



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:		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:

From: [State Emergency Operations Officer \(MIL\)](#)
To: [Smith, Buck \(ECY\)](#); [Snohomish County Duty Officer \(dem@snoco.org\)](#); [Hunter, Kathy \(UTC\)](#); [Kenneth W. Holgard](#); [Mark Daniels \(FRA\)](#); [Michael Pirato](#); [Randall Boyington](#); [Stacey Thompson \(Fed Railroad Association Reg 8\)](#); [Stacey Weller](#); [Steven Travers](#); [WUTC Rail Reporting \(UTC\)](#)
Subject: State Incident #20-3080- Possible Train Vs Pedestrian- Everett
Date: Tuesday, September 8, 2020 6:23:37 AM

Please see the below information involving a railroad incident that has been reported to the State Emergency Operations Center (EOC). Please reply to this email upon confirmation of receipt. Thank you

Name of the Railroad(s) involved: BNSF

Reporting Party Name, Position and Contact Number: Steve /Yost 817-593-6823

Time and Date Called in to the State EOC: 0605/ 09-08-2020

Time and Date of the Event: 0224/ 09-08-2020

Mile post and/or Address of Event: Snohomish County near Everett mile post 15.0 Scenic Subdivision

Circumstances of the Incident: WB freight train reported seeing a body near the tracks Snohomish County authorities were notified and confirmed it was a deceased body. Undetermined if it is train related at this time

Number of Injuries and/or Fatalities: Fatality

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

Type and Amount of HAZMAT spilled: N/A

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

Name and Phone Local POC: Train Master Brandon Long - 909-289-7302

Railroad Incident Number: N/A

State EOC Incident Number: 20-3080

State Emergency Operations Officer (SEOO)

[Alert & Warning Center](#)

Response Section | Operations Unit

Emergency Management Division

Washington Military Department

20 Aviation Dr.

Camp Murray, WA 98430

(800) 258-5990

DutyOfficer@mil.wa.gov

FRA FORM 98

FRA FORM F6180.98 (ALTERNATE)
BNSF RAILWAY
EMPLOYEE INJURY/ILLNESS RECORD
(See FRA Guide for Preparing Accident/Incident Report)
Personal Injury Report to Trespassers
FRA STATUS: REPORTABLE

***** UPDATE WIRE *****

ACCIDENT ID: NW-0920-011
AUTH TYPE:
DEPARTMENT: OPERATIONS
RESP LVL 1/2: NWE NORTHWEST DIVISION / 1399 NON-EMPLOYEE
SUPV NOTIFIED: Janet Bates
DATE REPORTED: 04/06/2021
DATE VALIDATED: 04/06/2021
DT RPTD FRA:
EVENT DATE: 09/08/2020 EVENT TIME: 02:00 BO
JT FAC: NO GANG #:
FRN CARR RPT: N/A
EMP ID: 1791839 PHONE:
FRA REP: 04/06/21
EMP PHONE:

INJURED EMPLOYEE/PERSON TIMMY GIVAN
JOB TITLE:
HDQ:
ON DUTY:
EMPL ID#:
SEX: MALE
AGE: 31 DOB: 08/19/1989
LGTH SRV:
HIRE DATE
ON DUTY DATE: ON DUTY TIME:
TRAIN ID:

ACCIDENT/INJURY INFO. Richmond Beach, WA
King COUNTY
LINE SEG: 50
Beside track
TEMP: 60 °F
WEATHER: Cloudy
PHYSICAL ACT: Riding
LOCATION (1): Main/Branch
LOCATION (2): Freight train - moving
LOCATION (3): Car, on top of (rail car)
EVENT: Slipped, fell, stumbled, other
CAUSE: Human factor
TOOLS, ETC: Ground
EXPOSED HAZ: NO
LOST CONSCIOUS: YES
ON CO PROP: YES
MILE POST: 15.0
LIGHT: Dark

INJ/ILL

FATALLY INJURED
BODY PART

Injuries to multiple body parts of relatively equal severity

INCIDENT CAUSE
Trespassers body was discovered on and beside BNSF tracks. The police determined that the trespasser had fallen off the train and was fatally injured.

