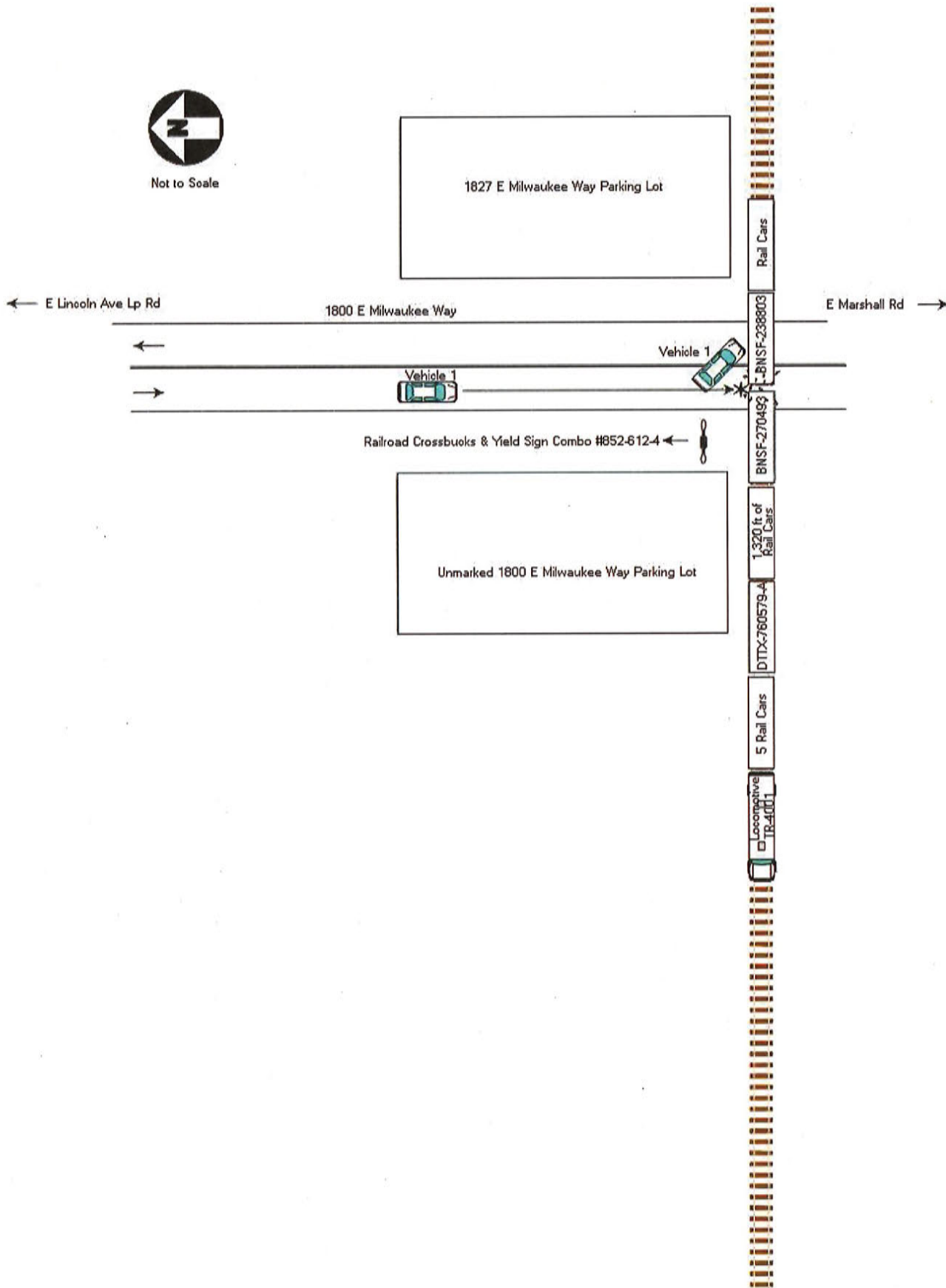
Tacoma Rail damage assessors Todd Vincent (terminal manager) and Joe Furtney (train master), along with train conductor #A Mark Brown and train conductor #B Brett Gomsrud, responded to the scene. The damage assessors determined that the above mentioned BNSF railcars suffered at least \$500.00 dollars damage, while the railroad tracks appeared undamaged (although a more thorough damage investigation was pending).

End. RTV 89683-287

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Not to Scale



CHECK ALL THAT APPLY:

- NON-IMPOUND / TOW
- AAA or OTHER ROADSIDE ASSISTANCE
- EVIDENCE
- SEIZED UNDER RCW 69.50.505
- IMPOUND ONLY
- DUI/PC IMPOUND WITH 12 HOUR HOLD
- INFORMATIONAL COPY GIVEN TO SUSPENDED DRIVER.
- REGISTERED OWNER MAY REDEEM

CHECK INDICATES DRIVER IS DWLS/R AND IS NOT THE REGISTERED OWNER. REGISTERED OWNER / LEGAL OWNER OR AGENT OF THE OWNER MAY REDEEM AT THE END OF THE IMPOUND HOLD.

CHECK INDICATES DRIVER IS DWLS AND THE REGISTERED OWNER. DRIVER WILL NEED A SEPARATE RELEASE FORM FROM THE COURT OR THE AGENCY ORDERING THE IMPOUND.



