



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
Haz-Mat on Train: Yes No N/A		Train Speed:	
Type of Haz-Mat:		Remote Control: Yes No N/A	
IV. Pedestrian, Driver, or Passenger Fatalities			
		Does this section apply? Yes No	
Number of Fatalities:		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		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-

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):

Docket No: TR-

IX. Comments

Event Summary:

Site Description:

Inspector Recommendations:

Docket No: TR-

Rail Safety Supervisor Comments/Sign Off:

Director of Transportation Safety Comments/Sign Off:

UTC Rail Safety Program - Crossing Inventory Record

USDOT #	089702U	Last Inspection Date	4/11/2019	Oil by Rail yes
UTC #	1B139.13	Road Name	Selph Landing Rd	
Type of Crossing	Public	Section.Township.Range	25.10.29E	
County	Franklin	Latitude	46.32386	
City/Nearest City	Pasco	Longitude	-119.12	
In City Limits	No	Type of Development		

ROADWAY		Road Surface Grades	4	Grade Direction	East
State Highway	No	Road Surface Grades	0	Grade Direction	West
Down a Street	No	AADT	960	AADT Year	
Highway Milepost		% of Trucks Using Crossing	15		
Vehicle Speed	50	Number of School Bus Trips			
Road Surface	PAV	WSDOT Region	5		
Road Type	2W	Truck Pullout Lanes	No		
Number of Road Lanes	2	Intersecting Highway	0-75'	75-200'	200-500'
Road Width	26	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'.			800	800	1500
			SE		1500

PASSIVE PROTECTION		N	S	E	W
Advance Warning Signs	Count			1	1
Road Markings	Count			1	1
Reflective Crossbucks	Count			1	1
Reflective Posts (req. 1/2020)	Count				
Median Barriers	Count				
Stop Lines	Count			1	1
Stop Lines	Distance			23	15
Emergency Notification Signs	Count				
Illuminaries (within 50 ft. of crossing)	Count	0			

Miscellaneous	Device Count	Direction
Advance Warning W10-3	2	East
Do Not Stop on Tracks R8-8	2	Both
Multiple Track R15-2	2	Both

ACTIVE PROTECTION

Protective Device	Direction	Device Count	Cantilever Length	Gate Length
Mast Mntd - gates & 12" lens	Both	2	0	18

Four Quadrant Gates	No	# of Flashing Light Pairs	4
Power Off Indicator Light	Yes	Cantilever Lights Over All Traffic Lanes	No
# of Bells	1	Traffic Light interconnection/Preemption	
TRAIN SPEEDS Freight	60	Passenger	79

CHARACTERISTICS

Crossing Structure		Wayside Horn	No
Crossing Surface	Concrete	Quiet Zone	No
Other Crossing Surface:		Bike Lane	No
# Main Tracks	2	USDOT # Posted	Yes
# Sidings / # Yard Tracks		Railroad Emergency # Posted	Yes #
# Industry / # Transit Tracks	0	Crossing Length / Width	0
Sidewalk	None	Sidewalk stops at crossing	Sidewalk
			35

COMMENTS

32 feet Main 1; 40 feet main 2.

From: [Service Interruption Desk](#)
 To: [OPR DL \(SI Desk Use ONLY\) Cargo-related: OPR DL \(SI Desk Use ONLY\) North Region Incident: Johnson, Luke N; Morehouse, Craig; Moyer, Jason; Clark, Daniel P; Wessler, Richard W; Noel, Tamara T; Huston, Scott T; Melonas, Gus S; Wallace, Courtney](#)
 Cc: [WUTC Rail Reporting \(UTC\); Halstead, Lori \(UTC\)](#)
 Subject: 102419 ECECSCM141 - Trespasser - Pasco, WA
 Date: Thursday, October 24, 2019 10:23:38 PM

BNSF Fort Worth – Network Operations Center – INCIDENT REPORT

				D-Code:	190221
Date:	10-24-19	Time:	1912CT	MP:	139.15
Time & Date Last Revised:					
Subdivision:	Lakeside	State:	WA	County:	Franklin
Line Segment:	0046				
Nearest Station:	Glade, WA				
Nearest Major Terminal (distance/direction):	Pasco, WA				
Weather Conditions (Temp, wind, precipitation):	69°, Wind from the SSW 6 MPH, Mostly Clear				

Injuries or Fatalities?	(01) Confirmed Fatality	Employee?	No
Name:		Craft:	

Symbol:	E-CECSCM1-41	If Yard Job, is it Remote Control Operation?	
Lead Locos:	BNSF 9039 - BNSF 9087 - BNSF 9859	L-E-T-F:	00-132-3266-7303
DP Locos:	BNSF 8830	Direction:	Eastbound
Conductor:	J R Stumph	Engineer:	S M Korn
Prior Rest		Prior Rest	
On Duty Time/Date:	1815CT/24	Origin/Destination:	Pasco, WA / Spokane, WA
Crew Interviewed by:	TM Terry Stephens		
Event Recorder/Camera:	Work request submitted to Spokane/Hauser Mechanical		

Locomotives video equipped?									
Lead Locos	Y/N		Y/N		Y/N		Y/N		Y/N
BNSF 9039	Y	BNSF 9087	Y	BNSF 9859	Y				
BNSF 8830	Y								

Crossing Name:	Selph Landing Rd.	DOT:	089702U
Equipped with:	Gates and Flashers	Functioning?	Yes
Vehicle Direction:		Vehicle Description:	
Law Enforcement Agency:	Franklin County (WA) Sheriff Dept.	Citations?	

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

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

Heavy equipment ordered:				
Equip. ETA:		Equipment Arrived:		Equipment Released:
Main Blocked?	MT 1	Estimated Reopen:		Actual Reopen: 2337CT

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

\$	0	Contractor Expense	Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.
\$	0	Estimated Lading Recovery Costs	Source is usually Damage Prevention/LARS. This figure includes trucking charges and site remediation charges.
\$	0	Prelim. Lading Loss Estimates	Railcar/Trailer/Container Contents ONLY
	0	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:**

Brief Narrative of Incident:
 1912CT – E CECSCM1 41A reported fatally striking a trespasser on MT1 at MP 139.15 on the Lakeside Subdivision, in Pasco, WA. This incident did occur at a road crossing (Selph Landing Road) equipped with gates and flashers. There are no injuries to the crew.

 Lead locomotive (BNSF 9039) is camera equipped.

 Division personnel are on site.

 13 trains projected through in the next 04 hours, including 01 passenger train.

Post Accident Testing (FRA):

Did this incident meet FRA Post Accident Testing criteria?	No	
Contact MEH Dept at: (817) 352-1648 during normal business hours. (817) 352-1613 after hours, weekends and holidays. If no answer, page email Kimberly Farris and Julie Murphy when the following applies: -Employee/Contractor Fatality. -Damage to railroad property exceeding \$1.5 million. -Collision with injury or \$150,000 damage -Passenger train accident with reportable injury -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.		
Does the NOC GDT agree with the above analysis?	Yes	
Craft being Post Accident Tested:	N/A	

Notifications:

