



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- 171050

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):

N/A

IX. Comments

Event Summary:

On October 24, 2017, at approximately 8:15 p.m., (dusk) south of Finley, Washington, Andres Ramos-Madrid was spotted approximately four to five rail car lengths (about 300 feet) ahead of a northbound BNSF Railway Co. train. Andres Ramos-Madrid was crouched adjacent to the BNSF Fallbridge Subdivision main track. When the oncoming locomotive was about two rail car lengths (about 150 feet) from Andres Ramos-Madrid, he moved onto the track and squatted down with his back to the oncoming train that was traveling 40 miles per hour. The BNSF Railway Co. engineer and conductor applied the emergency brakes. The train came to a stop in one-quarter to one-half mile. The investigation by the Benton County Sheriff's Department revealed Andres Ramos-Madrid left suicide notes at the scene. The incident was video recorded by the lead locomotive. The video and witness statements from both members of the train crew indicate Andres Ramos-Madrid made no effort to move from the tracks when the train approached. The investigation by the Benton County Sheriff's Department concluded that Andres Ramos-Madrid's death was a suicide.

Site Description:

The incident site south of Finley, Washington has a clear line of sight in both directions. The weather was clear and the incident occurred approximately 20 minutes after sunset. With the residual light along with the locomotive's engines headlights and ditch lights both involved parties had a clear view of the area. The incident site is located in the middle of a one mile section of straight track.

Inspector Recommendations:

This incident was a confirmed suicide. The investigation by the Benton County Sheriff's Department indicates that Andres Ramos-Madrid intended to end his life. No recommendations.

Docket No: TR- 171050

Rail Safety Supervisor Comments/Sign Off:

Reviewed and approved 6/22/2020 - EE

Director of Transportation Safety Comments/Sign Off:

Reviewed and approved to close 6/29/2020 - KH

BNSF Fort Worth – Network Operations Center – **INCIDENT REPORT**

Date: 101419		Time: 2219CT		MP: 220.0		D-Code: 170135	
Time & Date Last Revised:				Divn: Northwest			
Subdivision: Fallbridge		State: WA		County: Benton			
Line Segment:				47			
Nearest Station:				Yellepit, WA			
Nearest Major Terminal (distance/direction):				Pasco, WA (11.9 miles / East)			
Weather Conditions (Temp, wind, precipitation):				46°, wind speed SSE 7 MPH, fair			

Injuries or Fatalities?		1 Trespasser Fatality		Employee?			
Name:				Craft:			

Symbol: H-VAWPAS1-14A		If Yard Job, is it Remote Control Operation?			
Lead Locos: BNSF 7423, BNSF 9753, BNSF 1865, BNSF 1796, BNSF 1526		L-E-T-F:		41-65-7522-6628'	
DP Locos:				Direction: Eastbound	
Conductor: E Barron		Engineer: CR Shelden		Other:	
Prior Rest		Prior Rest		Prior Rest	
On Duty Time/Date: 0900PT		Origin/Destination:		Pasco, WA / Pasco, WA	
Crew Interviewed by:				Division Trainmaster Ward Angelos	
Event Recorder/Camera:				Via Wytronics	

Locomotives video equipped?											
Lead Locos	Y/N		Y/N		Y/N		Y/N		Y/N		Y/N
BNSF 7423	Y	BNSF 9753	Y	BNSF 1865	Y	BNSF 1796	N	BNSF 1526	Y		

Crossing Name: Not at a crossing		DOT Number:	
Equipped with:		Functioning?	
Vehicle Direction:		Vehicle Description:	
Law Enforcement Agency: Benton County Sheriff's Department		Citations?	

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

Derailed Locomotives / Cars:				
Init. Number:	Line:	Position (upright?):	Contents:	Disposition:
Heavy equipment ordered:				
Equip. ETA:		Equipment Arrived:		Equipment Released:

Main Blocked?	Yes	Estimated Reopen:	Actual Reopen:	0215CT/15
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Estimated Damages and Costs:				
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\$		Track	Track, Track Structures, and Roadbed Damages.
\$		Signal	
\$		"Other"	Adjacent buildings, other private property, etc.
\$		Car Damages	Car damage, incl. flat cars but excluding their trailers/containers and contents.
\$		Locomotive Damages	
\$	0	FRA Reportable Subtotal	2017 FRA Reportable \$10,700

\$		Contractor Expense	Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.
\$		Estimated Lading Recovery Costs	Source is usually Damage Prevention/LARS. This figure includes trucking charges and site remediation charges.
\$		Prelim. Lading Loss Estimates	Railcar/Trailer/Container Contents ONLY
		Trailer/Container Damages	Excludes contents. (Mktg-Equip Mtce Team – Evita Murdock)
\$	0	Not FRA Reportable Subtotal	
\$	0	Estimated Grand Total	(FRA Reportable Subtotal + Not FRA Reportable Subtotal)

Cause Code:		Description:	
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Brief Narrative of Incident:	H VAWPAS1 14 reported striking a trespasser at MP 220.20 (not at a crossing) resulting in fatal injuries to the trespasser. No injuries reported by the crew. Crew indicates trespasser was sitting between the rails.
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Post Accident Testing (FRA):		
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Did this incident meet FRA Post Accident Testing criteria? -Employee/Contractor Fatality. -Damage to railroad property exceeding \$1.5 million. -Human Factor Grade-Crossing Accident? If Yes, Name of Claims Agent. -A release of hazardous material that results in an evacuation or a reportable injury.	No	
Does the AGST agree with the above analysis?	Yes	
Contact MEH Dept at: (817) 352-1648 during normal business hours. (817) 352-1613 after hours, weekends and holidays. If no answer, page email Chris Kowalkowski when the following applies:		
Craft being Post Accident Tested (Dispatcher, TYE, Signal)	N/A	

Notifications:			
Time:	Entity:	Person Notified:	Reminders:
2219CT	Service Interruption:	DAW by ROCC Nathan Allen	Include who notified SID.
2219CT	Resource Operations:	Nathan Allen	