AGENCY: PCSD O TPD OTHER _____



CASE NO. 17-262-00183

AUTHORIZATION TO TOW / IMPOUND AND INVENTORY RECORD

VEHICLE INFORMATION

VIN <u>1 9 U Y A 2 2 5 8 X L 0 0 1 7 6 6 4</u>			
LICENSE <u>AYH-2652</u>	STATE <u>WA</u>	YEAR <u>1999</u>	MAKE <u>ACURA</u> MODEL <u>30CL</u>
<input type="checkbox"/> Report of Sale	<input type="checkbox"/> Digital Mileage	STYLE <u>ZDR</u>	COLOR <u>BLK</u>

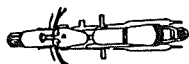

DRIVER	REGISTERED OWNER	LEGAL OWNER
NAME (LAST, FIRST, M) <u>EVANS, WESLEY A</u>	NAME (LAST, FIRST, M) <u>SAME AS DRIVER</u>	NAME (LAST, FIRST, M) <u>SAME AS DRIVER</u>
STREET ADDRESS <u>20221 71ST AVE CTE</u>	STREET ADDRESS	STREET ADDRESS
CITY, STATE, ZIP CODE <u>SPANAWAY, WA 98387-5212</u>	CITY, STATE, ZIP CODE	CITY, STATE, ZIP CODE
PHONE <u>UNK</u> DOB <u>01-13-89</u>	PHONE	PHONE

AUTHORIZATION AND RECEIPT

ON THIS DATE OF 09-19-17 AT 0708 HRS PURSUANT TO RCW 46.55.085/113 AND HAVING PERSONALLY INVENTORIED THE ITEMS IN THE DESCRIBED VEHICLE, I HEREBY AUTHORIZE GENE'S TOWING TO REMOVE THIS VEHICLE FROM 1800 E MILWAUKEE WAY TACOMA WA 98421 (TOWING FIRM)

I CERTIFY THAT I HAVE RECEIVED THE ABOVE VEHICLE AND ITS CONTENTS LISTED BELOW.

TOW DRIVER'S SIGNATURE [Signature] DOL TOW TRUCK NO. 5596-19 DATE 9/19/17

EQUIPMENT	DAMAGE	EVIDENCE (DRIVER'S SIDE)	EVIDENCE (PASSENGER'S SIDE)
<input type="checkbox"/> GLOVE BOX LOCKED <input type="checkbox"/> KEYS [] <input type="checkbox"/> AUTO STEREO <input type="checkbox"/> AUDIO TAPES/CD'S [] <input type="checkbox"/> CB RADIO <input type="checkbox"/> RADAR DETECTOR <input type="checkbox"/> TRUNK LOCKED <input type="checkbox"/> SPARE TIRE <input type="checkbox"/> JACK <input type="checkbox"/> CHAINS <input type="checkbox"/> OTHER _____	<input checked="" type="checkbox"/> FRONT SHADE DAMAGED AREA <input checked="" type="checkbox"/> R FRONT  <input checked="" type="checkbox"/> R SIDE <input type="checkbox"/> R REAR <input checked="" type="checkbox"/> L FRONT  <input checked="" type="checkbox"/> L SIDE <input type="checkbox"/> L REAR <input type="checkbox"/> REAR <input checked="" type="checkbox"/> TOP <input type="checkbox"/> UNDERCARRIAGE <input checked="" type="checkbox"/> OTHER <u>FRONT WINDSHIELD</u>		

INVENTORY/EVIDENCE	NARRATIVE OR DIAGRAM
	<u>FATALITY INJURY COLLISION</u> (List reason(s) for impound.)

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

OFFICER'S SIGNATURE X [Signature] PPO ROBERT T VANDORMOLEN 89683-287 PIERCE COUNTY, WA BADGE NO. 89683-287

DRIVER'S SIGNATURE CERTIFIES RECEIPT OF TOW/IMPOUND REPORT AND INFORMAION FOR DRIVERS TO REDEEM IMPOUNDED VEHICLE.

DRIVER'S SIGNATURE X _____

Lead: L. Wallin Employee # 205287 Case Number: 1726200183

Assistant: S. Harris Employee # 12243 Location: 1871 Milwaukee Way

Total Station Setup Procedure
Trimble 5603 DR200+ (SN 63322796) Using the Trimble Nomad with MFX

Establish a location to setup the Total Station and mark location (i.e. PK Nail). This will be the Reference Point (RP).

Use Grid North and establish the location for the Back Sight and mark location (i.e. PK Nail).

Set up the Back Sight using the tripod and Prism. Measure the height of the Back Sight.

Back Sight Height
5.56 Feet

Set the tripod up over the RP (i.e. PK Nail). Remove the Leveling Plate from the Instrument Head and mount to the tripod. Use the circular level and optical plummet to level over the RP.

Mount the instrument.

Connect the 'Battery Pass Through' to the Leveling Plate, the battery and the Trimble Nomad Handheld.

Press the PWR button on the Instrument Head. (If the machine asks, "Powered off by Operator Continue? Yes/No" Answer "No"). If no prompt, continue to next step.

Use electronic display to level the Instrument Head. Look through the optical plummet to ensure the instrument remained centered over the RP. Press ENT and the Instrument Head will Self-Initialize.

On the Instrument Head enter the current Temperature and press ENT.

Current
Temp 30
Bar 29.7 in/hg

On the Instrument Head enter the current Barometric Pressure and press ENT.

On the Instrument Head ensure Prism Offset is 0.000. Press ENT

On the next screen (HA ref = __) Press ENT. (This will be set on the Nomad Handheld later)

Sight the Instrument Head onto the Back Sight.

Power on the Nomad Handheld. From the home screen, select Start (upper left) and then select 'mFX' (either one).

Select 'New'. Enter scene name.
(Example: 16-001-00001 S 38th St and Pine St)
Ensure the Point Code Library is 'Collision'. Select 'Next'.

Ensure 'Total Station' is in the drop down box. Ensure Trimble 5603 DR200+ selected. Select 'Next'

Ensure Target Type is 'Prism'. Enter the Back Sight Height for Target Height. Ensure Prism Offset is 0.00mm. Select 'Next'.

Ensure the X, Y and Elevation values are all 0.00ft. Enter the Total Station Height. Select 'Next'

Total Station Height
5.42 feet

Ensure the reference object heading is zero and 'East (right)' is selected. Ensure the box for 'Record a Point' is check. Select 'Shoot'.

Case Number: 1720200183

Location: 1871 Milwaukee Way

- On the Instrument Head, Ensure 'HA' displays 0'00'00'. Record the 'SD'.