ADDITIONAL INFO
Notified by Washington State Transportation Specialist, Rail Safety Utilities and Transportation Commission on 4/6/21 rec'd police report from them. JB

MEDICAL ATTENTION
PHYSICIAN:
HOSPITAL:
DIAGNOSIS DATE:
DIAGNOSIS:
TREATMENT:

TREATMENT

COMMENT

WAS EMPLOYEE TERMINATED/TRANSFERRED DUE TO SEVERITY OF THIS INJURY? NO

EMPLOYEE STATUS
LOST DAYS: 0
RESTRICTED DAYS: 0

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).

CALENDAR COMMENTS:

DID PERSON DIE? YES

09/08/20

SUPERVISOR INFORMATION:

Janet Bates (B179183) {Safety Central Admin}
Janet Bates (B179183) {Safety Central Admin}
Janet Bates (B179183) {Safety Central Admin}

IT IS THE POLICY OF THE BNSF THAT EACH EMPLOYEE WILL BE PROVIDED THE OPPORTUNITY TO REVIEW AND/OR OBTAIN COPY OF ALTERNATE FRA FORM F6180.98 UPON REQUEST.

IF ANY OF THE ABOVE INFORMATION CHANGES, THE ACCIDENT REPORTING CENTER IN FT. WORTH MUST BE NOTIFIED.

SIGNED: Ronald J Hennessey Director, System Safety and Support
PREP BY: Janet Bates
2500 Lou Menk Drive - AOB - First Floor, Fort Worth, Texas 76131
Ft Worth HQ, TX
04/06/2021

LAST CHANGED: Janet Bates
04/06/2021

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See 49 C.F.R. 225.7(b).

Information

This Report has been generated on Tue. 04/06/21 16:56:46 by Janet Bates (B179183) {Safety Central Admin}.

◆ Parameters

Event = NW-0920-011
Impact = [NW-0920-011] : Personal Injury - SEVERITY - 000
Representative = Ronald J Hennessey



Case Report Compact

Print Date/Time: 03/09/2021 08:32
Login ID: so4351
Case Number: 2020-00141331

ORI Number: Snohomish County Sheriff's Office
WA0310000

Case Details:

Case Number:	2020-00141331	Incident Type:	Death Investigation
Location:	POINT WELLS RD / RICHMOND BEACH DR NW SHORELINE,WA 98177	Occurred From:	09/08/2020 00:42
Reporting Officer ID:	SO1413-Monson	Status:	Open
Assigned Bureau:	MCU	Disposition:	No Crime Occurred
		Disposition Date:	11/17/2020
		Status Date:	11/02/2020
		Occurred Thru:	09/08/2020 02:49
		Reported Date:	09/08/2020 02:49 Tuesday

Offenses

No.	Group/ORI	Crime Code	Statute	Description	Counts
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Subjects

Type	No.	Name	Address	Phone	Race	Sex	DOB/Age
Deceased	1	GIVAN, TIMMY MEARL	DECEASED 09082020 PER SCME LIST 4463		Black-African American	Male	08/19/1989 31
Reporting Party	1	MACOMBER, GERALD RUSSELL	125 N LENORE AVE ARLINGTON,WA 98223	(360) 470-9094	White	Male	11/18/1987 32
Reporting Party	2	CARTER, WESLY EVERETT	19403 VALLEY VIEW DR ARLINGTON,WA 98223	(319) 504-2804	White	Male	08/20/1982 38



Case Report Compact

Print Date/Time: 03/09/2021 08:32
Login ID: so4351
Case Number: 2020-00141331

ORI Number: Snohomish County Sheriff's Office
WA0310000

Subject # 1-Deceased

Primary: No
Name: GIVAN, TIMMY MEARL
Race: Black-African American
Sex: Male
DOB: 08/19/1989
Address: DECEASED 09082020 PER SCME LIST 4463
Height: 5ft 6 in
Weight: 125.0 lbs.
Eyes: BRO
Hair: BLK
Age: 31
DVL #: 43G Driver's license or permit number

Injury Types

- Apparent Broken Bones
- Other Major Injury
- Possible Internal Injury
- Severe Laceration
- Unconsciousness