2316CT	Page email: OPR DL Cargorelated	Email page	Notify of all derailments, collisions, shipment damages, any incident affecting main track velocity																																		
	Trainmaster:	Ward Angelos - copy of this report	Get ETA, check Cell number.																																		
	RFE:		Get ETA, check Cell number.																																		
2308CT	Signal Desk:	Shane	593-5998																																		
	MOW Desk:		593-6823 Option 1																																		
	Mechanical Desk:		593-9128																																		
	GST/AGST:	John Davidson - copy of this report																																			
	Div. General Manager:	Jared Wootton - copy of this report																																			
	Div. GDT:	Jason Moyer - copy of this report																																			
	Corridor Supt:	Jan Ruby - copy of this report																																			
	Div. Sup Ops / Term Sup:	RB McCord - copy of this report																																			
2324CT	MDPR	Wayne	352-1312																																		
2224CT	Passenger Service:	Dana Williams - passenger route	Email report to Rich Wessler and Tamara Noel.																																		
2316CT	Superintendent Safety and Operating Practices	Mike Surina - email copy	<table border="0"> <tr> <td>California</td> <td>Coleman,</td> </tr> <tr> <td>Chicago</td> <td>Herbert T</td> </tr> <tr> <td>Red River</td> <td>Wazny, William</td> </tr> <tr> <td>Kansas</td> <td>A</td> </tr> <tr> <td>Montana</td> <td>Cleveland, Scott</td> </tr> <tr> <td>Heartland</td> <td>M</td> </tr> <tr> <td>Northwest</td> <td>Valencia, Randy</td> </tr> <tr> <td>Powder River</td> <td>J</td> </tr> <tr> <td>Southwest</td> <td>Mizelle, Nicholas</td> </tr> <tr> <td>Twin Cities</td> <td>O</td> </tr> <tr> <td></td> <td>Musgrove, Chris</td> </tr> <tr> <td></td> <td>E</td> </tr> <tr> <td></td> <td>Surina, Mike I</td> </tr> <tr> <td></td> <td>Heln, Joshua B</td> </tr> <tr> <td></td> <td>Remington,</td> </tr> <tr> <td></td> <td>John R</td> </tr> <tr> <td></td> <td>Lund, Michael E</td> </tr> </table>	California	Coleman,	Chicago	Herbert T	Red River	Wazny, William	Kansas	A	Montana	Cleveland, Scott	Heartland	M	Northwest	Valencia, Randy	Powder River	J	Southwest	Mizelle, Nicholas	Twin Cities	O		Musgrove, Chris		E		Surina, Mike I		Heln, Joshua B		Remington,		John R		Lund, Michael E
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	The following group list is for the following departments: Safety, Law, Rules, Transportation Support, Rules and field Support, Corporate Relations, Government Affairs, and Evidence Preservation Major event group page list (Not MIP) Also page Region VP. (It is located with the SID Locomotive group lists)		Page for the following events: Major derailments or train collisions which are expected to exceed 16 hours or \$1,000,000 in damages. Derailments or collisions with evacuations, explosions, or involving crude oil trains. Major Hazardous Incidents Employee Fatalities, life threatening injuries, or amputations.																																		
	Conference Calls:		If Conf Call is being established: Notify: NOC MECH/MOW Desk & ROC																																		
	Hazardous Incidents: Contact East/West On-call Manager		Page for all Hazardous Incidents: Pat Brady, Piper, Justin, Reid, Clay D, Howard Horn, David C Clark, John D. Lovenburg, Allen Stegman, Laura Fiffick																																		

	ChemTrec (USA) 800-424-9300 CanuTec (Canada) 888-226-8832 or 613-996-6666		Call Emergency Number listed on the Waybill whenever a HAZ MAT car is involved in a derailment or damaged; whether leaking or not. Run TSS: WBCOPY & HAZ & EXCR
2329CT	NRC: 800 - 424 - 8802 (Initial SID Analysis) Examples for notifying: Passenger Train/Route \$150,000 incident Employee/Contractor Fatality	Kevin Williams - report #1193310	Obtain their Report Number and name of person who took the report.
2302CT	State:	Washington Emergency Operations Bruce - Incident #17-3993	
	California - CUPA		
	Foreign Railroad:		
	Page "Go Team"		
2316CT	State Corporate Relations:	Gus Melonas / Courtney Wallace - email page	If appropriate notify Mark Schulze. Notify of all significant Incidents: Ross Richard Lane: MT, WY Matt Jones: MT, ID Joe Faust: AL, AR, LA, MS, TN, TX Lena Kent: AZ, CA Amy McBeth: MB, MN, ND, SD, WI Joe Sloan: CO, OK, NM, UT, NV Gus Melonas/Courtney Wallace: BC, ID, OR, WA Andy Williams: KS, MO, NE, IL, KY, IA
	Energy Desk:		Notify the Energy Desk of crude oil train derailments: OPR DL Energy Desk managers 817-8670021
2311CT	Washington Utilities and Transportation Commission	Left voicemail message Email: LHALSTEA@UTC.WA.GOV	

Halstead, Lori (UTC)

From: State Emergency Operations Officer (MIL) <Dutyofficer@mil.wa.gov>
Sent: Monday, October 16, 2017 10:46 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: FW: NRC#1193310 (Train vs Trespasser - Benton County)

Subject report below. BNSF reported this incident to the State EOC at 14 Oct/2105 PST

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

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

From: HQS-PF-flidr-NRC@uscg.mil [mailto:HQS-PF-flidr-NRC@uscg.mil]
Sent: Saturday, October 14, 2017 9:41 PM
To: DUTYOFFICER@EMD.WA.GOV; STATEEMERGENCY.OPERATIONSOFFICER@MIL.WA.GOV; State Emergency Operations Officer (MIL)
Subject: NRC#1193310

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 # 1193310

INCIDENT DESCRIPTION

*Report taken by: CIV KEVIN WILLIAMS at 00:32 on 15-OCT-17
Incident Type: RAILROAD NON-RELEASE
Incident Cause: TRESPASSER
Affected Area:
Incident occurred on 14-OCT-17 at 20:19 local incident time.
Affected Medium: NON-RELEASE (N/A) TRESPASSER STRUCK AND KILLED.