Time:	Entity:	Person Notified:	Reminders:																				
1913CT	Service Interruption:	FS - DS 71	Include who notified SID.																				
1916CT	Resource Operations:	PCS Martina Allen																					
	OPR DL Cargorelated	Rpt. to distribution list.	Copy of this report																				
1912CT	DTM/Terminal Manager:	Terry Stephens - on site	Get ETA, check Cell number.																				
	RFE:		Get ETA, check Cell number.																				
1917CT	Signal Desk:	Melvin Jackson	817-593-5998																				
	MOW Desk:		817-593-6823 Option 1																				
	Mechanical Desk:		817-593-9128																				
1912CT	NOC GDT:	Luke Johnson																					
1912CT	Div. General Manager:	Craig Morehouse																					
1912CT	Div. GDT:	Jason Moyer																					
1912CT	Corridor Supt:	Daniel Clark																					
	Div. Sup Ops / Term Sup:																						
1921CT	MDPR	via Remedy	817-352-1312																				
1921CT	Passenger Service:	Dana Williams	Email report to Rich Wessler and Tamara Noel.																				
1912CT	Superintendent Safety and Operating Practices	Scott Huston	<table border="0"> <tr> <td>California</td> <td>Coleman, Herbert T</td> </tr> <tr> <td>Chicago</td> <td>Wazny, William A</td> </tr> <tr> <td>Red River</td> <td>Cleveland, Scott M</td> </tr> <tr> <td>Kansas</td> <td>Valencia, Randy J</td> </tr> <tr> <td>Montana</td> <td>Boggs, Landon S.</td> </tr> <tr> <td>Heartland</td> <td>Musgrove, Chris E</td> </tr> <tr> <td>Northwest</td> <td>Huston, Scott T</td> </tr> <tr> <td>Powder River</td> <td>Hein, Joshua B</td> </tr> <tr> <td>Southwest</td> <td>Strot, Benjamin K.</td> </tr> <tr> <td>Twin Cities</td> <td>Lund, Michael E</td> </tr> </table>	California	Coleman, Herbert T	Chicago	Wazny, William A	Red River	Cleveland, Scott M	Kansas	Valencia, Randy J	Montana	Boggs, Landon S.	Heartland	Musgrove, Chris E	Northwest	Huston, Scott T	Powder River	Hein, Joshua B	Southwest	Strot, Benjamin K.	Twin Cities	Lund, Michael E
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	The following group list is for the following departments: Safety, Law, Rules, Workforce Management, Rules and field Support, Corporate Relations, Government Affairs, and Evidence Preservation		Page for the following events: Major derailments or train collisions which are expected to exceed 16 hours or \$1,000,000 in damages, 4-8 hour range after the 1st conference call. Derailments or collisions with evacuations, explosions, or involving crude oil trains. Major Hazardous Incidents																				

	<p>Major event group page list (Not MIP) Also page Region VP.</p> <p>(It is located with the SID Locomotive group lists)</p>		<p>Employee Fatalities, life threatening injuries, or amputations.</p> <p>Add "Preliminary Report" to the subject line.</p>
	<p>Conference Calls:</p>		<p>If Conf Call is being established: Notify: NOC MECH/MOW Desk & ROC</p>
	<p>Hazardous Incidents: Contact East/West On-call Manager</p>		<p>Page for all Hazardous Incidents: Pat Brady, Piper, Justin, Reid, Clay D, Howard Horn, David C Clark, John D. Lovenburg, Allen Stegman</p>
	<p>ChemTrec (USA) 800-424-9300</p> <p>CanuTec (Canada) 888-226-8832 or 613-996-6666</p>		<p>Call Emergency Number listed on the Waybill whenever a HAZ MAT car is involved in a derailment or damaged; whether leaking or not.</p> <p>Run TSS: WBCOPY & HAZ & EXCR</p>
1941CT	<p>NRC: 800 – 424 – 8802 <i>(Initial SID Analysis)</i> Examples for notifying: Passenger Train/Route \$150,000 incident Employee/Contractor Fatality</p>	Upchurch - Rpt. #1262107	<p>Obtain their Report Number and name of person who took the report.</p>
1930CT	<p>State:</p>	WA EOC - Chris - Rpt. #19-3812 copy of report to: utctrailreporting@utc.wa.gov and Lori.Halstead@utc.wa.gov	
	<p>California - CUPA</p>		
	<p>Foreign Railroad:</p>		
	<p>Page "Go Team"</p>		<p>If appropriate notify Mark Schulze.</p>
This rpt	<p>State Corporate Relations:</p>	Gus Melonas / Courtney Wallace	<p>Copy of this report:</p> <p>Maia LaSalle: MT, WY Jeanelle Davis: AL, AR, LA, MS, TN, TX Lena Kent: AZ, CA, TX, LA, MS, AR, AL, TN 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</p>
	<p>Energy Desk:</p>		<p>Notify the Energy Desk of crude oil train derailments: OPR DL Energy Desk managers 817-867-0021</p>

From: [State Emergency Operations Officer \(MIL\)](#)
To: [Beresovoy, Erika \(ECY\)](#); [Hunter, Kathy \(UTC\)](#); [Kenneth W. Holgard](#); [Mark Daniels \(FRA\)](#); [Michael Pirato](#); [Stacey Thompson \(Fed Railroad Association Reg 8\)](#); [Stacey Weller](#); [Steven Travers](#); [WUTC Rail Reporting \(UTC\)](#); [Cook, Jacqu](#); [Davis Sean](#); [EOC, Franklin County](#); [Jordan Hanes](#); [Lee, Chris](#)
Subject: Train vs Trespasser, Pasco, WA
Date: Thursday, October 24, 2019 5:34:18 PM

Please see the below information involving a railroad that has been reported the State Emergency Operations Center (EOC). Please reply to this email to confirm receipt of this message.

Thank you,

Name of the Railroad(s) involved: BNSF

Reporting Party Name, Position and Contact Number: Cisco @ 1-817-352-2832

Time and Date Called in to the State EOC: 10/24/19 @ 1726

Time and Date of the Event: 10/24/19 @ 1713

Mile post and/or Address of Event: Selph Landing Rd, Pasco WA

Circumstances of the Incident: Train vs Trespasser

Number of Injuries and/or Fatalities: Fatality confirmed

Type of Rail Cars Involved (tank, hopper, box, flat, etc.):

Type and Amount of HAZMAT spilled: None

Any Additional Details That Will Assist in Identifying the Necessary Response:

Name and Phone Local POC: Cisco @ 1-817-352-2832

Railroad Incident Number:

State EOC Incident Number: 19-3812

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

24-hr contact number:
1-800-258-5990

15771

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB No. 2130-0020

1. Name of Reporting Railroad BNSF Railway Company		1a. Alphabetic Code BNSF		1b. Railroad Accident/Incident No. NW-1019-201	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident N/A		2a. Alphabetic Code N/A		2b. Railroad Accident/Incident No. N/A	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF Railway Company		3a. Alphabetic Code BNSF		3b. Railroad Accident/Incident No. NW-1019-201	
4. U.S. DOT-AAR Grade Crossing Identification Number 089702U		5. Date of Accident/Incident month day year 1 0 2 4 1 9		6. Time of Accident/Incident 07:13 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	
7. Nearest Railroad Station Glade		8. Subdivision LAKESIDE		9. County Franklin	
10. State Abbr. Code WA		11. City (if in a city) Eltopia		12. Highway Name or Number Selph landing Rd Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>	
13. Type of Highway User Involved A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle J. Other motor vehicle K. Pedestrian L. Other (specify) Code: K			17. Equipment Involved 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling - RCL B. Train pushing - RCL C. Train standing - RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code: 1		
14. Vehicle Speed (est mph at impact) N/A		15. Direction (geographical) 1. North 2. South 3. East 4. West Code: 4		18. Position of Car Unit in Train 1 Code: 1	
16. Position 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code: 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code: 1		20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway user 2. Rail equipment 3. Both 4. Neither Code: 4	
20b. Was there a hazardous materials release by 1. Highway user 2. Rail equipment 3. Both 4. Neither or Code: 4					
20c. State here the name and quantity of the hazardous material released, if any.					
21. Temperature (specify if minus) 55		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code: 3		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code: 1	
24. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train 3. Computer train 4. Work train E. Single car F. Spac. Rch Equip. G. Yard/switching 8. Light loco(s) 9. Maint/inspect. car 10. Spac. Rch Equip. 11. Passenger train 12. Computer train 13. Pushing		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code: 1		26. Track Number or Name Main 1 Track	
27. FRA Track Class (1-9, X) 4		28. Number of Locomotive units 4		29. Number of cars 132	
30. Consist Speed (recorded speed if available) R-Recorded E-Estimated 025 Code: E		31. Time Table Direction 1. North 2. South 3. East 4. West Code: 3		32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None Code(s): 1 3 6 7	
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code: 1		34. Roadway Conditions A. Dry B. Wet C. Snow/slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Holes (Standing, Moving) Code: A		35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach Code: 1	
36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code: 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code: 2		38. Highway User's Age 1. Male 2. Female Code: 1	
39. Highway User's Gender 1. Male 2. Female Code: 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code: 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded (if yes, see instructions) 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/attempted suicide Code: 1	
42. Driver Passed Standing Highway Vehicles 1. Yes 2. No 3. Unknown Code: N/A		43. View of Track Obscured by (primary obstruction) 1. Permanent structure 2. Standing Railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 8. Not obstructed Code: 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code: N/A	
45. Was Driver in the Vehicle 1. Yes 2. No Code: N/A		46. Highway-Rail Crossing Users 1 0		47. Highway Vehicle Property Damage (est. dollar damage) N/A	
48. Railroad Employees 0 0		49. Total Number of People on Train (include passengers and train crew) 2		50. Total Number of Vehicle Occupants (including driver) N/A	
51. Is a Rail Equipment Accident/Incident Report Being Filed? 1. Yes 2. No Code: 2		52. Passengers on train 0 0		53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
53b. Special Study Block 000-000-000		54. Narrative Description (Be specific, and continue on separate sheet if necessary) Pedestrian ran around gate and stopped on crossing was struck by train and fatally injured.			
55. Typed Name and Title Ronald J Hennessey Director, System Safety and Support		56. Signature <i>Ronald J Hennessey</i>		57. Date 11/30/19	