SD: 91.920

- A box will appear on the Nomad stating 'Total Station Setup is Complete'. Select 'Finish'

- On the Bottom of the screen, select 'View' and then 'Point List'. Highlight point 2 and select 'Edit Point'. In the 'Code' field enter 'BS' (Back Sight). Enter a description in the note Field if desired. Select 'OK'. In the upper right corner of the screen select 'ok'

- Establish a minimum of two additional fixed points to use as Reference Measurements. (These points will be used in the event the Total Station needs to be moved or re-oriented). It is recommended to shoot these points as a direct shot.

- On the Instrument Head press 'MNU' '7' '2' '2'. Mark and measure the point. Sight onto the point. Height: 6 ft
Rm # Pole TP21573

- On the Nomad Handheld, 'Code' the point 'RM1' and add a description if desired. Press 'OK'. Change the 'TH (Prism)' height to the measured height. Press 'OK' 'Shoot' the point.

- Mark and measure the second point and sight onto the point. On the Nomad Handheld, 'Code' the point RM2. Change the 'TH (Prism)' height to the measured height. Press 'OK' 'Shoot' the point. Height: _____
Rm # Pole TP541

- On the Instrument Head, change the measurement mode back to 'Reflector'. 'MNU' '7' '2' '1'.

- On the Nomad Handheld set the 'TH (Prism)' height to the height of the pole. Press 'ok'.

Prism Pole Height: 6.5 feet

- On the Instrument Head, turn on auto tracking. 'RPU' '1' '1'.

- Proceed with scene measurements.

- Approximately every 30 points, sight into the Back Sight and shoot the Back Sight.

- Auto tracker off on the Instrument Head: 'RPU' '2'
- Remember to adjust 'TH (Prism)' to the height of the Back Sight
- 'Code' as 'BS'
- Change 'TH(Prism)' to the height of the 'BS'
- On the Instrument Head, the 'HA' should be very close to 0'00'00'.
- On the Nomad Handheld 'Shoot' the 'BS'

- On the Instrument Head, the 'SD' should be the same distance as the original 'BS' measurement. If the measurements are the same continue on. If the measurements are different you must complete a 'Move' (use Move Checklist) and then you must re-measure all points back to the previous 'BS' shot.

- Change the 'TH(Prism)' back to the Pole Height.

- After taking the last scene measurement, re-sight the Back Sight (change 'TH(Prism)' height). Make the final shot to the Back Sight. Ensure the 'SD' (on the Instrument Head) is the same as the original 'SD'.

- Close the scene on the Nomad Handheld by clicking 'OK'. In the resulting reminder window, answer 'NO' if you already shot the 'BS'. Answer 'YES' if you forgot to shot the 'BS'.

- After shooting the Back Sight and answering 'NO', press 'ok' on the upper right corner.

- Shut off the Nomad Handheld by pressing the power button.

- Shut the instrument head off by pressing the 'PWR' button.

FX Raw Data Import

File type: mFX Scene File

```
JB, NM17-262-00183 (v1.9.9), DT09-19-2017, TM06:02:50
MO, ADO, UN0, SF1, EC1, E00.000000, AV0
SP, PN1, N 0.000000, E 0.000000, EL0.000000, --
OC, OP1, N 0.000000, E 0.000000, EL0.000000, --
BK, OP1, BP0, BS0.000000, BC0.000000
LS, HI5.420000, HR5.560000
SS, OP1, FP2, AR0.000000, ZE89.41410, SD91.920000, --BS
LS, HI5.420000, HR6.000000
SS, OP1, FP3, AR311.43240, ZE89.22090, SD58.345000, --RM1
SS, OP1, FP4, AR158.18270, ZE89.12130, SD121.695000, --RM2
LS, HI5.420000, HR6.500000
SS, OP1, FP5, AR183.41400, ZE89.14560, SD82.815000, --VEHICL
SS, OP1, FP6, AR185.38490, ZE89.15490, SD83.370000, --VEHICL
SS, OP1, FP7, AR186.38190, ZE89.17300, SD81.415000, --VEHICL
SS, OP1, FP8, AR186.58100, ZE89.16390, SD78.935000, --VEHICL
SS, OP1, FP9, AR185.04100, ZE89.15130, SD77.310000, --VEHICL
SS, OP1, FP10, AR183.06050, ZE89.22410, SD76.475000, --VEHICL
SS, OP1, FP11, AR178.52350, ZE89.10500, SD74.705000, --VEHICL
SS, OP1, FP12, AR177.07440, ZE89.09560, SD75.085000, --VEHICL
SS, OP1, FP13, AR176.50320, ZE89.09590, SD76.195000, --VEHICL
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SS, OP1, FP18, AR178.05310, ZE89.13120, SD80.315000, --VEHICL
SS, OP1, FP19, AR181.01090, ZE89.13310, SD81.455000, --VEHICL
SS, OP1, FP20, AR164.50160, ZE89.42140, SD72.060000, --TRAIN
SS, OP1, FP21, AR193.56380, ZE89.48230, SD104.500000, --TRAIN
SS, OP1, FP22, AR190.37530, ZE89.25330, SD110.145000, --TRAIN
SS, OP1, FP23, AR162.13180, ZE89.37360, SD81.150000, --TRAIN
SS, OP1, FP24, AR160.14200, ZE89.41150, SD80.065000, --TRAIN2
SS, OP1, FP25, AR126.07080, ZE89.04280, SD80.670000, --TRAIN2
SS, OP1, FP26, AR123.51010, ZE89.15450, SD71.910000, --TRAIN2
SS, OP1, FP27, AR162.40390, ZE89.42410, SD70.750000, --TRAIN2
LS, HI5.420000, HR5.560000
SS, OP1, FP28, AR359.55130, ZE89.41390, SD91.910000, --BACKSI
LS, HI5.420000, HR6.500000
SS, OP1, FP29, AR205.34460, ZE89.35250, SD154.725000, --TRACK
SS, OP1, FP30, AR207.11300, ZE89.34160, SD152.400000, --TRACK
SS, OP1, FP31, AR209.22290, ZE89.35330, SD141.125000, --TRACK
SS, OP1, FP32, AR211.10110, ZE89.36410, SD138.725000, --TRACK
SS, OP1, FP33, AR201.21230, ZE89.28370, SD100.170000, --TRACK
SS, OP1, FP34, AR199.02190, ZE89.28310, SD103.035000, --TRACK
SS, OP1, FP35, AR194.41550, ZE89.25310, SD109.085000, --TRACK
SS, OP1, FP36, AR192.30280, ZE89.26250, SD111.870000, --TRACK
SS, OP1, FP37, AR145.30330, ZE89.09180, SD54.485000, --TRACK
SS, OP1, FP38, AR145.24410, ZE89.10390, SD59.480000, --TRACK
SS, OP1, FP39, AR145.01380, ZE89.02420, SD69.665000, --TRACK
SS, OP1, FP40, AR144.59420, ZE89.06400, SD74.665000, --TRACK
SS, OP1, FP41, AR353.37340, ZE89.22440, SD107.985000, --EDGEPA
SS, OP1, FP42, AR353.56490, ZE89.19090, SD107.985000, --LINES
```