REPORTING PARTY

Name: DEBRA WATSON
Organization: BNSF RAILWAY
Address: 2200 LOU MENK DRIVE
FORT WORTH, TX 76131

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

SUSPECTED RESPONSIBLE PARTY

Name: UNKNOWN

Type of Organization: UNKNOWN

INCIDENT LOCATION

MP: 219.5 County: BENTON
SD: FALLBRIDGE
City: YELLEPIT State: WA

RELEASED MATERIAL(S)

DESCRIPTION OF INCIDENT

CALLER STATED A FREIGHT TRAIN STRUCK AND KILLED A TRESPASSER ON THE MAIN LINE.

SENSITIVE INFORMATION

INCIDENT DETAILS

Grade Crossing: NO
Location Subdivision: FALLBRIDGE
Railroad Milepost: 219.5
Type of Vehicle Involved:
Crossing Device Type:
Device Operational: YES
DOT Crossing Number:
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: YES
Passenger Train Delay Expected: YES
Passenger Train Delay Handling: THE PASSENGERS ON AN AMTRAK TRAIN THAT IS DELAYED WILL REMAIN WITH THE EQUIPMENT.

---RAILROAD INFORMATION---

Railroad Involved: BNSF RAILWAY
Train Number: BNSF7423/HVAWPAS114A
Train Type: FREIGHT Train Direction: E
Train Speed: Track Speed: 55
Locomotives: Cars: Derailed:
Suspected DOT Regulation Non Compliance: UNKNOWN

DERAILED CARS:

Pos.	Carnumber	Type	Cargo
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IMPACT

Fire Involved: NO Fire Extinguished: UNKNOWN

INJURIES: NO Hospitalized: Empl/Crew: Passenger:

FATALITIES: NO Empl/Crew: Passenger: Occupant:
EVACUATIONS:NO Who Evacuated: Radius/Area:

Damages: NO

	Hours	Direction of
Closure Type Description of Closure	Closed	Closure
N		
Air:		
N	Major	
Road:	Artery:N	
N		
Waterway:		
Y MAIN TRACK ONE	1	E/W
Track:		

Environmental Impact: UNKNOWN

Media Interest: UNKNOWN Community Impact due to Material:

REMEDIAL ACTIONS

CALLER STATED INVESTIGATION UNDERWAY

Release Secured: UNKNOWN

Release Rate:

Estimated Release Duration:

WEATHER

ADDITIONAL AGENCIES NOTIFIED

Federal:

State/Local: WA EMER OP, WA UTILITIES&TRANSPORTATION

State/Local On Scene: COUNTY SHERIFF

State Agency Number: 17-3993

NOTIFICATIONS BY NRC

CENTERS FOR DISEASE CONTROL (GRASP)

15-OCT-17 00:39 (770)4887100

CGIS D13 FIELD OFFICE (CGIS D13 COMMAND CENTER)

15-OCT-17 00:39 (206)2207141

DHS DEFENSE THREAT REDUCTION AGENCY (CHEMICAL AND BIOLOGICAL TECHNOLOGI

15-OCT-17 00:39 (703)7673477

NATIONAL COORDINATING CTR FOR COMMS (NCC COMM-ISAC)

15-OCT-17 00:39 (703)2355626

DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)

15-OCT-17 00:39 (202)3661863

FEDERAL RAILROAD ADMIN. (MAIN OFFICE)

15-OCT-17 00:39 (202)4936212

U.S. EPA X SEATTLE (CID OREGON)

15-OCT-17 00:39 (206)5531263

FEMA REGION 10 (MAIN OFFICE)

15-OCT-17 00:39 (425)4874704

NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)

15-OCT-17 00:39 (202)2829201
NOAA RPTS FOR WA (MAIN OFFICE)
15-OCT-17 00:39 (206)5264911
NTSB RAIL (MAIN OFFICE)
15-OCT-17 00:39 (202)3146293
HOMELAND SEC COORDINATION CENTER (MAIN OFFICE)
15-OCT-17 00:39 (202)2828300
OREGON DEQ (EMERGENCY RESPONSE PROGRAM)
15-OCT-17 00:39 (503)2296391
OREGON TITAN FUSION CENTER (FUSION COMMAND CENTER)
15-OCT-17 00:39 (877)6204702
WA STATE EMERGENCY MANAGEMENT (MAIN OFFICE)
15-OCT-17 00:39 (800)2585990
TSA SURFACE TRANSPORTATION SECURITY (TWIC ENFORCEMENT)
15-OCT-17 00:39 (206)3875236
WASHINGTON STATE FUSION CENTER (FUSION COMMAND CENTER)
15-OCT-17 00:39 (877)8439522
WASHINGTON STATE NATIONAL GUARD (COMMAND CENTER)
15-OCT-17 00:39 (253)5128159

ADDITIONAL INFORMATION

*** END INCIDENT REPORT #1193310 ***

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

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Incident Information

Date/Time Reported 10/14/2017 20:19	Date/Time Occ from 10/14/2017 20:15	Date/Time Found 10/14/2017 20:19	Officer (C71) TANSY, JACOB
Incident Location E HOVER RD / S MEALS RD, BENTON COUNTY, WA	Case Status: CLOSED/CLEARED	Supervising Officer (C25) HUTSON, SCOTT B	

Charges

1	Charge Type State	Description DEATH UNATTENDED/ATTENDED	Statute DEATH	UCR 999	<input type="checkbox"/> Att <input checked="" type="checkbox"/> Com
Alcohol, Drugs or Computers Used <input type="checkbox"/> Alcohol <input type="checkbox"/> Drugs <input type="checkbox"/> Computers		Location Type AIR / BUS / TRAIN	Premises Entered	Forced Entry <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Weapons 1.
Entry	Exit	Criminal Activity			2.
Bias Motivation		Bias Target	Bias Circumstances		Hate Group 3.
2	Charge Type State	Description IMPOUND	Statute 46.	UCR 999	<input type="checkbox"/> Att <input checked="" type="checkbox"/> Com
Alcohol, Drugs or Computers Used <input type="checkbox"/> Alcohol <input type="checkbox"/> Drugs <input type="checkbox"/> Computers		Location Type HIGHWAY / STREET / ROAD	Premises Entered	Forced Entry <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Weapons 1.
Entry	Exit	Criminal Activity			2.
Bias Motivation		Bias Target	Bias Circumstances		Hate Group 3.