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)

From: [State Emergency Operations Officer \(MIL\)](#)
To: [Beresovoy, Erika \(ECY\)](#); [Hunter, Kathy \(UTC\)](#); [Kenneth W. Holgard](#); [Mark Daniels \(FRA\)](#); [Michael Pirato](#); [Stacey Thompson \(Fed Railroad Association Reg 8\)](#); [Stacey Weller](#); [Steven Travers](#); [WUTC Rail Reporting \(UTC\)](#); [Cook, Jacque](#); [Davis Sean](#); [EOC, Franklin County](#); [Jordan Hanes](#); [Lee, Chris](#)
Subject: NRC#1262107
Date: Thursday, October 24, 2019 5:49:50 PM

Please see the NRC below. This was previously reported at 1726 by BNSF Railroad. State # 19-3812.

Please reply to this email to confirm receipt of this message.

Thank you,

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

24-hr contact number:
1-800-258-5990

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

From: HQS-PF-fldr-NRC@uscg.mil <HQS-PF-fldr-NRC@uscg.mil>
Sent: Thursday, October 24, 2019 5:51 PM
To: DUTYOFFICER@EMD.WA.GOV; State Emergency Operations Officer (MIL) <Dutyofficer@mil.wa.gov>; State Emergency Operations Officer (MIL) <Dutyofficer@mil.wa.gov>
Subject: NRC#1262107

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 # 1262107

INCIDENT DESCRIPTION

*Report taken by NRC at 20:44 on 24-OCT-19

Incident Type: RAILROAD NON-RELEASE

Incident Cause: TRESPASSER

Affected Area:

Incident occurred on 24-OCT-19 at 19:13 local incident time.

Affected Medium: RAIL REPORT (N/A) / TRESPASSER

REPORTING PARTY

Name: CISCO SANCHEZ
Organization: BNSF RAILWAY
Address: 2650 LOU MENK DRIVE
FORT WORTH, TX 76131
Email Address:

PRIMARY Phone: (817)3522832

Type of Organization: PRIVATE ENTERPRISE

SUSPECTED RESPONSIBLE PARTY

Name: UNKNOWN
Organization:
Address:

Type of Organization: UNKNOWN

INCIDENT LOCATION

MILEPOST: 139.15 County: FRANKLIN
SUB: LAKESIDE
City: PASCO State: WA

RELEASED MATERIAL(S)

DESCRIPTION OF INCIDENT

CALLER REPORTED A FREIGHT TRAIN FATALLY STRUCK A TRESPASSER AT A RAIL GRADE CROSSING.

SENSITIVE INFORMATION

INCIDENT DETAILS

Grade Crossing: YES
Location Subdivision: LAKESIDE
Railroad Milepost: 139.15
Type of Vehicle Involved: NONE
Crossing Device Type: GATES/FLASHERS
Device Operational: YES
DOT Crossing Number: 089702U
Date and Time Service was/will be Restored:
Brake Failure: NO
Federal Post-Accident 219.201 Sub Part C Testing Required: NO
Passenger Train Route: YES
Passenger Train Delay Expected: NO
Passenger Train Delay Handling:
---RAILROAD INFORMATION---
Railroad Involved: BNSF RAILWAY
Train Number: ECECSCM141A
Train Type: FREIGHT Train Direction: E
Train Speed: Track Speed:
Locomotives: 4 Cars: 132 Derailed:
Suspected DOT Regulation Non Compliance: UNKNOWN
DERAILED CARS:
Pos. Car number Type Cargo

IMPACT

Fire Involved: NO Fire Extinguished: UNKNOWN

INJURIES: NO Sent to Hospital: Empl/Crew: Passenger:
FATALITIES: YES Empl/Crew: Passenger: Occupant:
EVACUATIONS: NO Who Evacuated: Radius/Area:

Damages: NO

Hours Direction of
Closure Type Description of Closure Closed Closure

Air: NO

Road: NO Major Artery:NO

Waterway:NO

Track: YES MAIN LINE 1 E/W

Passengers Transferred: NO

Environmental Impact: UNKNOWN

Media Interest: UNKNOWN Community Impact due to Material:

REMEDIAL ACTIONS

THE TRACK IS STILL CLOSED.

Release Secured: UNKNOWN

Release Rate:

Estimated Release Duration:

WEATHER

ADDITIONAL AGENCIES NOTIFIED

Federal:

State/Local: WA EOC

State/Local On Scene: FRANKLIN COUNTY SHERIFF OFFICE

State Agency Number: 19-3812

NOTIFICATIONS BY NRC

CENTERS FOR DISEASE CONTROL (GRASP)

24-OCT-19 20:50 (770)4887100

CGIS D13 FIELD OFFICE (CGIS D13 COMMAND CENTER)

24-OCT-19 20:50 (206)2207141

DEPT OF HEALTH AND HUMAN SERVICES (SECRETARY'S OPERATION CENTER (SOC))

24-OCT-19 20:50

DHS DEFENSE THREAT REDUCTION AGENCY (CHEMICAL AND BIOLOGICAL TECHNOLOGI

24-OCT-19 20:50 (703)7673477

NATIONAL COORDINATING CTR FOR COMMS (NCC COMM-ISAC)

24-OCT-19 20:50 (703)2355626

DHS CYBER & INFRASTRUCTURE SECURITY (OFC OF INFRASTRUCTURE PROTECTION R

24-OCT-19 20:50 (202)8215301

OFFICE OF INFRASTRUCTURE PROTECTION (WA STATE PROTECTIVE SECURITY ADVIS

24-OCT-19 20:50 (202)8053379

DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)

24-OCT-19 20:50 (202)3661863

FEDERAL RAILROAD ADMIN. (MAIN OFFICE (AUTO))

24-OCT-19 20:50 (202)4930636

FEMA REGION 10 (MAIN OFFICE)

24-OCT-19 20:50 (425)4874704

NATIONAL HWY TRANS SAFETY ADMIN (MAIN OFFICE)

24-OCT-19 20:50 (202)4412924

NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)

24-OCT-19 20:50 (202)2829201

NOAA RPTS FOR WA (MAIN OFFICE)

24-OCT-19 20:50 (206)5264911
NTSB RAIL (MAIN OFFICE)
24-OCT-19 20:50 (202)3146293
OREGON TITAN FUSION CENTER (FUSION COMMAND CENTER)
24-OCT-19 20:50 (877)6204702
OCCUPATIONAL SAFETY & HEALTH ADMIN (MAIN OFFICE)
24-OCT-19 20:50 (801)9180995
WA STATE EMERGENCY MANAGEMENT (MAIN OFFICE)
24-OCT-19 20:50 (800)2585990
TSA OFFICE OF SECURITY OPERATIONS (SURFACE OPS/PSAT - OREGON OFFICE)
24-OCT-19 20:50 (614)7328440
TSA SURFACE TRANSPORTATION SECURITY (TWIC ENFORCEMENT)
24-OCT-19 20:50 (206)3875236
U.S. ARMY CORP OF ENGINEERS (WALLA WALLA DISTRICT)
24-OCT-19 20:50 (701)6547746
VOLPE CENTER (TRANSPORTATION HUMAN FACTORS)
24-OCT-19 20:50 (617)4942000
WASHINGTON STATE FUSION CENTER (FUSION COMMAND CENTER)
24-OCT-19 20:50 (877)8439522
WASHINGTON STATE NATIONAL GUARD (COMMAND CENTER)
24-OCT-19 20:50 (253)5128159
WA UTILITIES & TRANSPORTATION COMM (RAILROAD SAFETY)
24-OCT-19 20:50 (360)6641160