SS,OP1,FP42,AR353.56490,ZE89.19090,SD107.985000,--LINES
SS,OP1,FP43,AR5.53060,ZE89.20370,SD107.665000,--LINES
SS,OP1,FP44,AR6.32170,ZE89.21410,SD107.520000,--EDGEPA
SS,OP1,FP45,AR10.18470,ZE89.12330,SD71.370000,--EDGEPA
SS,OP1,FP46,AR8.59380,ZE89.09290,SD70.760000,--LINES
SS,OP1,FP47,AR359.59100,ZE89.02080,SD69.545000,--LINES
SS,OP1,FP48,AR350.25340,ZE89.10120,SD70.305000,--LINES
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SS,OP1,FP53,AR24.36560,ZE88.03250,SD26.725000,--LINES
SS,OP1,FP54,AR28.41420,ZE88.27050,SD27.060000,--EDGEPA
SS,OP1,FP55,AR160.19420,ZE89.02000,SD41.465000,--EDGEPA
SS,OP1,FP56,AR163.29040,ZE89.01310,SD40.880000,--EDGEPA
SS,OP1,FP57,AR163.59370,ZE88.51560,SD40.770000,--LINES
SS,OP1,FP58,AR179.49090,ZE88.37170,SD39.315000,--LINES
SS,OP1,FP59,AR202.17280,ZE89.07060,SD42.740000,--EDGEPA
SS,OP1,FP60,AR201.19520,ZE89.05300,SD43.030000,--LINES
SS,OP1,FP61,AR196.33140,ZE89.13600,SD54.840000,--STOPBA
SS,OP1,FP62,AR180.35350,ZE89.00320,SD52.820000,--STOPBA
LS,HI5.420000,HR5.560000
SS,OP1,FP63,AR359.57550,ZE89.41590,SD91.915000,--BACKSI
LS,HI5.420000,HR6.500000
SS,OP1,FP64,AR193.24060,ZE89.29240,SD86.615000,--EDGEPA
SS,OP1,FP65,AR192.05130,ZE89.23440,SD84.975000,--LINES
SS,OP1,FP66,AR179.56350,ZE89.12120,SD70.410000,--LINES
SS,OP1,FP67,AR170.25540,ZE89.09370,SD67.785000,--LINES
SS,OP1,FP68,AR170.03030,ZE89.14590,SD68.020000,--EDGEPA
SS,OP1,FP69,AR189.20530,ZE89.22100,SD138.320000,--EDGEPA
SS,OP1,FP70,AR188.53450,ZE89.17010,SD133.045000,--LINES
SS,OP1,FP71,AR203.59310,ZE89.06580,SD69.700000,--YLDsgn
SS,OP1,FP72,AR339.41040,ZE89.39330,SD114.975000,--LITPST
SS,OP1,FP73,AR179.55570,ZE89.22510,SD124.685000,--LINES
SS,OP1,FP74,AR174.36220,ZE89.29050,SD124.260000,--LINES
SS,OP1,FP75,AR181.12490,ZE89.19590,SD101.410000,--HEDLIT
SS,OP1,FP76,AR173.51090,ZE89.28030,SD110.085000,--EDGEPA
SS,OP1,FP77,AR170.30290,ZE89.33350,SD111.025000,--EDGEPA
SS,OP1,FP78,AR171.36180,ZE89.35020,SD131.055000,--EDGEPA
SS,OP1,FP79,AR162.14480,ZE89.13390,SD111.330000,--YLDsgn
SS,OP1,FP80,AR174.04460,ZE89.25410,SD110.155000,--STPLIN
SS,OP1,FP81,AR179.33210,ZE89.19530,SD109.525000,--STPLIN
SS,OP1,FP82,AR174.48250,ZE89.30390,SD130.555000,--LINES
LS,HI5.420000,HR5.560000
SS,OP1,FP83,AR359.58400,ZE89.41590,SD91.915000,--BS