Victims

Seq. # 1	Type INDIVIDUAL	Injuries None	Residency Status Non-Resident	Ethnicity Non-Hispanic	
Name(Last, First, M) RAMOS, ANDRES			Race W	Sex M	DOB 02/05/1995
Address 316 NW RICHMOND BECACH RD APT. 6, SHORELINE, WA 98177--312			Age 22		
Employer Name/Address			Home Phone (509) 440-7765		
Victim of Crimes 1			Business Phone		
			Cell Phone (509) 851-4481		

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Witnesses

Seq. # 1	Name (Last, First, M) BARRON, EDDIE BRADY	Race W	Sex M	DOB 03/17/1986	Age 31
Address 4708 SANTA CRUZ LN, PASCO, WA 99301--476				Home Phone (509) 430-7342	
Employer Name/Address				Business Phone	
Witness Type				Cell Phone	

Witness Notes

Seq. # 2	Name (Last, First, M) SHELDON, CAMERON RAY	Race W	Sex M	DOB 09/25/1981	Age 36
Address 38210 S MORTON RD, KENNEWICK, WA 99337				Home Phone (509) 240-5332	
Employer Name/Address				Business Phone	
Witness Type				Cell Phone (509) 240-5332	

Witness Notes

Property

Seq. # 1	Description TSPB - WHITE PILL STAMPED "L484"			Serial Number		Make/Model	
Owner RAMOS, ANDRES				License / State		Color WHITE	
Status SEIZED		Status Officer (C55) MARTINEZ, ANTONIO		Quantity 7.30	Units of Measure GM	Value \$1.00	
Gun Type		Caliber	Finish	Grip		Gun Stock	
Condition		Gun Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Test Type		Sight Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Sight Type	
Property Notes white pill "L484"							

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Property						
Seq. # 1	Description TSPB - \$14 US CURRENCY 10, 2, 2 BILLS	Serial Number		Make/Model		
Owner RAMOS, ANDRES		License / State		Color		
Status SAFEKEEPING		Status Officer (C55) MARTINEZ, ANTONIO		Quantity 3.00	Units of Measure DU	Value \$4.00
Gun Type	Caliber	Finish	Grip		Gun Stock	
Condition	Gun Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Test Type	Sight Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Sight Type		
Property Notes \$14 in us currency. one \$10 and two \$2's						
Seq. # 2	Description TSPB - MISC PERSONAL PROPERTY	Serial Number		Make/Model		
Owner RAMOS, ANDRES		License / State		Color		
Status NONE		Status Officer (C55) MARTINEZ, ANTONIO		Quantity 1.00	Units of Measure DU	Value \$1.00
Gun Type	Caliber	Finish	Grip		Gun Stock	
Condition	Gun Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Test Type	Sight Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Sight Type		
Property Notes May be released						
Seq. # 2	Description MISC PROPERTY FROM BMW	Serial Number		Make/Model		
Owner RAMOS, ANDRES		License / State		Color		
Status SAFEKEEPING		Status Officer (C55) MARTINEZ, ANTONIO		Quantity 4.00	Units of Measure DU	Value \$1.00
Gun Type	Caliber	Finish	Grip		Gun Stock	
Condition	Gun Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Test Type	Sight Test <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Sight Type		
Property Notes						

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Property

Seq. #	Description			Serial Number		Make/Model	
3	BLK BMW 4DR CAR/ KEY WA/BFA6908					BMW / BMW	
Owner				License / State		Color	
RAMOS, ANDRES				BFA6908 / WA		BLACK	
Status		Status Officer		Quantity	Units of Measure	Value	
SAFEKEEPING		(C55) MARTINEZ, ANTONIO		1.00	DU	\$1.00	
Gun Type	Caliber	Finish		Grip		Gun Stock	
Condition	Gun Test	Test Type		Sight Test	Sight Type		
	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Property Notes							
R.O. is deceased, veh may be released							

Seq. #	Description			Serial Number		Make/Model	
4	TSPB - PC OF SHEETROCK USED AS A LETTER						
Owner				License / State		Color	
RAMOS, ANDRES							
Status		Status Officer		Quantity	Units of Measure	Value	
SAFEKEEPING		(C55) MARTINEZ, ANTONIO		1.00	DU	\$1.00	
Gun Type	Caliber	Finish		Grip		Gun Stock	
Condition	Gun Test	Test Type		Sight Test	Sight Type		
	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Property Notes							

Vehicles

Seq. #	Year	Color	Style	Make		Model	
1	2006	BLACK	SEDAN, 4 DOOR	BMW		330CI OR 330I	
VIN		License Plate Type	License / State	License Year	Owner		
WBAVB33586KS36396		PASSENGER	BFA6908 / WA	2018			
Status			Status Date		Value		
					\$0.00		
Vehicle Notes							
TOWED BY MELS							

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Notes/Narratives

NARRATIVE

Deputy J. Tansy C71 / Narrative

17-15712

Death Investigation

On 10/14/2017 I, Deputy Tansy was working uniformed patrol for the Benton County Sheriff's Office. At approximately 2020hrs I was dispatched to a train versus pedestrian collision inside Hover park near the area of Meals Rd and Hover Rd in Benton County Washington.

I arrived at the location and observed an obvious deceased person under a rail car on the train track. The body was missing all four limbs and the head appeared to be only approximately 50 percent intact. I immediately contacted the train conductor Edward B. Barron to discover what had happened. Barron's demeanor was that of a shocked person. Barron spoke in a clear voice without a quiver but seemed easily distracted by all the police and EMS response. Barron was easily redirected and would then answer questions. Barron can be reached at 509-987-6017.

Barron indicated he and Cameron R. Sheldon, the train engineer, were traveling north, in the lead engine, on the track at a speed of approximately 40 miles per hour. Barron explained when the front of the train was approximately four to five rail car lengths, from what would later be the point of impact, a person was seen. Barron stated individual was on the east side of the track crouched down by what looked like a very small campfire. When the train reached approximately two rail car lengths from the individual's location, the individual stood up, walked onto the tracks, squatted down, curled into a ball, placed their hands and arms over their head, with their back towards the front of the train. Barron said he and Sheldon immediately put the train into emergency stop when the individual stepped onto the track. The train was unable to stop in time, struck the individual, and ended up traveling approximately .25 miles to .50 miles north down the track before stopping. Sheldon can be reached at 509-240-5332.