Modus Operandi

Subject # 1-Reporting Party

Primary: No
Name: MACOMBER, GERALD RUSSELL
Address: 125 N LENORE AVE ARLINGTON WA 98223
Race: White
Sex: Male
DOB: 11/18/1987
Height: 5ft 11 in
Weight: 205.0 lbs.
Eyes: HAZ
Age: 32
Primary Phone: (360) 470-9094
DVL #: 43G Driver's license or permit number
State: WA

Modus Operandi

Subject # 2-Reporting Party

Primary: No
Name: CARTER, WESLY EVERETT
Address: 19403 VALLEY VIEW DR ARLINGTON WA 98223
Race: White
Sex: Male
DOB: 08/20/1982
Height: 6ft 0 in
Weight: 200.0 lbs.
Eyes: BLU
Age: 38
Primary Phone: (319) 504-2804
DVL #: 43G Driver's license or permit number
State: WA

Modus Operandi

Arrests

Arrest No.	Name	Address	Date/Time	Type	Age
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Property

Date	Code	Type	Make	Model	Description	Tag No.	Item No.
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Vehicles

No.	Role	Vehicle Type	Year	Make	Model	Color	License Plate	State
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OfficerID: so1585, Narrative**2020-141331****Deputy E. Twedt 1585**

On 09/08/20 at approximately 0251 hours, I was dispatched to a death investigation at Point Wells Rd and Richmond Beach Rd in Shoreline, WA. SNOPAC advised that there was a decapitated body down on the train tracks just north of the Snohomish-King County line. Furthermore, SNOPAC informed us that the fire department was on scene as well as King County Deputies.

At approximately 0309 hours, I arrived on scene and met with King County Deputy Coblantz. KC Deputy Coblantz escorted me to a path down to the BNSF railroad tracks on the west side of Richmond Beach Rd a few feet north of the intersection at NW 205th St. The path drops down several feet to two sets of railroad tracks. Just north of the where the path is, I observed the body of a male laying face down in between the west set of tracks. The body was just south of a set rail switch tracks that lead to a run off track to the west.

The male was almost completely naked but wearing what appeared to be a burgundy colored bra. His head was resting against the western rail and his legs were resting against the eastern rail. His arms appeared to be tucked under his body. I observed a severed hand that had the same complexion and skin color of the body resting a couple feet to the west of the tracks near his head. There was several abrasions and large lacerations covering his body. There was significant trauma to his head and there was pieces of skull and brain matter scattered near the head. It was obvious that the male had been struck by a train or multiple trains.

I began walking northbound on the train tracks and followed a trail of blood that had cast across the rocks and railroad ties between the rails. I first came across some bloody clothing several yards north of the body. It appeared to be some socks and the same burgundy material with blood around it. I continued and located a pair of men's underwear several more yards north that also had blood around it.

I walked under a vehicle bridge that leads down to the Alon Asphalt Plant on the west side of the tracks. A few yards north of the bridge there was another structure over the tracks that appeared to be a very small bridge for pipes that ran to the plant. Underneath the pipe bridge, I observed a pair of black pants that was mostly turned inside out. They appeared to be soiled in blood.

I followed the blood trail several more yards to the north where I located another pair of light colored jeans that had a four inch wide tow strap resting on top of them. The strap was about three feet long and appeared to be cut on each end. One of the ends appeared to possibly have been cut by the train wheels and the track. I observed skull fragments and brain matter casting to the south, near the jeans. This was the last location that I observed any blood or other evidence that appeared to obviously be connected with the deceased male. I roughly estimated the distance between the body and the light colored jeans was about a quarter mile. I continued northbound on the tracks for another quarter mile in search of any other evidence but I did not find anything other than random pieces of twine that most likely came from trains that pass through the area.

I returned to my patrol vehicle and met with Deputy Telford. I requested that he provide scene security by the light colored jeans. He remained there until relieved by a dayshift Deputy.

Three employees of the BNSF railroad company were no on scene at our patrol vehicles. I identified them as Jake Lackie, Michael Adams, and Brandon Long. They all held the title and position of Trainmaster for BNSF. I asked Jake who had originally observed the body on the tracks. He advised that the Conductor and Engineer on the last train that passed through had called their dispatch center in Fort Worth, Texas, that then called 911. Jake said that the train was stopped about 1.5 miles south of our location standing by. He advised that they were land-locked and there would be no way to get to them. I asked Jake if he could call them and allow me to speak with them.