Tacoma Police Department

FORENSIC SPECIALIST REPORT

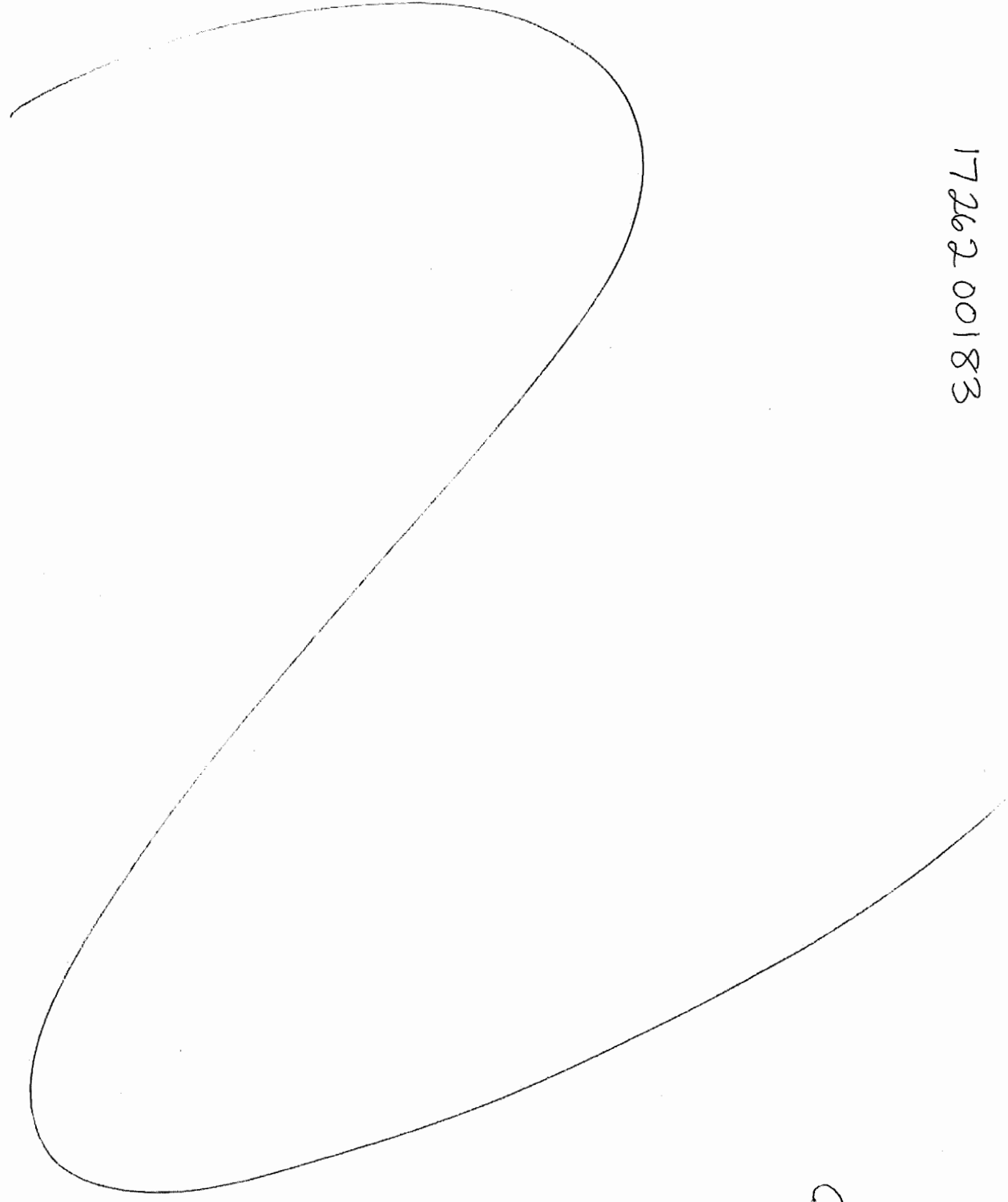
Crime	MVC - FATALITY	Case No	1726200183	CB	180	District	14
Dispatch Date	9/19/2017	Time	03:38	Arrived	04:04	Cleared	08:00
Call Location	1871 Milwaukee Way						
Victim	Evans, Wesley			Address			

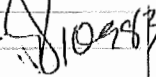
Details

Latent Search Made	No	Results		
Evidence Recovered	<input checked="" type="checkbox"/>	Property Form	<input checked="" type="checkbox"/>	Diagram <input checked="" type="checkbox"/>
Photos Taken	Color <input checked="" type="checkbox"/>	B & W <input type="checkbox"/>	Video <input type="checkbox"/>	
Prints Found On				
Showing	Photo slate; the southbound approach along 1875 Milwaukee Way towards the railroad crossing; the area at the railroad crossing to include a damaged black 1999 Acura 300 WA license AYH2652 facing northeast next to a rail car (DTTX 760579A); exterior of the Acura 300 to include damage to the front end, the engine compartment, the front windshield, the driver's door, and the left rear quarter panel; interior of the Acura 300 to include the victim, Wesley Evans, in the driver's seat, a cellphone on the victim's left leg, a deployed front passenger airbag, and a Port of Tacoma card for Wesley A Evans on the front passenger seat; exterior of the train to include two separated rail cars located northeast of the damaged Acura 300 with damage and glass debris; victim ID (Wesley Evans), and injuries on his face, left hand, and right hand.			
Narrative	I responded to 1871 Milwaukee Way at the request of Lt. J. Mueller regarding a motor vehicle collision. Upon arrival, I met with with Lt. Mueller, Sgt. J. Kramer, and Sgt. P. Habib and was given an overview of the incident. I later met with PPO B. Cockcroft and conducted a walkthrough of the area. I proceeded to the railroad crossing, where I observed the damaged Acura next to the rail car. The victim, Wesley Evans, was in the driver's seat of the Acura with a cellphone on his left leg. I did not observe damage to the rail cars in the area near the damaged Acura. PPO Cockcroft later informed me that Tacoma Rail employees discovered two disconnected rail cars northeast of our location. We drove to this location, where I observed the damaged rail cars. There was also glass debris on these rail cars. I took photographs as listed above. I used the FARO Focus3D X330 HDR Laser Scanner to collect data of the scene. I collected the cellphone for placement into the property room.			