The supervising Train Master, Ward C. Angelos responded to the location. Angelos can be reached at 509-539-8463. I spoke with Angelos about if the train was equipped with a recording device on the front. Angelos indicated it was but the video would have to be formally requested via a BNSF Police Special Investigator. The investigator is Brian Messer from Naches, Washington. Messer can be reached at 509-412-2331.

In canvassing the area from the point of impact to the front of the train various body parts were discovered. With the assistance of aiding deputies the body parts were marked with yellow marking paint and photographed. In an area on the east side of the track near the point of impact a small charred area was discovered with an ID, cigarette box, lighter, spent bullet casings, burned cigarette butts, and a piece of sheetrock with what appeared to be a suicide note. The note appeared to read, "Give ID to Judith Lombera Basin City Trailer E4 tell her I was smiling". The area was photographed before any items were moved. There appeared to be what looked like a Washington State ID or Drivers License under the sheetrock piece. The sheetrock was moved and the Washington State Drivers License was found to be issued to Andres Ramos-Madrid. Due to the severity of the injuries to the deceased I was unable to positively identify the body as that of Ramos-Madrid.

Detectives were called to come complete the investigation due the nature of the situation. Detective Martinez with the Benton County Sheriff's Office arrived and took over the investigation. See Detective Martinez's report for his findings.

At the conclusion of Detective Martinez's investigation the Benton County Coroner arrived to recover the body and body parts from the area.

A vehicle was located near the waters edge approximately .25 miles east of the point of impact. The vehicle, BFA6908, returned to Andres Madrid. Detective Martinez arrived at the vehicle location and photographed the vehicle and surrounding area.

The vehicle was towed from the location by Mels Towing for evidence impound. I sealed all doors, windows, trunk, hood, and sunroof with evidence tape. The followed Mels Towing from the location to the Kennewick Sheriff's Office and secured the vehicle into the bullpen without incident.

I placed all of Detective Martinez's collected evidence in a secured BCSO Evidence Locker at his request. Detective Martinez indicated he would

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log the vehicle and collected evidence into the records management system when he returned to work after the weekend.

All photographs taken during the preliminary search for body parts were uploaded to the patrol drive.

Case will be referred to detectives for any further investigation.

Deputy J. Tansy C71

TRAIN HIT A SUBJECT THAT WAS SITTING ON THE TRACKS
1/4 TO 3/4 OF A MILE ON THE TRACKS S OF WHERE HOVER DEAD ENDS
NO PT INFO

** LOI search completed at 10/14/17 20:19:40

RP IS TRAIN DISPATCH

** Recommended unit E1112 for requirement EN1 (5.4 mi)

** Case number BC11701215 has been assigned for BC1:BC1

** Recommended unit R1146 for requirement R1146 (>10.7 mi)

TRAIN WAS SB

** Case number BCSO1715712 has been assigned for BCSO:BCSO

OPTION 1 FOR DISPATCH

HAS NO FURTHER INFO

** Event Type changed from EMS to E5 at: 10/14/17 20:21:37

** >>>> by: SHANNON BAKER on terminal: cad1

** Case number KFD1707599 has been assigned for KFD:KFD

** Recommended unit CL111 for requirement CL (>14.0 mi)

** Recommended unit DO111 for requirement DO (>10.7 mi)

** Recommended unit M1821 for requirement MD (10.6 mi)

** Recommended unit E1126 for requirement EN2 (>10.7 mi)

** Cancel Event:CANCELLED

STA120 ACK TONES

COMMAND

2

C71 -- ACCESS PAST HOVER - MIGHT NEED TO GO UP TO AYERS AND GO
NORTH TO WHERE THAT HAPPENED

BNSF POLICE NOT ABLE TO RESPOND - OUT OF TOWN. MUSSER, BRIAN PH #412-2331.

NO CONT NEEDED AT THIS TIME.

BC114 -- HAVE DEPUTY MEET BC114 AT THE BC VEH

BC114 -- M AND CH CAN CANCEL R1146 E1126 CONTINUE

BC114 -- CONFIRMED CODE 60

C71 -- CAN CONFIRM IF AT HOVER PARK OR AYERS RD OFF ORCHARD

C71 -- OUT IN HOVER

C16 -- OUT W/ FIRE- HAS LOCATED THEM

** Event Type changed from ASSIST(EMS) to DEATH(60) at: 10/14/17 21:01:11

** >>>> by: KARIN A. KENDALL on terminal: cad4

***ADDL RP WHO IS THE MANAGER OF LOC

DISREGAURD LAST LINE

C71 -- FIRE CAN CLEAR

SUSP 1>>RAMOS MADRID,ANDRES 19950205

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Notes/Narratives

** PER search completed at 10/14/17 21:04:58

MESSAGE FOR CORONER SENT

MESSAGE GIVEN TO CORONER

CORONER PAGED

SUSP 2>>BARRON,EDWARD B 19860317

** PER search completed at 10/14/17 22:41:50

SUSP 3>>ANGELOS,WARD C 19580521

** PER search completed at 10/14/17 22:44:31

SUSP 4>>SHELDON,CAMERON R 19810925

** PER search completed at 10/14/17 22:45:08

CONTINUATION

CC: CORONER 101617

CC: DETECTIVES VIA LINK 101617

Responded to location of train vs. ped. Deseased was identified as Ramos-Madrid. Note was found in what appeared to be a suicide. Detectives called in to investigate. C60 paged at conclusion of Detective investigation to recover body parts. Ramos-Madrid's vehicle located approximately 1/8 miles to the east of the incident location. Mels Towing towed from scene for evidence. Vehicle secured in SO bullpen. Detectives will follow up on vehicle Monday. IBR to follow. c71 ac

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Supplement Information

Supplement Date	Supplement Type	Supplement Officer
10/19/2017 13:04:39	SUPPLEMENTAL REPORT	(C55) MARTINEZ, ANTONIO
Contact Name	Case Status: CLOSED/CLEARED	Supervising Officer

Supplement Notes

Case# 17-15712

Andres Ramos-Madrid DOB 02-05-1995

Death Investigation

On 10-14-2017 at approximately 2108hrs I was called out for a death investigation. I was advised that a male appeared to have committed suicide and jumped in front of a train near Hover Park in east Kennewick also known as Finley, WA.