I first spoke with Engineer and identified him as Gerald Macomber. He explained that they were traveling southbound on the west set of tracks when he first observed what appeared to be a naked body laying face down between the tracks they were traveling on. He said that they were about 100 feet away when he first observed the body. The subject was not moving at all.

Gerald passed the phone to the Conductor who identified himself as Wesley Carter. He provided similar information that Gerald had. However, he stated that he saw a body part on the other side of the tracks to the west that he thought might have been a decapitated head from the body. I asked him if he noticed any blood and he explained that it all happened so fast and he was not able to notice much detail expect that the body was naked and the severed body part. He described that the body was resting face down just south of the rail road switch that moves the track lines to a run off set of tracks to the west. The way he described the position and location of the body was in the similar place that the body now rested. It did not appear that this train had moved the body much farther. I retrieved contact information from both Gerald and Wesley. I gave that information to Deputy Daugherty.

Jake asked if it was okay for the train to continue to a docking location. I told him that they could and I asked if he could take a set of statement forms to them and have them complete the forms when they had time. Jake said that he would have them start working on


the statements as soon as possible and they would be left at their Everett Delta Office for detectives.

I completed a rough sketch of the entire scene as best as possible. I later provided that sketch to MCU Detectives upon their arrival. Deputy Daugherty and I briefed MCU Detectives on the information we had at the time. We all walked the tracks and pointed out the location of the blood and clothing items. We continued about a quarter mile north of the light colored jeans to a small beach area that is sometimes occupied by transients. I walked through different paths down to the beach but did not find anything indicative of a fresh campsite.

Dayshift Deputies arrived to relieve me. This concluded my involvement.

Deputy E. Twedt 1585

SO Case Supplement, Officer: so1585, Supervisor: so1314, Merged By: SO4444

 <p>SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523</p>	Case Supplement Report
	Case Report # 2020-00141331

DATE/TIME REPORTED	09/08/2020 02:49
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	STATUTE / DESCRIPTION	Counts	Attempt/Commit
OFFENSES			

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE		NAME			DOB / AGE RANGE	
	ADDRESS					PRIMARY PHONE	
						SECONDARY PHONE	
	RACE		SEX	HEIGHT	WEIGHT	HAIR	EYE
	DL NUMBER		DL STATE		EMPLOYER		


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	RACE		SEX	HEIGHT	WEIGHT	HAIR	EYE
	DL NUMBER		DL STATE		EMPLOYER		

VEHICLE	PROPERTY CODE			YEAR	COLOR
	TYPE / MAKE / MODEL /				
	PLATE	STATE	VIN		VALUE
	DESCRIPTION				

PROPERTY	PROPERTY CODE				
	SERIAL NUMBER		QTY/UNIT OF MEASURE	VALUE	COLOR
	TYPE / MAKE / MODEL /				
	DESCRIPTION				

REPORTING OFFICER / ID #		APPROVING SUPERVISOR
Twedt, Evan	1585	Calnon, Matthew H

Complete report details do not print in this format.

 <p>SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523</p>	Case Supplement Report
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NARRATIVE

2020-141331
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This report was submitted from an electronic device owned, issued, or maintained by a law enforcement agency using my user ID and password. I certify or declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

REPORTING OFFICER / ID # Twedt, Evan 1585	APPROVING SUPERVISOR Calnon, Matthew H
LOCATION SIGNED Snohomish County, WA	DATE SIGNED 09/09/2020

This officer's narrative is complete when an approving supervisor's name is attached. Complete report details do not print in this format.

 SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523	Case Supplement Report
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NARRATIVE (continuation)

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Jake asked if it was okay for the train to continue to a docking location. I told him that they could and I asked if he could take a set of statement forms to them and have them complete the forms when they had time. Jake said that he would have them start working on the statements as soon as possible and they would be left at their Everett Delta Office for detectives.

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Dayshift Deputies arrived to relieve me. This concluded my involvement.

Deputy E. Twedt 1585

This report was submitted from an electronic device owned, issued, or maintained by a law enforcement agency using my user ID and password. I certify or declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

REPORTING OFFICER / ID # Twedt, Evan 1585	APPROVING SUPERVISOR Calnon, Matthew H
LOCATION SIGNED Snohomish County, WA	DATE SIGNED 09/09/2020

This officer's narrative is complete when an approving supervisor's name is attached. Complete report details do not print in this format.