MR 209855


17262 00183



Date :	9/19/2017	Crime Scene Technician :	M. RAMOS #209855 MR	Approval	
Distr Date :		By :		Microfilmed :	By :
Indexed :		By :		Copy To :	

This inspection is accredited under the forensic unit's ISO/IEC 17020 accreditation issued by ANSI-ASQ National Accreditation Board. Refer to certificate and scope of accreditation AI-1968

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Tacoma Municipal Belt Line Railway			1a. Alphabetic Code TMBL			1b. Railroad Accident/Incident No. 09192017A		
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 <i>(single entry)</i>			3a. Alphabetic Code PTOZ			3b. Railroad Accident/Incident No. 111095		
4. U. S. DOT Grade Crossing Identification Number 852612Y			5. Date of Accident/Incident month: 0 day: 9 year: 2017			6. Time of Accident/Incident 02:50 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>		
7. Nearest Railroad Station TACOMA RAIL		8. Subdivision SYSTEM		9. County PIERCE		10. State Abbr. WA		Code WA
11. City <i>(if in a city)</i> TACOMA			12. Highway Name or Number MILWAUKEE WAY Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>					
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 <i>(specify)</i> A			17. Equipment 1. Train <i>(units pulling)</i> 2. Train <i>(units pushing)</i> 3. Train <i>(standing)</i> 4. Car(s) <i>(moving)</i> 5. Car(s) <i>(standing)</i> 6. Light loco(s) <i>(moving)</i> 7. Light loco(s) <i>(standing)</i> 8. Other <i>(specify)</i> A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) 2					
14. Vehicle Speed <i>(est. mph at impact)</i> 50		15. Direction <i>(geographical)</i> 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 23				
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 3			19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2					
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 4			20b. Was there a hazardous materials release by 1. Highway user 2. Rail equipment 3. Both 4. Neither 4					
20c. State here the name and quantity of the hazardous material released, if any.								
21. Temperature <i>(specify if mins)</i> 55 F		22. Visibility <i>(single entry)</i> 1. Dawn 2. Day 3. Dusk 4. Dark 4		23. Weather <i>(single entry)</i> 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 3				
24. Type of Equipment 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 1			25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 2			26. Track Number or Name 400		
27. FRA Track Class (1-9, X) 1		28. Number of Locomotive Units 1		29. Number of Cars 35		30. Consist Speed <i>(Recorded speed if available)</i> R - Recorded E - Estimated 2 MPH R		31. Time Table Direction 1. North 2. South 3. East 4. West 4
32. Type of Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig ways 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other <i>(specify)</i> 12. None 07 11			33. Signaled Crossing Warning <i>(See reverse side for instructions and codes)</i> N/A			34. Roadway Conditions A. Dry B. Wet C. Snow/slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water <i>(Standing, Moving)</i> B		
35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach 2			36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2			37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1		
38. Highway User's Age 28		39. Highway User's Gender 1. Male 2. Female 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 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other <i>(specify)</i> 6. Went around/thru temporary barricade <i>(if yes, see instructions)</i> 7. Went thru the gate 8. Suicide/Attempted suicide 3		
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2			43. View of Track Obscured by <i>(primary obstruction)</i> 1. Permanent structure 2. Standing railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other <i>(specify)</i> 8. Not obstructed 8					
Casualties to		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 1		45. Was Driver in the Vehicle? 1. Yes 2. No 1
46. Highway-Rail Crossing Users 1			47. Highway Vehicle Property Damage <i>(est. dollar damage)</i> 4000			48. Total Number of Vehicle Occupants <i>(include driver)</i> 1		
49. Railroad Employees			50. Total Number of People on Train <i>(include passengers and train crew)</i> 1			51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No 2		
52. Passengers on Train								
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			53b. Special Study Block					
54. Narrative <i>(Be specific, and continue on separate sheet if necessary)</i> Q3A: PTOZ = PORT OF TACOMA - RESPONSIBLE FOR TRACK MAINTENANCE Q32: 11 - OTHER IS A YIELD SIGN CREW SHOVING EMPTY INTERMODAL TRAIN TO SPOT CUSTOMER FACILITY. WHILE TRAIN WAS OCCUPYING CROSSING, DRIVER FAILED TO YIELD AND RAN INTO SIDE OF TRAIN RESULTING IN DRIVER FATALITY.								
55. Typed Name and Title LORI DANIELS ASSIST SUPERINTENDENT-ADMIN			56. Signature 			57. Date 10/12/2017		
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).								



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591971

Supplemental

REPORT NO. E713128

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

CASE #	1726200183
LOCAL AGENCY CODING	
TOTAL # OF UNITS	2
OBJECT STRUCK	

TRIBAL RESERVATION					
DATE OF COLLISION	M M D D Y Y Y Y	TIME (2400)	COUNTY #	MILES	CITY #
9 - 19 - 2017		0242	27		1280

ON (PRIMARY TRAFFIC WAY)	INTERSECTION <input type="checkbox"/>	NON-INTERSECTION <input checked="" type="checkbox"/>
E Milwaukee Way	BLOCK NO.	1800
DISTANCE	OF (REFERENCE OR CROSS STREET)	
100 MILES <input type="checkbox"/>	Lincoln Ave	