I drove to the scene and found a patrol car with the emergency lights. I observed the train stopped on the tracks, when I stepped outside there was a slight breeze and I am not sure on the temperature but it felt cold outside. A check on "AccuWeather" showed a high of 61 degrees and a low of 29 degrees for 10/14.

I spoke to Sgt. Magnuson and Deputy Tansy about what happened. I was advised of the same information that it appeared to be a suicide. Deputy Tansy advised that he was told by the conductor Edward B. Barron that he and train engineer Cameron R. Sheldon were on the train and witnessed the event. Edward advised that he observed a male on the east side of the tracks near what he described as a campfire. The male waited until the train was approximately 2 rail car lengths away from him when the male walked onto the track, crouched down, gave his back to the train and placed his hands over his head. They activated the emergency brake but the train took approximately .25 to .5 miles to come to a stop. Both Edward and Cameron were no longer on scene when I arrived. Please see Deputy Tansy's report for details. The Train Master, Ward C. Angelos was on scene and he stood by to ensure our safety on scene.

I was shown the point of impact, which was marked in spray paint on the ground. I photographed the east side of the train first, working my way northbound towards the front of the train. Near the point of impact on the east side of the tracks I found what appeared to be the victims WA State Driver's license identifying him as Andres Ramos-Madrid DOB 02-05-95 with an address of 316 NW Richmond Beach Road APT 6, Shoreline, WA, 98177. Andres appeared to have left a suicide note advising (8) (8) He also had a smiley face emoji in the note. The suicide note was written on the back part of a broken piece of sheet rock. I took a closer look at the letter and observed cut marks on the same side of the suicide letter. I placed my light parallel with the ground and note. Using oblique lighting I observed what I am led to believe as the first attempt at writing the suicide note. I am led to believe that because this first attempt was difficult to see he wrote the suicide note again using the white piece of the sheet rock that did stand out on the grey backing. I am led to believe that the note was written intentionally and was thought about enough that when what I'm led to believe by a reasonable officer stand point that once Andres completed carving his suicide note he wrote it again in white. Also present with the suicide note and ID was a Marlboro cigarette box that contained a key fob and a white pill that was marked, "L484." I later looked up the pill and found that it contained the main ingredient in Tylenol. There were also five spent .45 caliber casings with cigarettes that were smoked down to the filter in each bullet casing. There were also two rifle round bullet casings with two filters lying next to the casings and two lighters. There was also a rock over picked wild flowers next to these items. I sifted through the small burn pile and could not find anything of evidentiary value. It appeared that maybe a cloth of some sort was used to fuel the fire but there was not enough left of the item to know what it was.

It should be noted that the next portion of the report is very gruesome and is about where body parts were located and the condition of the body: I found that the human remains were scattered to approximately five rail cars from the point of impact. I crossed the train back to the west side of the tracks and photographed southbound towards the rear of the train. I observed what appeared to be pieces of the victim's skull, unidentifiable human tissue, a large part of his scalp (with hair), what appeared to be his top set of teeth, both feet and hands severed from his body. I also observed both of his shoes on the tracks that were in separate locations from his feet. The torso of his body was very badly damaged. The back of

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Supplement Notes

his head was completely gone and one could see inside the head. His intestines were outside of his body and on the ground. Deputy Coroner D. Morris later arrived and the train was moved forward so we could recover what was left of the body and scattered pieces. He also located Andres's eyeball on the track.

When I photographed the front of the train I observed a blunt metal object protruding from the front of the train. It was in the direct center of the train and appears to be the bottom resting point or guide where one train car meets and links with another. There was blood and human tissue on that object. This point and below it where the snow plow point of the train is where most of the blood and matter was located. This evidence matches what was said about Andres stepping into the middle of the track and crouching down low.

While we were working the scene, the car was located in the brush near the lagoon. It was a black BMW, WA License Plate BFA6908. There was additional writing and what I would consider a suicide note. On the top of the trunk and on the rear bumper was written (8) and had another smiley face written on the rear bumper. The car was very dusty and dirty and the note appears to have been written using a finger or finger like object. Looking through the front passenger seat there was a Spanish CD labeled, "El Fantasma, Vengo a Aclarar." Translation, The Ghost, I come to clear things up, respectively. I asked to have the car sealed up and transported to our office to be processed at a later time.

Deputy Coroner recovered the remains, I asked Deputy Tansy to place the items recovered into the evidence locker and I would retrieve them later and enter them into I-leads. I cleared the scene.

On 10-15-2017 I attempted to request an assist by Shoreline, WA law enforcement and was advised that they would not release any information without the request being sent via teletype.

On 10-16-2017 I requested the teletype to be sent and was later advised that law enforcement made the death notification for me. I drove to the address that Andres left and spoke to a female that answered. She appeared very young and I asked if she was Judith. She advised, "Yes." I identified myself and I asked if we could come inside to talk to her. She agreed. Also present was her mother, Maria. I asked them to have a seat and broke the news to them. Judith was very upset and immediately became hysterical. She advised that she had just spoken to him on Friday. She also advised that the toddler sitting on the high chair was their daughter in common. Judith did not have any information as to why he would do this. She was understandably so, emotional, after being notified of Andres's death. She did not have any information other than they had broken up over the summer approximately in July. They lived together in Seattle but due to Andres's father not liking her, she ended up back home with her mom. They wanted to move back to Seattle and get their own place but that hadn't happened. After clearing Basin City, I was later contacted by a grievance counselor and spoke to Andres Sr. over the phone because of the Language barrier, Spanish. I answered a couple of questions for Andres Sr. and he was obviously distraught. I advised Andres Sr. that his son appeared to have committed suicide by train. I provided my work phone number to them so they could call me with further information such as the funeral home and any other questions. I was later called by Laura, Andres's aunt from phone# 425-399-2087. She advised that they were going to use "Columbia" out of Pasco.