OfficerID: so1687, Narrative

On 9/8/2020, at approximately 0316 I was on routine uniformed patrol in a marked Snohomish County Sheriff's Office patrol vehicle when I self-dispatched to the report of a death located at Point Wells Rd and Richmond Beach Dr NW in unincorporated Snohomish County. NORCOM medics were on scene of a deceased male located on the train tracks. Shoreline Police Officers were already on scene requesting SCSO respond as the incident took place in Snohomish County.

I arrived on scene and observed a light skinned deceased black male laying on the tracks. The unidentified male was wearing a purple crop top and a white t-shirt. The male was not wearing pants, underwear, or shoes. I observed several injuries to the males body including a large laceration on his right leg. The laceration was deep enough to show the tendons, muscles, and bone in the leg. I also observed a large burn covering the buttocks, leg, and back of the male. I observed the males left hand was dismembered from the body and was on the opposite side of the railway track approximately a foot away.

I took pictures of the scene and assisted Shoreline PD officers with putting up crime scene tape. These photos were later booked into evidence. Shoreline PD left the scene after crime scene tape was up.

I was tasked with walking approximately a quarter mile north on the tracks to the impact point to maintain custody of the males pants.

I walked down the track and observed a dark pair of pants on the tracks approximately 200 feet south of the initial impact spot. I walked north until I was at the impact point. I observed a light pair of jeans, a tow strap around the knees of the pants, and a single shoe at the spot. There appeared to be a red substance, I presumed to be blood, on the tracks along with chunks of the males hair.

I stood by the pants and maintained custody of them while MCU investigated the incident until I was relieved by day shift Deputies.


This concludes my involvement in this case. See case report for further details.

END OF REPORT

Deputy C.Telford

SO1687

SO Case Supplement, Officer: so1687, Supervisor: so1314, Merged By: SO4444

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	RACE		SEX	HEIGHT	WEIGHT	HAIR	EYE
	DL NUMBER		DL STATE		EMPLOYER		

VEHICLE	PROPERTY CODE			YEAR	COLOR
	TYPE / MAKE / MODEL /				
	PLATE	STATE	VIN	VALUE	
	DESCRIPTION				

PROPERTY	PROPERTY CODE			
	SERIAL NUMBER	QTY/UNIT OF MEASURE	VALUE	COLOR
	TYPE / MAKE / MODEL /			
	DESCRIPTION			

REPORTING OFFICER / ID # Telford, Connor 1687	APPROVING SUPERVISOR Calnon, Matthew H
---	--

Complete report details do not print in this format.

 <p>SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523</p>	Case Supplement Report
	Case Report # 2020-00141331

NARRATIVE

On 9/8/2020, at approximately 0316 I was on routine uniformed patrol in a marked Snohomish County Sheriff's Office patrol vehicle when I self-dispatched to the report of a death located at Point Wells Rd and Richmond Beach Dr NW in unincorporated Snohomish County. NORCOM medics were on scene of a deceased male located on the train tracks. Shoreline Police Officers were already on scene requesting SCSO respond as the incident took place in Snohomish County.

I arrived on scene and observed a light skinned deceased black male laying on the tracks. The unidentified male was wearing a purple crop top and a white t-shirt. The male was not wearing pants, underwear, or shoes. I observed several injuries to the males body including a large laceration on his right leg. The laceration was deep enough to show the tendons, muscles, and bone in the leg. I also observed a large burn covering the buttocks, leg, and back of the male. I observed the males left hand was dismembered from the body and was on the opposite side of the railway track approximately a foot away.

I took pictures of the scene and assisted Shoreline PD officers with putting up crime scene tape. These photos were later booked into evidence. Shoreline PD left the scene after crime scene tape was up.

I was tasked with walking approximately a quarter mile north on the tracks to the impact point to maintain custody of the males pants.

I walked down the track and observed a dark pair of pants on the tracks approximately 200 feet south of the initial impact spot. I walked north until I was at the impact point. I observed a light pair of jeans, a tow strap around the knees of the pants, and a single shoe at the spot. There appeared to be a red substance, I presumed to be blood, on the tracks along with chunks of the males hair.