UNIT 01	MOTOR VEHICLE <input checked="" type="checkbox"/>	PEDAL-CYCLE <input type="checkbox"/>	DAMAGE THRESHOLD MET YES <input checked="" type="checkbox"/>	PHONE
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LAST NAME	Evans	FIRST NAME	Wesley	MIDDLE INITIAL	A
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STREET NEW ADDRESS	20221 71ST Ave Ct E
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CITY	SPANAWAY	ST	WA	ZIP	98387-5242
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CDL	RESTRICTIONS	ENDORSEMENTS
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DRIVER'S LICENSE #	(4b)	STATE	WA	SEX	M	D.O.B. MMDDYYYY	1 - 13 - 1989
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ON DUTY <input type="checkbox"/>	STATUS	AIRBAG	5	RESTR.	1	EJECT	1	HELMET USE	2	INJURY CLASS	2	NATURE OF INJURIES	Dead at Scene
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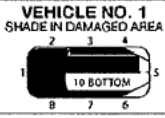
LICENSE PLATE #	AYH2652	STATE	WA	VIN#	19UYA2258XL007664
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TRAILER PLATE #	STATE	TRAILER PLATE #	STATE
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VEH. YEAR	1999	MAKE	ACUR	MODEL	300	STYLE	2D	VEHICLE TOWED YES <input checked="" type="checkbox"/>	TOWED BY	Gene's	GOVT. VEHICLE YES <input type="checkbox"/>
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REGISTERED OWNER INFO.	OWNED BY DRIVER
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LIABILITY INSURANCE IN EFFECT <input type="checkbox"/>	INSURANCE CO & POLICY #	VEHICLE LEGALLY STANDING YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	CITATION #	CHARGE
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UNIT 02	MOTOR VEHICLE <input type="checkbox"/>	PEDAL-CYCLE <input type="checkbox"/>	PEDESTRIAN <input type="checkbox"/>	PROPERTY OWNER <input checked="" type="checkbox"/>	DAMAGE THRESHOLD MET YES <input checked="" type="checkbox"/>	PHONE
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LAST NAME	Burlington Northern Santa Fe	FIRST NAME		MIDDLE INITIAL	
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STREET NEW ADDRESS	609 E Puyallup Ave
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CITY	TACOMA	ST	WA	ZIP	98421
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CDL	RESTRICTIONS	ENDORSEMENTS
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DRIVER'S LICENSE #	STATE	SEX	D.O.B. MMDDYYYY
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ON DUTY <input type="checkbox"/>	STATUS	AIRBAG	RESTR.	EJECT	HELMET USE	INJURY CLASS	NATURE OF INJURIES
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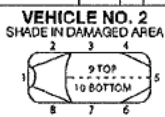
LICENSE PLATE #	STATE	VIN#
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TRAILER PLATE #	STATE	TRAILER PLATE #	STATE
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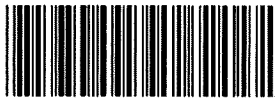
VEH. YEAR	MAKE	MODEL	STYLE	VEHICLE TOWED YES <input type="checkbox"/>	TOWED BY	GOVT. VEHICLE YES <input type="checkbox"/>
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REGISTERED OWNER INFO.	
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LIABILITY INSURANCE IN EFFECT <input type="checkbox"/>	INSURANCE CO & POLICY #	VEHICLE LEGALLY STANDING YES <input type="checkbox"/>	NO <input type="checkbox"/>	CITATION #	CHARGE
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OFFICER'S NAME (PRINT)	Vandormolen, Robert	BADGE OR ID #	T89683	AGENCY	PD TACOMA
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1591972

REPORT NO. **E713128**

CASE # 1726200183

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL) Banterrez, Luis M

ADDRESS & PHONE # 2411 Se Holman Rd Port Orchard, WA 98367-8259 (253) 872-2100 SEX M D.O.B. MMDDYYYY 8 - 27 - 1983

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

NAME (LAST, FIRST, MIDDLE INITIAL) Mcdonald, Leonard T

ADDRESS & PHONE # 9263 W Belfair Valley Rd Bremerton, WA 98312-9723 (727) 776-4495 SEX M D.O.B. MMDDYYYY 1 - 12 - 1970

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)

Robert Vandormolen 9/20/2017
INVESTIGATING OFFICER'S SIGNATURE UNIT OR DIST. DET DATED PLACE SIGNED

APPROVED BY DATE

BADGE OR ID # T89683 ORI # WAO270300 TIME POLICE DISPATCHED 2:47 AM TIME POLICE ARRIVED 2:57 AM

Narrative

Vandormolen, Robert T89683 1726200183.1

Based upon the train conductor statements, locomotive engineer statements, and collision scene, the following appeared to have occurred: Tacoma Rail Train TR-4001 (7,067 ft long, weighing 2,488 tons, with Lead Engine TR-4001 pulling 164 railcars,) was backing eastbound, along the 1800 E Milwaukee St railroad tracks, at 2 mph (slowing down to stop). Vehicle 1 was travelling south, along 1800 E Milwaukee Way, at high speed. Vehicle 1 disregarding the Railroad Cross-bucks and Yield combination sign 852-612-4 (posted on the northwest corner of the 1800 E Milwaukee Way railroad tracks) and proceeded southbound, towards the railroad tracks. Vehicle 1's front end collided with the right/north side couplers between empty flat well rail cars BNSF-238803 and BNSF-270493. The collision caused both rail cars to disconnect from each other. The collision also caused vehicle 1 to spin 45 degrees counterclockwise, then stop. Both halves of Train TR-4001 continued 1,320 ft eastbound, then stopped (leaving a 9 foot gap between the abovementioned disconnected BNSF rail cars), with the north side of Tacoma Rail railcar DTTX-760579A next to vehicle 1, facing west. Lead Engine TR-4001, along with the first 5 flat well rail cars, disconnected from the front half of Tacoma Rail railcar DTTX-760579A and left west, along the railroad tracks, prior to police arrival.

Train TR-4001 was occupied by engineer LUIS BANTERREZ (riding in the cab of Lead Engine TR-4001). Nobody else was riding train TR-4001 during the collision.

At 0304 hrs., per Madigan Army Hospital Dr Misner, AMR-50 Ambulance EMT Quinn Brydson declared vehicle 1 driver deceased at the scene, as a result collision injuries.