ADDITIONAL INFORMATION

*** END INCIDENT REPORT #1262107 ***

Report any problems by calling 1-800-424-8802

PLEASE VISIT OUR WEB SITE AT <http://www.nrc.uscg.mil>

I N C I D E N T D A T A	Agency Name Franklin County Sheriff Office		INCIDENT / INVESTIGATION REPORT				OCA 19-05004		
	ORI WA0110000		Date / Time Reported TH Oct 24, 2019 17:10						
	#1	Crime Incident SUICIDE /SUICIDE ATTEMPTS	UCR: 999	Local Statute: SUICIDE/SU	<input type="checkbox"/> Att <input checked="" type="checkbox"/> Com	Last Known Secure TH Oct 24, 2019 17:10			
#2	Crime Incident	UCR:	Local Statute:	<input type="checkbox"/> Att <input type="checkbox"/> Com	At Found TH Oct 24, 2019 17:10				
#3	Crime Incident	UCR:	Local Statute:	<input type="checkbox"/> Att <input type="checkbox"/> Com					
Loc of Inc Railroad Ave. / Selph Landing Rd., Pasco, : EST SELPH		Premise Type Air / Bus / Train Terminal			Offense Tract				
MO									
How Attacked or Committed									
Weapon / Tools									
Forcible Entry <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A									
V I C T I M	# Victims 1	Type Individual	Injury None			Residency Status Resident			
	Victim/Business Name (Last, First, Middle) V1 Mcelroy, Russell Charles				Victim of Crime # 1		Age / DOB 59	Race W	Sex M
					Relationship to Offenders		11/05/1959	W	M
	Home Address 4519 Kubota Ln, Pasco, WA 99301						Home Phone		
	Employer Name/Address						Business Phone (509) 943-5953		
	VYR 2011	Make MITSUBISHI	Model OUTLANDER	Style SEDAN, 4 DOOR	Color SIL	Lic/Lis AJZ4598 WA	VIN JA4AR4AU0BZ014136		
O T H E R S I N V O L V E D									
CODES: V- Victim (Denote V2, V3) O = Owner (if other than victim) R = Reporting Person (if other than victim) I = Other Involved									
Code RP1	Name (Last, First, Middle) Marroquin, Maria E				Victim of Crime #	Age / DOB 55	Race W	Sex F	
Home Address 13331 Road I Sw, Royal City, WA 99357						Home Phone (509) 528-4481			
Employer Name/Address						Business Phone			
Code IO1	Name (Last, First, Middle) Stephens, Terry Michael				Victim of Crime #	Age / DOB 46	Race W	Sex M	
Home Address 9704 Grandview Ln, Kennewick, WA 99336						Home Phone (509) 420-3168			
Employer Name/Address Bnsf / PASCO						Business Phone (509) 546-3270			
P R O P E R T Y									
Status Codes L = Lost S = Stolen R = Recovered D = Damaged Z = Seized B = Burned C = Counterfeit / Forged F = Found U = Unknown (Check "OJ" column if recovered for other jurisdiction)									
Victim #	UCR	Status - Date	Value	OQTY	Property Description	Make/Model	Serial Number		
	06	- 10/24/2019	\$5.00	1.00	1 Multi Colored Nike Shoe B-33	NIKE			
	25	- 10/24/2019	\$1.00	1.00	2 Black Wallet Wyt Contents B-33				
	77	- 11/5/2019		1.00	3 Dvd Of Drone Media Cd-1				
Number of Vehicles Stolen 0				Number Vehicles Recovered 0					
ID	Officer (F41) ROSKE, CARSON			Officer Signature		Supervisor Signature (F10) THOMASSON, GORDON			
Complainant Signature				Case Status: Closed / Cleared November 5, 2019		Case Disposition: Excep Clr / Death Of Offender Nov 5, 2019			

Incident / Investigation Report

Franklin County Sheriff Office

OCA : 19-05004



Status Codes L = Lost S = Stolen R = Recovered D = Damaged Z = Seized B = Burned C = Counterfeit / Forged F = Found U = Unknown

	Status	Quantity	Type Measure	Suspected Drug Type
D R U G S				

O F F E N D E R	Offender(s) Suspected of Using <input type="checkbox"/> Drugs <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Alcohol <input type="checkbox"/> Computer	Offender 1 Age: Race: Sex:	Offender 2 Age: Race: Sex:	Offender 3 Age: Race: Sex:	Primary Offender Resident Status Resident Non-Resident Unknown
		Offender 4 Age: Race: Sex:	Offender 5 Age: Race: Sex:	Offender 6 Age: Race: Sex:	

Name (L, F M) AKA				Home Address				Home Phone	
Occupation				Business Address				Business Phone	
DOB. / Age		Race	Sex	Hgt	Wgt	Build	Hair Color		Eye Color
						Hair Style	Hair Length		Glasses
Scars, Marks, Tattoos, or other distinguishing features (i.e. limp, foreign accent, voice characteristics)									
Hat		Shirt/Blouse			Coat/Suit			Socks	
Jacket		Tie/Scarf			Pants/Dress/Skirt			Shoes	
Was Suspect Armed?		Type of Weapon				Direction of Travel			Mode of Travel
VYR	Make	Model	Style/Doors	Color	Lic/Lis	Vin			
Suspect Hate / Bias Motivated: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Type:				

Name (Last, First, Middle) Stumph, Jason Robert				D.O.B. 04/14/1975	Age 44	Race W	Sex M
Home Address 30924 Short Rd., Deer Park, WA 99006				Home Phone (509) 570-2503	Employer Bnsf		Phone

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Narrative of Deputy C. Roske F-41

19-05004

The following occurred in the County of Franklin, State of Washington.

On 10/24/19, I was working as a fully uniformed and commissioned sheriff's deputy for the County of Franklin, WA, driving fully marked patrol vehicle 1705. At approximately 1710 hours, I was dispatched to a report of a male on the ground, unconscious near the train tracks at Selph Landing Rd. and Railroad Ave. While en-route, dispatch advised the male had been hit by a train.

I arrived on scene, and observed a train stopped, blocking the railroad crossing on Selph Landing, near Railroad Ave. The crossing signals were active and the arms were down. Underneath the train cars, I could see what appeared to be a human body, covered in a transparent plastic sheet. I crossed over the train and began taking photographs of the immediate area around the body. The body

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Officer's Narrative (continued)

was located in the gravel north of the crossing, between the two tracks. The body appeared to be approximately 50 feet north of the center of the crossing. The body was located 11 cars from the front of the train (8 cars, 3 engines).

I began talking to BNSF officials in the area. I made contact with Train Master Terry Stephens, and Conductor Jason Stumph. Jason stated that he was the conductor for the train. I asked Jason what happened. He stated that they were leaving the Pasco train yard, headed north towards Spokane. The train was building up speed, and was travelling approximately 30 mph when it reached the crossing at Selph Landing. Jason stated that he observed a male (Later identified as McElroy, Russell C DOB 11/05/1959) standing near the crossing arm, and believed he was taking pictures. As they got closer to the crossing, McElroy slowly stepped forward, into the middle of the adjacent track. When the train was nearly at the crossing, McElroy began moving toward the train and stepped in front of the train.

I observed a silver 4 door Mitsubishi Outlander Sport (WA- AJZ4598) parked just east of the crossing, south of the roadway. After talking to Jason, it sounded as if the car may belong to McElroy. I photographed all the way around the vehicle.

After photographing the vehicle, I approached the body to get photos. Deputy Riddle and Deputy Bolanos pulled the sheet away from McElroy's body, and I was able to take photos of his body from various angles.

Deputy Riddle and I walked up to the head engine (9039), and took photos of possible impact zones on the front of the train. While doing so, the engineer looked out the window at Deputy Riddle, began talking to the engineer (Korn, Steven M DOB 02/14/1974), who invited us into the cab of the train. I asked Steven what had happened. Steven stated that they were leaving the Pasco yard, headed north, and stated they were travelling approximately 30-40 mph as they approached the crossing. Steven said that he observed McElroy near the crossing arm, and a believed that he was likely taking pictures. Steven that this is a common occurrence for train crews to see people near the tracks taking pictures as trains go by. As they approached the crossing McElroy, began slowly walking forward towards the train. When the train was almost to the crossing, McElroy began moving towards the track that the train was travelling on at a "casual jog" pace. Steven lost sight of McElroy, but was not sure if the train struck McElroy, until he looked in the rearview mirror and saw McElroy on the ground. I asked Steven if the engine was equipped with a forward facing camera, he stated yes. I obtained a photograph of the camera inside the engine's cab. The head engine was stopped near track marker 139.