I stood by the pants and maintained custody of them while MCU investigated the incident until I was relieved by day shift Deputies.

This concludes my involvement in this case. See case report for further details.

END OF REPORT

Deputy C.Telford

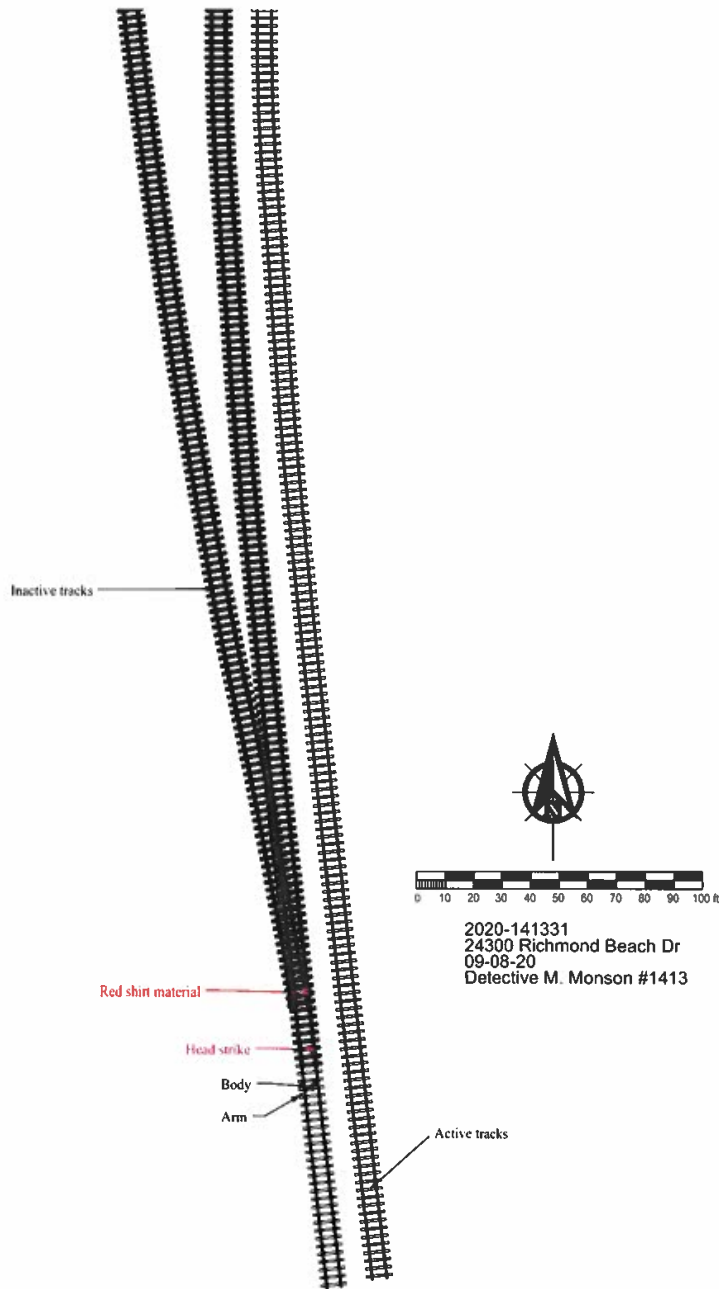
SO1687

This report was submitted from an electronic device owned, issued, or maintained by a law enforcement agency using my user ID and password. I certify or declare under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct.

REPORTING OFFICER / ID # Telford, Connor 1687	APPROVING SUPERVISOR Calnon, Matthew H
LOCATION SIGNED Snohomish County, WA	DATE SIGNED 09/14/2020