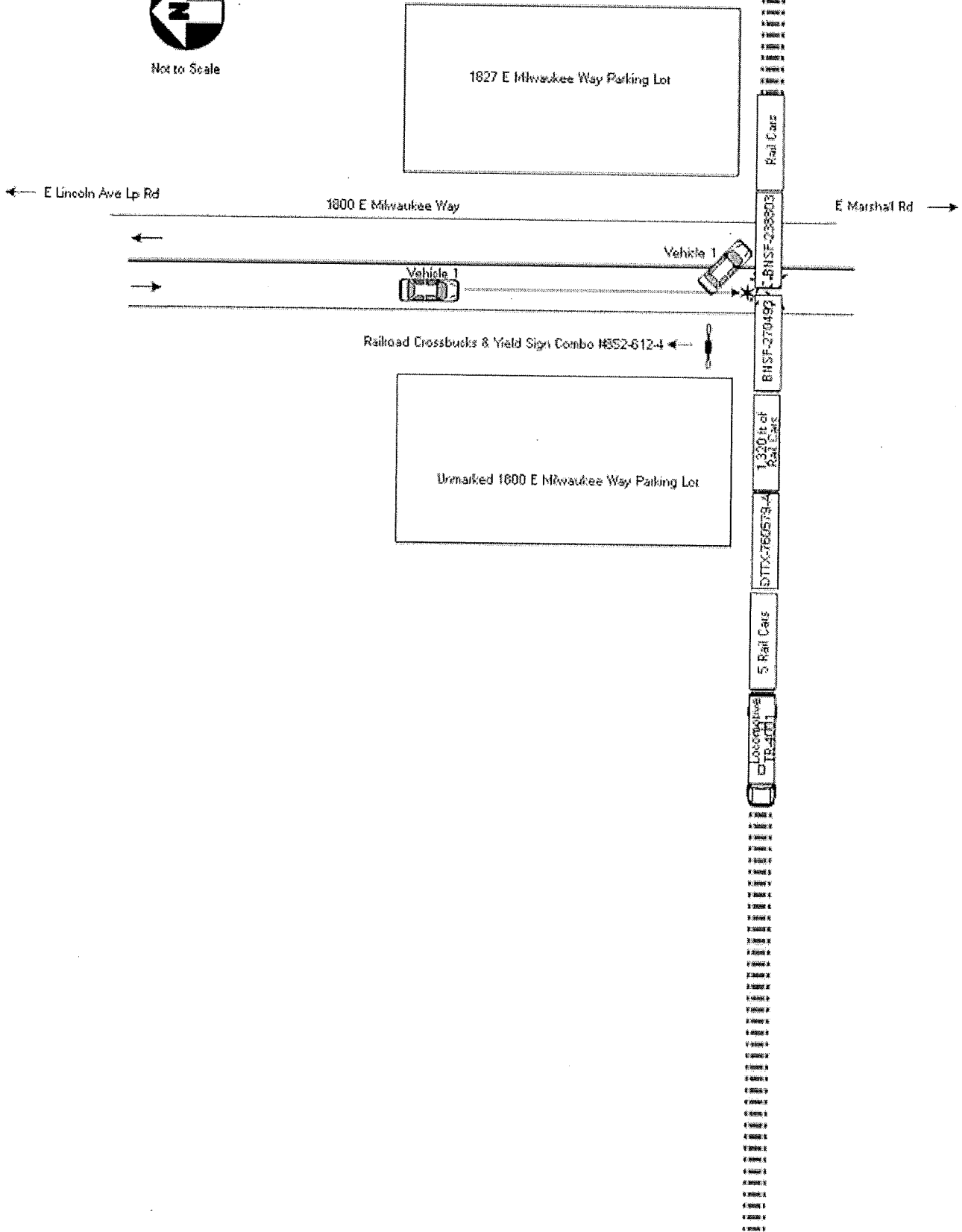
Tacoma Rail damage assessors Todd Vincent (terminal manager) and Joe Furtney (train master), along with train conductor #A Mark Brown and train conductor #B Brett Gomsrud, responded to the scene. The damage assessors determined that the above mentioned BNSF railcars suffered at least \$500.00 dollars damage, while the railroad tracks appeared undamaged (although a more thorough damage investigation was pending).

End. RTV 89683-287

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Not to Scale



UTC Rail Safety Program - Assignment Details - For Assignment 2018.0183

USDOT #	852612Y	Last Inspection Date	3/6/2017	
UTC #	17Y.09Y	Road Name	Milwaukee Way (SIM)	
Type of Crossing	Public	Section.Township.Range	03.20.03E	
County	Pierce	Latitude	47.256075	
City/Nearest City	Tacoma	Longitude	-122.405672	
In City Limits	Yes	Type of Development		

ROADWAY		Road Surface Grades	0	Grade Direction	East
State Highway	No	Road Surface Grades	0	Grade Direction	West
Down a Street	No	AADT	1671	AADT Year	2006
Highway Milepost		% of Trucks Using Crossing	80		
Vehicle Speed	30	Number of School Bus Trips			
Road Surface	PAV	WSDOT Region	3		
Road Type	2W	Truck Pullout Lanes	No		
Number of Road Lanes	2	Intersecting Highway	0-75'	75-200'	200-500'
Road Width	30	Crossing Angle (degree)	0-29	30-59	60-90
On Emergency Services Route			NW	NE	SW
Sight Distance - Take measurement 6' back from stop line. If no stop line, measure at 25'.			50	300	300
				SE	50

PASSIVE PROTECTION		N	S	E	W
Advance Warning Signs	Count			1	1
Road Markings	Count				
Reflective Crossbucks	Count			1	1
Reflective Posts (req. 1/2020)	Count			1	1
Median Barriers	Count				
Stop Lines	Count			1	1
Stop Lines	Distance			15	15
Emergency Notification Signs	Count				
Illuminaries (within 50 ft. of crossing)	1				

Miscellaneous	Device Count	Direction
Multiple Track R15-2	2	Both
Yield R1-2	2	Both
Emergency Notification Sign	2	Both

ACTIVE PROTECTION		Direction	Device Count	Cantilever Length	Gate Length
Four Quadrant Gates	No	# of Flashing Light Pairs			
Power Off Indicator Light	No	Cantilever Lights Over All Traffic Lanes	No		
# of Bells	0	Traffic Light interconnection/Preemption			
TRAIN SPEEDS	Freight 10	Passenger			

CHARACTERISTICS		Wayside Horn	No
Crossing Structure		Quiet Zone	No
Crossing Surface	Asphalt	Bike Lane	No
Other Crossing Surface:		USDOT # Posted	Yes
# Main Tracks	1	Railroad Emergency # Posted	Yes #
# Sidings / # Yard Tracks		Crossing Length / Width	42 0
# Industry / # Transit Tracks	0	Sidewalk	
Sidewalk	None	Sidewalk stops at crossing	Sidewalk

COMMENTS
 Milwaukee Way into SIM yard, less than one train movement per day. Pacific Rail Services also uses this crossing per TMBL. Fusees are used at night at this crossing.