I returned to the crossing, and made contact with BNSF Terminal manager Heath Kohler, and escorted him to the head engine to talk to Jason and Steven. I informed Heath that after he was done, the chaplain was available for Steven and Jason. I also told Heath that I had briefly spoken with Jason and Steven, and gotten an initial statement from each, but that we would like to get a recorded statement from each of them for our investigation. Heath informed me that he would have to check with BNSF Claims Manager Josh Gore before authorizing this. I was later informed by Heath that they were advised by Gore to not provide statements at this time, and that Jason and Steven did not want to at this time either. Both also did not wish to speak to the Chaplain.

I informed Sgt. Thomasson of the current progress with the investigation, and assisted with scene security until after McElroy's body was taken by the coroner, and the train was moved out of the way of the crossing. I remained on scene until the train was completely out of the way and the roadway was reopened. I called the original reporting party (Maria Marroquin) twice, but she did not answer.

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Officer's Narrative (continued)

I left a voicemail each time requesting her to call non-emergency dispatch so that we could interview her about the incident, and left the number for dispatch.

Deputy Gardner completed a tow impound sheet and followed Casaday Towing to their secure storage facility.

Pictures of the scene have been uploaded into I/Leads.

Further investigation needed.

I have nothing further to add at this time.

EOR

Deputy C. Roske F-41

I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. (RCW 9A.72.085)

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Officer's Supplement

Officer (F41) ROSKE, CARSON

Date / Time Reported TH Oct 24, 2019 17:10

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

DVD-Drone media

emailed(report only) to BNSF 11/19/2019
report & photos put on CD for BNSF 11/22/2019
emailed to Dept. of Health 7/23/20

PERSON IS LAYING NEAR THE TRACKS IS NOT CONCIIOUS

** LOI search completed at 10/24/19 17:10:03

LOC FROM PHASE 2 LOC

** Recommended unit E2316 for requirement EN1 (3.5 mi)

** Case number FC31900511 has been assigned for FC3:FC3

** Case number PFD1904798 has been assigned for PFD:PFD

** Recommended unit M2823 for requirement MD (13.3 mi)

** Recommended unit CL231 for requirement CHAPL (3.5 mi)

** Recommended unit DO233 for requirement DC (3.5 mi)

LOOKS LIKE MALE WAS HIT BY A TRAN

** Case number FCSO1905004 has been assigned for FCSO:FCSO

IS BY PARKED BY THE TRACKS -MIT LIC AJZ4598

RP SPOKE TO SOMEONE WITH THE RR- WHO ADVISED HE WAS DEAD

NOT STARTING CPR

** Case number WBFR1900525 has been assigned for WBFR:WBFR

RP IS NOT APPROACHING THE BODY

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F35) BOLANOS, RAMONA

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 10/24/2019 20:21

-Case Folder Supplemental: 19-05004

Deputy: R. Bolanos #F035

I am a patrol Deputy with the Franklin County Sheriff`s Office. I am commissioned to enforce the laws of the State of Washington in Franklin County. At the time of this contact I was in full uniform and operating a fully marked patrol vehicle (1702).

On 10/24/2019, I, Deputy Bolanos was dispatched to the area of Selph Landing Road/Vineyard Road for a report of an unconscious male laying near the track. The RP advised the male appeared to have been hit by a train.

I arrived at the location from the West end of Selph Landing Road. I observed the train was stopped and a body covered with a clear plastic bag lying on the east side of the tracks.

I observed a silver four door Mitsubishi Outlander (WA AJZ4598) parked on the side of the road. After running the vehicle through DOL, I received information of a return Registered Owner of Russell C. Mcelroy.

I sealed the vehicle with evidence tape.

I collected a multi colored (left) Nike shoe approximately 20 feet from the body. I placed it into an evidence bag. I also collected a black wallet that was located in the right front pant pocket of Russell`s body. I secured it into an evidence bag.

I entered both items into ileads and submitted into evidence.

This concludes my involvement, please refer to other Deputies reports for additional information.

End of Report

I declare this occurred in Franklin County, State of Washington.

I certify (or) under the penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. RCW 9A.72.085

Date: 10/24/2019

Deputy: R. Bolanos F035

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F26) BOYER, MARK A

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 10/24/2019 20:26

I am a patrol Deputy with the Franklin County Sheriff's Office. I am commissioned to enforce the laws of the State of Washington in Franklin County. At the time of this contact I was in full uniform and operating a fully marked patrol vehicle (1633) that is equipped with emergency light and siren. This event occurred in Franklin County, State of Washington.

On 10/24/2019 at approximately 1714 hrs. I responded to a report of train vs. person collision at Selphlanding and Railroad Roads. I arrival I positioned my patrol vehicle with Sgt. Thommason's patrol vehicle to close off the roadway at Selphlanding and Railroad. I observed a grey in color Mitsubishi SUV WA plate AJZ4598 parked in the gravel area south of the Selphlanding railroad crossing. The vehicle was parked facing east approximately 100 FT from the crossing.

The eastbound coal transport train was stopped blocking the crossing at Selphlanding. The lead engine was eight railcars east of the crossing.

I observed a frosted color plastic sheet covering the victim who was laying approximately 10FT outside the rails on the rail bed. There is a second set of rails approximately 20ft way that run parallel with the rails the train is on. I could not see the victim through the plastic sheeting. I observed a Nike shoe laying approximately 15ft east of the victim.

I observed two railroad workers standing near the crossing. I made contact and provided my business card. One of the males advised he was the conductor on the train. The male later identified stated the male was leaning against the guardrail near the crossing presumably taking photos. The male reportedly ran towards the train and jump in front of it. I asked if he would like our Chaplin to come out and speak with him. I was advised there was a railroad rep enroute to speak with the crew. I was advised that if our Chaplin was available he would talk to him.

I requested our Chaplin through SECOM who advised there was no Chaplin on. I called our Chaplin and received a call back a short time later. The Railroad personnel at that time declined our Chaplin. Our Chaplin arrived at the scene and remained at the scene till the scene was released.

While I was near the train at the crossing I observed a male who had been standing near a white in color Ram crew cab pickup parked in the dirt area near the commodity storage at Railroad and Chrestloch Roads with his cell phone out holding as if he was taking pictures or video. I then observed the male walking past our patrol cars with his cell phone out presumably taking video or pictures of the scene. I verbally challenged the male and advised him to leave the scene. The male complied and left. I placed yellow crime scene tape from the stop sign at the intersection of Selphlanding to a RXR crossing sign closing the eastside portion of the Selphlanding roadway of the crossing.

I moved my patrol vehicle to the access road along the outside of the second set of tracks on the eastside to block the victim from the view from Selphlanding as vehicles were slowing in the lanes. I asked the Railroad Forman if he would move his SUV forward in front of my patrol vehicle. With both our vehicles in place they provided a barrier to shield the victim.

I walked towards the lead locomotive to make contact with Deputies Riddle and Roskie who were processing the scene on the locomotive.

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F26) BOYER, MARK A

I observed a small amount of blood spatter on the metal plate behind the coupler of the locomotive. See photos for additional.

Deputy Roskie, Riddle and I were granted access to the locomotive to speak with the Engineer who had not left the train and the Conductor who had re-boarded the train. While inside the cab of the locomotive I observed a forward facing camera mounted inside the cabin of the train just off the right hand of the windshield.

I left the locomotive and went to assist Deputy Bolanos with sealing the open widows on the victim's vehicle. The victim's vehicle was sealed for a search warrant.

Sgt. Thomasson asked me to look in I-leads for the possible identification for the victim with the name on the registration on the vehicle. I located and name and date of birth using the PIC number on the vehicle registration. The victim was tentatively identified as Russell C. Mc Elroy DOB 11/05/1959.

When the Coroner arrived the Coroner recovered a wallet from the victim. A Washington Driver's License was found in the wallet along with business cards and other misc. cards. The victim was identified with his Washington Driver's License as Russell C. Mc Elroy DOB 11/05/1959.

I assisted the Coroner by holding up the plastic sheeting while victim photos were taken. I assisted the Coroner by holding the end of the measuring tape while the Coroner was taking measurements. Once the Coroner had completed his on-scene I assisted in loading the victim onto the gurney.