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2020-141331 Drawings



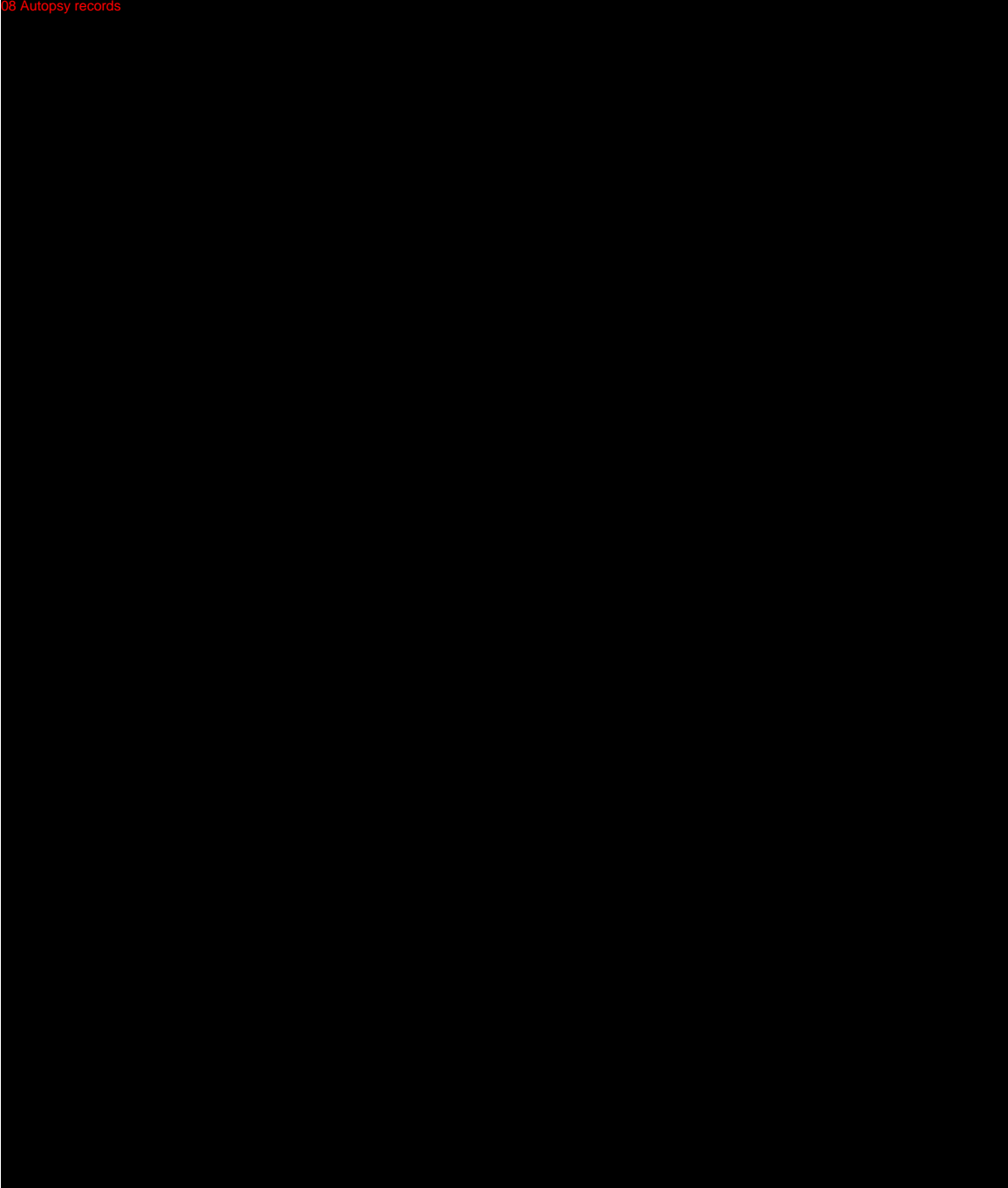
2020-141331 ME Rep



Patient: **Givan, Timmy Mearl**

Case: **200908-199**

08 Autopsy records



COPY | **CONFIDENTIAL**

1 of 6

Patient: Givan, Timmy

Case: 200908-199

08 Autopsy records



COPY **CONFIDENTIAL**

2 of 6

Patient: Givan, Timmy

Case: 200908-199

08 Autopsy records



COPY **CONFIDENTIAL**

3 of 6

Patient: Givan, Timmy

Case: 200908-199

08 Autopsy records



COPY **CONFIDENTIAL**

Patient: Givan, Timmy