On 10-19-2017 I had a message from Laura asking me to call her as soon as possible from the previous night. Laura was now advising that she believes that Andres did not commit suicide. She advised that she was afraid for her life and did not want to come forward with information because she was scared for her life and her family's life. Laura wanted to see the video I mentioned when I told her that this appeared to be a suicide and that evidence including two witnesses that have no ties to either them or Judith saw Andres step out in front of their train. I told Laura that I would keep an open mind to the investigation but if she had information that would lead me to believe that this was something else other than a suicide it was her responsibility to tell me. I reminded her she was way over in the Seattle area but she did not disclose any information. I told Laura that I will be treating this as a suicide because I have nothing else to suggest otherwise. She advised that she understood and asked that I speak to Judith because she has more information. I reminded Laura that I did speak to Judith and that she did not even advise that she had a new boyfriend it was her [Laura] who told me of the new boyfriend. She also mentioned, that Andres had commented on his friends Facebook something to the effect of take care of my kid and wife. They didn't know what that meant at the time but now they do. I tried looking up Andres's Facebook and found it to be private. I was unable to locate the comment that Laura mentioned. Laura also advised that Andres had text his uncle from a new number that she believes to be a texting app. She did not know why he would do something like that. She advised that if we found his phone we would know more. She requested I speak to the uncle that lives in Pasco. I advised Laura that she could give him my number

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and I would speak to him in person if we could arrange a meeting and suggested that they come to my office. I cleared the phone call.

I began to process the car starting with exterior photographs. All the evidence seals were intact. I search the inside of the car, under the hood and I could not open the trunk with the key fob. The car would not start and I could not open the trunk using the trunk button located in the glove box. I did not find evidence of foul play. The car interior was clean and the only CD in the passenger compartment was the one that was visible from the outside. I was able to open the armrest of the back seat and look into the trunk. The trunk itself was fairly clean and not much contents inside. It should be noted that there was \$14 dollars in U.S. currency in the center console. There was a \$10-dollar bill and two, two dollar bills. I photographed them and placed them back where they were. The bills themselves were crisp and appeared to have been there for quite some time. No cell phone was located in the vehicle and I had previously spoken to Deputy Coroner D. Morris who advised that he did not locate a cell phone on the body.

I will be entering the vehicle and property seized from the ground next to the railroad tracks into evidence for safe keeping. I have placed the photographs I took into the case folder in the all patrol drive.

The blood evidence on the train, the statement from the Train Conductor Edward, the suicide note that was written on the car in addition to the note written not once but twice on the sheet rock shows that Andres had made up his mind to commit suicide, I am led to believe that this was a suicide. Although it is possible that he was forced to commit suicide like Laura is advising I do not think that is the case and she is not coming forward with any evidence that proves that a crime has occurred. It is more likely that Laura is attempting to make sense of why her nephew would commit suicide.

End of Report

Detective Antonio Martinez C55
Benton County Sheriff's Office

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Supplement Information

Supplement Date	Supplement Type	Supplement Officer
10/30/2017 13:33:05	FOLLOW UP	(C55) MARTINEZ, ANTONIO
Contact Name	Case Status: CLOSED/CLEARED	Supervising Officer

1459

Supplement Notes

Case# 17-15712

Follow Up

On 10-19-17 I conducted follow up with the family of the deceased, Andres Ramos DOB 02-05-1995, who wished to know about Andres property and other questions about Andres in general. Present in the room were four adults and four children. The adults were: Judith A. Lombera DOB 07-17-96; Andres Ramos-Noyola DOB 11-28-75; Laura Marlene Noyola DOB 02-17-91; and Maria S. Aroyo Gonzalez DOB 6-27-79. Andres brought in a recorder to record the conversation. Although it was supposed to be an informal meeting, due to the recording I went ahead and recorded the conversation as well for our records as well.

I showed the family hard copies of pictures of the writing on the trunk of the BMW and pictures of the suicide note he left on the sheet rock. I explained to the family that the case was determined to be a suicide and not criminal in nature. I asked Laura if she had anything further she wished to add but she did not.

Judith advised that Andres Jr. did not have a phone any longer, which explained why no phone was found.

Andres Sr. advised that he contacted "Beto" and Andres Jr. told him that this would be the last time you would see me and if my daughter needs something, help her. Beto told Andres Sr. that he thought Andres Jr. was talking about going back to Seattle.

When we stopped the audio recorder and were walking out of the interview room, I overheard Laura tell Andres Sr. and Judith that she didn't believe the writing was Andres's Jr.'s.

I placed the audio recording on the patrol drive under the case number.

End of Report

Detective Antonio Martinez C55

Benton County Sheriff's Office

Incident/Investigation Report

Agency: BCSO

Case Number: 17-15712

Date: 05/14/2018 14:05:41

Supplement Information

Supplement Date	Supplement Type	Supplement Officer
10/30/2017 13:39:14	FOLLOW UP	(C55) MARTINEZ, ANTONIO
Contact Name	Case Status: CLOSED/CLEARED	Supervising Officer

1459

Supplement Notes

Case# 17-15712

Video Re

On October 15, 2017 BNSF Railway Claims Representative J. Gore came to my office so that I may review the video. The video was their newest system and Mr. Gore did not have the software installed in his computer to view it. Mr. Gore had to have an individual remote in from a different computer so we could see the video at our location.

I reviewed the video and found that Andres Junior walked in front of the train and no one else was present. He lowered his body towards the bottom of the train which was consistent with the witness statement and evidence. I also observed the fire burning next to the tracks that the witness observed.

End of Report

Detective Antonio Martinez C55
Benton County Sheriff's Office

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

**UNIFORM WASHINGTON STATE
TOW / IMPOUND
AND INVENTORY RECORD**

17-15712

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

VEHICLE INFORMATION

VIN
W | B | A | V | B | 3 | 3 | 5 | 8 | 6 | K | S | 3 | 6 | 3 | 9 | 6

LICENSE BFA6908	STATE WASHINGTON	YEAR 2006	MAKE BMW	MODEL 330
<input type="checkbox"/> Report of Sale	MILEAGE <input type="checkbox"/> Digital UNREADABLE	STYLE SEDAN		COLOR BLACK

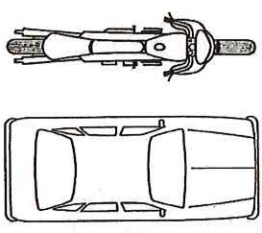
DRIVER	REGISTERED OWNER	LEGAL OWNER
NAME (LAST, FIRST, MI) ABANDONED, VEHICLE	NAME (LAST, FIRST, MI) RAMOS MADRID, ANDRES	NAME (LAST, FIRST, MI) LEGAL SAME
STREET ADDRESS	STREET ADDRESS 316 NW RICHMOND BEACH RD	STREET ADDRESS
CITY, STATE, ZIP CODE	CITY, STATE, ZIP CODE SHORELINE, WA 98177	CITY, STATE, ZIP CODE
PHONE	PHONE	PHONE

AUTHORIZATION AND RECEIPT

ON 10/15/2017 AT 01:47 PURSUANT TO RCW 46.55.085 / .113 AND HAVING PERSONALLY INVENTORIED THE ITEMS
(DATE) (24 HOURS)

IN THE DESCRIBED VEHICLE, I AUTHORIZED MELS TOWING 5930
(TOWING FIRM) (DOL TRUCK NO.)