End of Supplemental report FCSO #1905004.

I certify (or declare) under the penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. RCW 9A.72.08

Deputy M. Boyer #F26
Franklin County Sheriff's Office

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F33) GARDNER, ANDREW

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 10/24/2019 21:07

Case Number: 1904005 (Supplemental Report)

Narrative- A. Gardner

At the time of this contact, I am commissioned Law Enforcement Officer as a Deputy Sheriff for the Franklin County Sheriff's Office and have sworn to enforce the laws and codes of Franklin County and the State of Washington.

On 10/24/2019 at approximately 17:30 hours I was informed of an injury accident at the railroad tracks on Selph Landing Rd. I was requested to respond and assist in the subsequent investigation.

I arrived on scene and assisted in traffic control, scene security, and flying the FCSO drone. I was then tasked with following the associated vehicle: (AJZ4598) to Casaday Bee-Line Towing on 1716 W. Lewis St. Pasco WA. pending the successful completion of a search warrant. (Starting Mileage: 32475.0). I arrived at Casaday (Ending Mileage: 32484.1).

I sealed the vehicle at 20:06 hours, see attached photographs.

I cleared the location.

This ended my involvement in this case.

This occurred in Franklin County, State of Washington.

I certify (or declare) under the penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. RCW 9A.72.085

Deputy: A. Gardner FS#33
Franklin County Sheriff's Office

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F28) RIDDLE, RYAN

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 10/24/2019 22:47

I (Deputy R. Riddle #F-28) am a Sheriff's Deputy in and for the County of Franklin, Franklin County Sheriff's Office. I am fully commissioned and authorized to enforce the laws of the State of Washington in and for the County of Franklin. I was acting as PTO instructor for Deputy Roske who was operating the fully marked patrol vehicle.

On 10/24/19 at approximately 1710 hours I was dispatched to a call indicating that a male was lying near the tracks and not conscious. Deputy Roske and I were on 4th ave near Empire heading south. We turned around and activated lights and siren heading to the area of Selph Landing RD and Railroad Ave which was the phase two location of the call.

Dispatch informed us that the reporting party stated that it looked like the male was hit by the train. Dispatch also stated that the reporting party was not going to approach the body or do CPR as it appeared the person was code 60.

While enroute we passed Clark RD at Glade and saw that the fire command vehicle was coming up to the intersection coming from Fire Station 36 with activated emergency lights. I instructed Deputy Roske to accelerate and take lead and to continue to head to the accident location. Once we reached Selph Landing RD at Glade I could see that a north bound train was stopped on the tracks and blocking the Selph Landing railroad crossing. Several semi trucks and smaller vehicles were stopped on the west side of the railroad crossing. As we parked I could see that a adult figure was laying on the east side of the mainline track that had the northbound train on it. The individual was covered with a semi clear piece of plastic.

I instructed Deputy Roske to cross over and begin photographing the area and begin preserving the scene. I asked Deputy Bolanos to secure the intersection of Glade and Selph Landing to divert traffic and keep them from accessing Selph Landing. I made this request over primary. I then called Sgt. Thomasson over the phone and explained I was shutting down Selph Landing at Glade and I needed a unit to shut down west bound traffic at Selph Landing north of Railroad Ave.

After I made the phone call I assisted motorists to get turned around and head back to Glade RD. Once I could see that no more traffic was able to access the location I crossed the train between two empty coal cars. Once over the train I instructed Deputy Roske to take area photographs from the intersection where Selph Landing divides into Railroad Ave. I then had Deputy Roske take pictures as he got closer to the accident scene. Pulled off to the south side of Selph Landing RD just east of the track crossing was a silver four door hatchback vehicle.

The vehicle was unoccupied and I had Deputy Roske take photographs of the vehicle. While taking photographs Deputy Roske informed me that he spoke to the conductor of the train and the conductor told him that as the train approached the crossing the train operators saw the individual standing at the crossing and as the train got closer he intentionally ran into the train.

About this time I noticed Sgt. Thomasson was on the scene. I informed him of what we had done so far on the scene. I asked Sgt. Thomasson that I was going to take Deputy Roske to the engine of the train to photograph it as we were informed that was where the initial impact with the individual took place. I also asked him if he wanted us to photograph the body before we did that. Sgt. Thomasson instructed us to perform those tasks.

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F28) RIDDLE, RYAN

I walked up to the body which was still covered in plastic. I stood at the south edge of the plastic and had Deputy Bolanos stand at the north end to assist with lifting the plastic. As media was already on scene I positioned Deputy Roske to be able to take photographs that would expose the least of the deceased to the media. Once the plastic was lifted I noticed that the individual was a male and he was face down on the gravel near the tracks. Part of a head injury could be seen as well as "road rash" on his exposed back. The male was also missing a shoe which was approximately twenty feet away.

I gave Deputy Roske instruction on how to properly photograph the body. At this time the body was not moved and the male was left in place and once again covered in plastic. Several yards from the male to the south was a splatter of blood and what appeared to be brain matter on the train rail and track supports.

I had Deputy Roske photograph this location which appeared to possible the area of the initial impact. After this was done Deputy Roske and I approached the head of the train. The front of the train consisted of three engines. I had Deputy Roske photograph all the engines and their numbers. The front engine was stopped approximately twenty yards south of track mile marker 139. I examined the front of the lead engine and it appeared that the initial impact occurred on the coupler. Blood splatter and pieces of what appeared to be skin or brain matter could be seen from the center point of the coupler moving to the right hand side of the front of the train.

This would be consistent with the initial report that the male ran from the east side of the track towards the west and into the train. I instructed Deputy Roske to photograph the mile marker and all the blood splatter located on the front of the train. I had Deputy Roske take medium distance and close up photographs of this area. Once completed with this task I noticed that there were BNSF employees in the train. I asked the employees if it was ok for use to board the train and question them. We received permission and we boarded the train and entered the cab.

The conductor was identified as Jason Stumph and the engineer was identified as Steven Korn. Jason was stationed on the left hand side of the cab and Steven was stationed on the right hand side of the cab. Steven's position was the closest location to where the victim identified as Russell Mcelroy approached the train.

I instructed Deputy Roske to interview and identify both individuals and gather all their information. I observed but let Deputy Roske conduct the interviews. See his report for those details. I noticed that a camera was positioned in the window just left of centerline of the cab. I asked Steven for and was granted permission by Steven to photograph the position of the camera and I instructed Deputy Roske to do so. Both Steven and Jason stated that they were traveling at approximately 30-40 MPH and saw the male standing inside the crossing arm by the guard rail on the north end of the crossing. They said it did not alarm them as it is common for people to stand and take pictures of the train.

They stated that the male did not seem distraught and he slowly walked towards the track. As the train got closer to the track the male began running and ran into the front of the train, the train was braked and came to a stop. Once the interviews were done we left the train and I counted that the three engines and 8 cars passed the point of impact before the train stopped.

I approached Sgt. Thomasson who was speaking to BNSF employee Heath Kohler and asking if we could get

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Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F28) RIDDLE, RYAN

permission to get recorded statements. I interjected and stated that when we were at the head of the train taking pictures both the engineer and conductor gave verbal statements. Heath said he wanted to talk to the employees and he would get back with us when we could get the recorded statements. I stayed near the train crossing and continued to give Sgt. Thomasson updates and update Detective Dennis who was also on scene.

After giving these updates I got a audio recorder from Deputy Boyer and again approached the head of the train. Once Heath exited the train I asked if we could do the recorded interview and he said he was instructed by Joshua Gore who is a BNSF claims manager that it was against policy to give statements until he arrived. Heath informed me that Joshua left Spokane approximatley forty minutes ago. Heath said the train operators were being taken to the Pasco train yard to await the arrival of Joshua.

I again went to Sgt. Thomasson and relayed him this information. He instructed me to take Deputy Roske and go to the train yard and not allow the operators to leave until we get clarification on getting recorded statements. While at the scene assisting other deputies I was approached by Heath who informed me that he was told by Joshua that the operators would not be giving a recorded statement and also that both operators did not want to give a recorded statement. I informed Sgt. Thomasson of this development.

I met with BNSF Police Special Agent Gregory Tri who gave me his contact information and card. I asked him if I could make requests through him for all video and reports generated by BNSF and he said he would be my point of contact and he would process my requests. In return I gave Special Agent Tri my card and case number for the incident.

I notified Sgt. Thomasson that I would be communicating with Special agent Tri to receive information from BNSF. As far as I could tell no one had contacted the original reporting party of this incident identified on the card as Maria Marroquin living at 1107 E 10th with phone number 509-528-4481. I instructed Deputy Roske to contact her in order to get an interview. He informed me he called her and got no answer but left a message.

I stayed on scene until the corroner removed the body of the victim and the train was energized and began moving again. Once the track was active I cleared the scene. I wrote an email directed to Special Agent Tri asking for all information gathered by BNSF for this incident.

Follow up report to follow once I receive a response from BNSF.

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

Report completed by:

Deputy R. Riddle #F-28

Incident / Investigation Report

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OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F10) THOMASSON, GORDON

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 10/24/2019 23:40

I (Sgt. G. Thomasson F-10) am a Sheriff's Deputy in and for the County of Franklin, Franklin County Sheriff's Office. I am fully commissioned and authorized to enforce the laws of the State of Washington in and for the County of Franklin.

On 10/24/19 at about 1710 hrs, Franklin County Deputies responded to a pedestrian verse train collision that occurred at Selph Landing Rd and the railroad crossing. While I was en route, Dep. Riddle asked for me to approach from Vineyard Rd so that I could block the intersection at Selph Landing and N. Oregon. I arrived and contacted Dep. Riddle. Dep. Riddle advised that the male was already confirmed deceased. Dep. Riddle stated that he was having Dep. Roske take pictures of the scene. I asked Dep. Riddle and Dep. Roske to continue to take pictures of the scene, the train, and the body. I also instructed them to try and get statements from the employees that were in the train that witnessed the incident.

I requested Dep. Bolanos to secure the car that was located near to the incident because at the time we had suspicion that the vehicle belonged to the deceased male. I requested that she place evidence tape on the vehicle. I could see a cell phone on the passenger seat and it appeared to be on and open.

I requested Dep. Boyer to place crime scene tape across the roadway at Selph Landing Rd and N. Oregon because just after I arrived, a citizen (not a reporter) attempted to come into the scene and video tape it with his cell phone. He was instructed to leave and did at Dep. Boyer's direction. I also asked Dep. Boyer to attempt to find out who the male was. Dep. Boyer advised me that the male appeared to be McElroy, Russell C dob 11/05/59. I was advised that he lived at 4915 Kubota Ln Pasco.

I contacted Commander Rochleau and he requested Det. Dennis to come to the scene with the drone.

I had Dep. Quantrell perform traffic control at Glade Rd and Selph Landing.

I requested Dep. Gardner to first assist Det. Dennis with flying the drone so that the scene could be mapped and measured by Det. Dennis. Second, I requested Dep. Gardner to assist in securing the vehicle and staying with the vehicle for the evidence impound.

I was informed by Dep. Boyer that one of the railroad employees had requested a Chaplain. I asked Dep. Boyer to call Chaplain Walsh to respond to the scene.

I contacted Deputy Coroner Marquez by phone and asked for him to come to the scene for the deceased male. Both he and Coroner McGary arrived on scene and were involved in the investigation.

Dep. Riddle stated that he was able to get a brief statement from both of the employees on the train. They stated that the male seemed very calm and that he just walked out in front of the train on purpose. I asked Dep. Riddle to stay with the employees because I would like to get a recorded statement from both employees. Dep. Riddle advised later in the investigation that he was told that they would not give a recorded statement per instruction of their supervisor. I advised Dep. Riddle that I would like for him to coordinate with the Railroad Company on requesting the video from the camera that is on the train as well as the speed and any record of when the brakes were applied. Dep. Riddle stated that he has made that request and will follow up.

At about 1945 hrs I heard dispatch attempt to send a welfare check call to Pasco PD at 4519 Kubota for a

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Officer (F10) THOMASSON, GORDON

male that was suicidal. I advised Pasco PD that I would handle the call and that they could disregard. At 1959 hrs I arrived at 4519 Kubota Ln with Coroner McGary and Chaplain Walsh to speak to the wife of Russell, McElroy, Julie A dob 05/21/60. Julie invited us into her home. We sat on the couch in the living room. I advised Julie that her husband had passed. She asked for details and I gave her basic details of what had happened out at the Railroad crossing. Julie started to cry and then called Russell's mother and their daughter. After she got off the phone with her family she started to tell me that Russell had been suffering from depression for years. She thought that Russell was getting better but that it had been an ongoing battle. Julie stated that Russell and she had a good day yesterday. Julie stated that when she got home from work that Russell stated that he was having a bad day and was depressed. Julie stated that they sat down and talked together and she thought he was doing better so she went and took a shower. Julie stated that when she got out of the shower, Russell was gone. Julie said that he did not say good bye or that he loved her. Julie stated that he left around 3:30 pm. Julie stated that they had a good marriage and things were going well. During our conversation, Julie was crying. I did not ask many questions, I just listened as Julie stated the above statements.

Julie stated that Russell was seeing a doctor at Lourdes medical center for his depression. I asked if I could see his prescriptions bottles. She placed them on the counter and Coroner McGary and I took pictures of the bottles. Coroner McGary told me that he had counted the pills and it appeared that the correct amount of pills were still in the bottle. We waited until the family arrived. I provided my business card with the case number and Det. Dennis's name on the card. I told Julie that I would be on tonight and if she had any questions tonight that she could call me. As of 0030 hrs, I have not received a phone from her. I also advised Julie that she could contact Det. Dennis in the morning about her vehicle and Russell's cell phone.

This incident occurred in Franklin County, Wash.

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

Report completed by:

Sgt. G. Thomasson #F-10

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F33) GARDNER, ANDREW

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 10/25/2019 02:20

Case Folder: Death Investigation (supplemental report)

Case Number: 1905004

Involved Other: Davison, Ellie DOB: 05/07/1999 Phone: 260.278.1403

Deputy: Andrew J. Gardner F33

Narrative of: Andrew J. Gardner

I am a patrol Deputy with the Franklin County Sheriff`s Office. I am commissioned to enforce the laws of the State of Washington in Franklin County. At the time of this contact I was in full uniform and operating a fully marked patrol vehicle (2004). This event occurred in Franklin County.

On 10/24/2019 I received a call from a possible witness to the death investigation that had taken place earlier in the day.

I made contact with Davison, Ellie DOB: 05/07/1999 Phone: 260.278.5521, who informed me that she was driving east bound on Selph landing past the victim`s car at approximately 14:40 hours. Ellie informed me that she saw a silver SUV with a lone male parked next to the railroad tracks. Ellie informed me that she felt the male sitting in the driver`s seat looked sad. Ellie did not make contact with him nor did she see him exit his vehicle. Ellie had nothing further to report.

This is a supplemental report only.

End of Report

This occurred in Franklin County, State of Washington.

I certify (or declare) under the penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. RCW 9A.72.085

Date: 10/25/2019

Deputy: A. Gardner FS#33

Franklin County Sheriff`s Office

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OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F32) DENNIS, JOSHUA

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 11/5/2019 11:17

Narrative of Detective J. Dennis

Case Number: 19-05004
Crime(s): Death Investigation - Suicide
Suspect(s): N/A
Victim(s): McElroy, Russell C. (11-05-1959)
Involved Other(s): McElroy, Julie (05-21-1960)

I am a detective with the Franklin County Sheriff's Office. I am commissioned to enforce the laws of the State of Washington in Franklin County. This event occurred in Franklin County, State of Washington.

On 10-24-2019 at approximately 1726 hours, I received a phone call from Commander R. Rochleau advising of a fatal train vs pedestrian collision that had occurred at the train crossing over Selph Landing Rd, near N Railroad Ave. Cmdr. Rochleau requested that I respond and fly the UAS (drone) over the scene. I contacted Sergeant Thomasson, the on-duty supervisor, who advised me to arrive on the east side of the tracks.

After obtaining the drone from the Franklin County Sheriff's Office, I responded and arrived on scene at approximately 1750 hours. I observed several news media personnel in the area, and the scene was blocked off at the intersection of Selph Landing Rd and N Railroad Ave by a Sheriff's patrol vehicle and crime scene tape. I observed that a train was stopped across the tracks, with the engine stopped several hundred feet up the tracks, north of the train crossing. On scene were Deputies Boyer, Riddle, Roske, Gardner, Bolanos, Quantrell, and Sgt. Thomasson, as well as Chaplain Walsh. I also observed a number of BNSF railroad employees at the scene. The Franklin County Coroner arrived on scene shortly after my arrival.