DRIVEN BY NICK TO REMOVE THIS VEHICLE FROM HOVER RD/HOVER PARK
(DRIVER'S PRINTED FIRST AND LAST NAME) (LOCATION)

EQUIPMENT	DAMAGE	EVIDENCE (DRIVER'S SIDE)	EVIDENCE (PASSENGER'S SIDE)
<input type="checkbox"/> [] KEYS <input type="checkbox"/> LOCKED TRUNK <input type="checkbox"/> LOCKED GLOVE BOX <input type="checkbox"/> LOCKED CENTER CONSOLE <input type="checkbox"/> AUTO STEREO <input type="checkbox"/> [] DISC(S) <input type="checkbox"/> HANDS FREE DEVICE <input type="checkbox"/> GPS <input type="checkbox"/> RADAR / LIDAR DETECTOR <input type="checkbox"/> SPARE TIRE <input type="checkbox"/> JACK <input type="checkbox"/> CHAINS <input type="checkbox"/> OTHER _____	<input type="checkbox"/> FRONT <input type="checkbox"/> R FRONT <input type="checkbox"/> R SIDE <input type="checkbox"/> R REAR <input type="checkbox"/> L FRONT <input type="checkbox"/> L SIDE <input type="checkbox"/> L REAR <input type="checkbox"/> REAR <input type="checkbox"/> TOP <input type="checkbox"/> UNDERCARRIAGE <input type="checkbox"/> OTHER _____	SHADE DAMAGED AREA 	

INVENTORY **NARRATIVE OR DIAGRAM**

CD ON SEAT	(List reasons(s) for impound.) VEHICLE ABANDONED AT RIVER.
------------	--

- I PROVIDED A COPY OF THIS TOW / IMPOUND REPORT TO THE TOWING FIRM'S OPERATOR WHO TOOK POSSESSION OF THE VEHICLE.
- I PROVIDED A COPY OF THIS TOW / IMPOUND REPORT AND INFORMATION FOR DRIVERS TO REDEEM IMPOUNDED VEHICLE TO THE DRIVER OF THIS VEHICLE.
- THE VEHICLE WAS ABANDONED - A COPY OF THE TOW / IMPOUND REPORT WAS LEFT WITH THE VEHICLE.

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), AND I AM ENTERING MY AUTHORIZED USER ID AND PASSWORD TO AUTHENTICATE IT.

OFFICER'S ELECTRONIC SIGNATURE	<u>M. Denoma-Ramos</u>	<u>BENTON, WA</u>	<u>BS62</u>
		COUNTY, WA	Benton County SO
			BADGE NO. AGENCY

TO REDEEM AN IMPOUNDED VEHICLE W/12 HOUR HOLD

Because you were arrested under RCW 46.61.502 or 46.61.504 and are the Registered Owner of the vehicle, the vehicle you were driving was impounded with a 12-hour hold. You may redeem the impounded vehicle 12 hours after the vehicle arrives at the towing company's storage facility. HOWEVER, the vehicle may be redeemed from the tow company's storage facility prior to the completion of this 12-hour hold by a secondary Registered Owner or the Legal Owner, who was not the driver of the vehicle at the time of arrest.

INFORMATION FOR SUSPENDED / REVOKED DRIVERS TO REDEEM AN IMPOUNDED VEHICLE

Because your driver's license is suspended, this vehicle you were driving was impounded for _____ days on _____. The requirements of RCW 46.55.120(1)(b) shall be satisfied prior to redeeming the vehicle at the end of the impound period. These requirements include:

- a. Within five (5) days of the impound date and at the request of the tow truck operator, a person who desires to redeem the vehicle at the end of the impound period shall post a security deposit of not more than one-half the applicable storage rate for each day of the proposed impound period to ensure payment of the removal, towing, and storage. If the security deposit is not posted within five (5) days of the impound date, the vehicle will immediately be processed and sold at auction as an abandoned vehicle pursuant to RCW 46.55.130(1). If the abandoned vehicle auction is held, the vehicle shall be sold to the highest bidder who is not the registered owner. The registered owner is ineligible to purchase this vehicle at the abandoned vehicle auction.
- b. The security deposit may be paid and must be accepted anytime up to twenty-four (24) hours prior to the beginning of the abandoned vehicle auction.
- c. Any security deposit paid shall be credited against the final bill for removal, towing, and storage of the vehicle.
- d. The tow truck operator may accept other sufficient security in lieu of the security deposit.

Driver of the vehicle but not the registered owner

The vehicle may be redeemed only by the registered owner, legal owner, a person authorized in writing by the registered owner, vehicle insurance company, or by someone who has purchased the vehicle with proof of purchase [RCW 46.55.120(1)(a)]. They may go to the towing company at the end of the impound period. (The day of impound counts as the first day.) The remainder of the towing and storage fees must be paid to redeem the vehicle.

Driver is the registered owner

If you are driving with a suspended driver's license and are also the registered owner of the vehicle, all outstanding penalties, fines, or forfeitures owed by you to the courts must be satisfied. Because clearing up outstanding penalties, etc., takes time, you must start early, long before your 30, 60, or 90-day hold is completed. In addition to court obligations, the remaining towing and storage fees must also be paid to redeem the vehicle. Take with you to the tow company any paperwork provided by the courts showing payment of outstanding penalties, fines, or forfeitures owed to the courts.

Hardships

RCW 46.55.120(1)(a)(i) and (ii) provide for release of the vehicle in the event of economic or personal hardship to the spouse of the operator, or in the event the owner of the vehicle was not the driver, did not know that the driver's license was suspended, and has not received a prior release under this subsection. Contact the impounding law enforcement agency for additional information.

See Additional Requirements provided by the impounding agency (attached)