Deputies advised that the body of the victim was lying near the train a short distance north of the railroad crossing, and that a silver Mitsubishi Outlander SUV (WA AJZ4598) was parked on the south side of Selph Landing Rd, east of the train tracks, that was unoccupied with the front windows rolled partially down, and a cell phone was lying on the front passenger seat.

As the light was quickly fading, I began a drone flight over the scene, utilizing DroneDeploy software to capture a grid of overhead photos with the intent of creating a 2D map and 3D model of the scene.

Once the drone flight was completed, I approached the train and observed the body of the male victim lying face down under a frosted plastic sheet. I observed a multicolored Nike shoe, matching the shoe still on one of the feet, several feet north of the body. The coroner and deputy coroner uncovered the body, and checked the pockets for any identifying information. They located the victim's wallet and driver's license, which identified the male as Russell McElroy. The information on the driver's license was the same as the vehicle registration for the silver Mitsubishi SUV that was parked in the area. I took a photo of the driver's license. Deputy Bolanos collected the wallet and shoe as evidence. The coroner then rolled the body over, and I took photographs of the body. The coroner collected the body, and left the scene.

At the office, I downloaded the drone media to the UAS Program's media storage devices, and uploaded the photos to DroneDeploy for creation of a 2D map and 3D model of the scene.

On 10-25-2019, I completed a search warrant for the silver Mitsubishi SUV, which was electronically approved by Judge Cameron Mitchell at 1322 hours. At approximately 1400 hours, Detective Warren and I

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Officer (F32) DENNIS, JOSHUA

executed the search warrant at Casaday Bee-Line (1708 W Lewis St).

I had been in telephone contact with the widow of the deceased, Julie McElroy, who had given me permission to search the contents of Russell's phone. Julie had also requested that the silver Mitsubishi be released to her quickly, as it was the only vehicle that she and Russell owned, and she did not have transportation. She also had requested Russell's phone be returned to her, as she needed to contact his family members but did not have the contact information stored in her own phone. She did not know what the pin on Russell's device was, but stated it was possibly Russell's birth year, 1959, which unlocked the device when tested. Det. Warren, a digital forensic examiner, completed the search of the device, though no pertinent information was located on the device and it was left in the vehicle for Julie. I took photographs of the vehicle as it was searched, including a photo of the vehicle registration which listed both Russell and Julie as the owners of the vehicle. Nothing of evidentiary value was located in the vehicle.

I completed an Inventory Sheet, and left a copy of it and of the search warrant in the vehicle. I completed a return of service, and supplied the search warrant, declaration, inventory sheet, and return of service to the Sheriff's Office for return to the court. I attached the photos I had taken on scene and the photos from the search warrant to the case folder in I/Leads.

On 11-05-2019, I downloaded the DroneDeploy map and model and stored it on the UAS Program's media storage devices. I burned all of the drone data to three DVDs, and entered one of the DVDs into evidence.

At this time, nothing suspicious has been uncovered in the death investigation and the death has been ruled a suicide by the Coroner. I obtained a copy of the coroner's case report, and attached it to the case folder in I/Leads.

End of Report

I certify (or declare) under the penalty of perjury under the laws of the State of Washington that the foregoing is true and correct. RCW 9A.72.085

Date: 11-05-2019

Detective J. Dennis F32

Franklin County Sheriff's Office

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Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

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Officer (F32) DENNIS, JOSHUA

Supplement Type: EVIDENCE

Date / Time 11/5/2019 11:48

132556 Voucher ID created for this supplement. DVD of Drone Media

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Franklin County Sheriff Office

OCA: 19-05004

Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F28) RIDDLE, RYAN

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 11/17/2019 11:17

I (Deputy R. Riddle #F28) am a Sheriff`s Deputy in and for the County of Franklin, Franklin County Sheriff`s Office. I am fully commissioned and authorized to enforce the laws of the State of Washington in and for the County of Franklin.

On 11/15/19 at approximately 0739 hours I sent an email to BNSF Special Agent Gregory Tri as I had not gotten any information on the status of the video request I had made.

At approximately 1300 hours I received a message from the office staff to contact Josh Gore at 509-536-2214 who is the BNSF claims officer. When I spoke to him I explained I was requesting access to the video. He stated his office is in Spokane and the soonest he could get to my office to show me the footage was next week. He also stated it is company policy to not release a copy of the footage without a subpoena.

I scheduled a meeting with Gore on 11/20/19 at 1300 hours at the FCSO office.

Follow up needed.

This incident occurred in Franklin County, Wash.

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

Report completed by:

Deputy R. Riddle #F28

Incident / Investigation Report

Franklin County Sheriff Office

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Additional Officer Supplements

THE INFORMATION BELOW IS CONFIDENTIAL - FOR USE BY AUTHORIZED PERSONNEL ONLY

Officer (F28) RIDDLE, RYAN

Supplement Type: SUPPLEMENTAL REPORT

Date / Time 11/20/2019 17:35

I (Deputy R. Riddle #F-28) am a Sheriff's Deputy in and for the County of Franklin, Franklin County Sheriff's Office. I am fully commissioned and authorized to enforce the laws of the State of Washington in and for the County of Franklin. I was acting as PTO instructor for Deputy Roske who was operating the fully marked patrol vehicle.

On 11/20/19 at approximately 1240 hours I met with BNSF employee Joshua Gore at the Franklin County Sheriff's Office to view the footage from the nose camera of the lead engine of the train involved in this incident. The company that controls the video allows it to be viewed but a subpoena will need to be applied for to get a copy of the video.

The video had sound and began with the train approaching the intersection of Selph Landing. As the train approaches it sounds its horn as policy for approaching intersections. As the train gets closer the victims car can be seen at the side of the roadway east of the tracks.

A few seconds later Russell Mcelroy can be seen standing on the track side of the crossing gate arms, Russell begins to walk then jog onto the tracks. Just before impact at approximately 1705 hours and 20 seconds with clock date of 10/24/19 Russell steps onto the north bound track and stands still in the track. A split second before impact Russell looks towards the train and had a blank stare on his face. No one was in the area, Russell was alone and willingly walked onto the tracks.

At approximately 1705 hours and 27 seconds the airbrakes of the train could be heard activating and at approximately 1705 hours and 50 seconds the train comes to a complete stop. Joshua Gore stated that the video file is kept in records for three years. However at this time I do not feel there is a need to obtain a copy of the video for this case.

No follow up needed. Case closed.

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

Report completed by:

Deputy R. Riddle #F-28

Incident / Investigation Report

Franklin County Sheriff Office

OCA: 19-05004

Additional Victims, Owners, Reporting Persons and Other Involved

NameCode/#	Name (Last, First, Middle)	Crime # Victim of	DOB	Age	Race	Sex
IO2	Kohler, Heath Lewis		09/03/1984	35	W	M
	Address 2012 Legacy Ln, Richland, WA 99352		H: (303) 345-5616			
	Empl/Addr Bnsf / 4920 N RAILROAD AVE		B: (509) 546-3219			
IO3	Mcelroy, Julie		05/21/1960	59	W	F
	Address 4519 Kubota Ln, Pasco, WA 99301		H: (509) 948-1728			
	Empl/Addr		B:			
IO4	Gore, Joshua			00	W	M
	Address 1405 S Crestline, Spokane, WA 99203		H: (509) 536-2214			
	Empl/Addr Bnsf / 5302 E. TRENT AVE, BLDG 4, SPOKANE 99212		B: (509) 536-2214			
IO5	Davison, Ellie		05/07/1999	20	W	F
	Address 5521 Russell Rd, Mesa, WA		H: (260) 278-1403			
	Empl/Addr		B:			

CODES V = Victim O = Owner (if other than Victim) R= Reporting Person (if other than Victim) I=Other Involved

Incident / Investigation Report

Franklin County Sheriff Office

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Additional Witness List

Name (Last, First, Middle)	DOB	Age	Race	Sex
Name Korn, Steven M	02/14/1974	45	W	M
Address 416 W 22nd Ave, Spokane, WA 99203	H: (509) 624-0759			
Employer Bnsf	B:			