Case: 200908-199

08 Autopsy records



COPY **CONFIDENTIAL**

5 of 6

Patient: Givan, Timmy

Case: 200908-199

08 Autopsy records

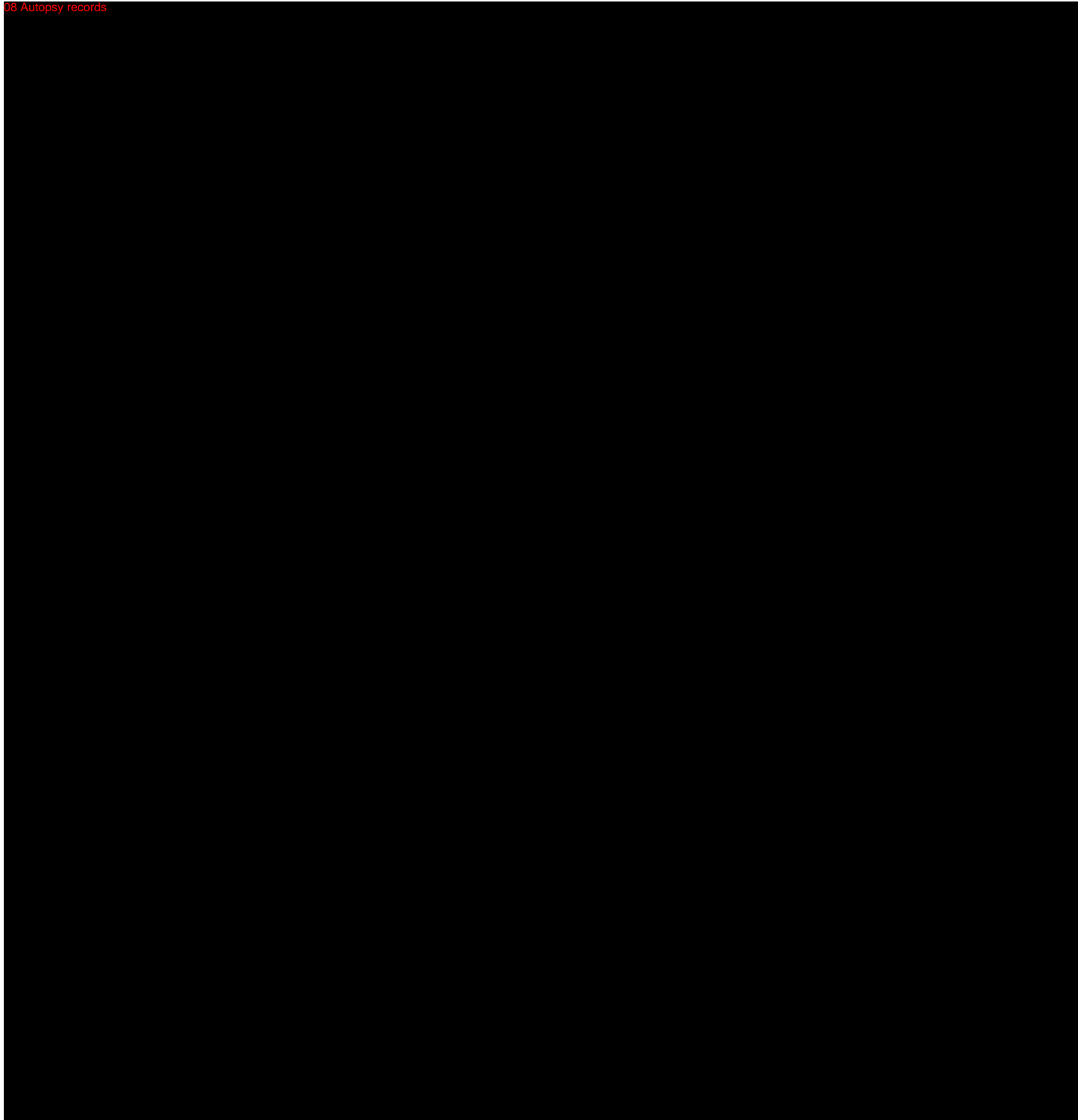


COPY **CONFIDENTIAL**

Snohomish County Medical Examiner's Office
Body Diagram



08 Autopsy records



COPY **CONFIDENTIAL**

OfficerID: so1413, Narrative

On 09-08-20 at approximately 0520 hours I was notified that SCSO units were at the scene of a possible train vs pedestrian collision near Point Wells Rd. and Richmond Beach Dr. in Snohomish County. I contacted Detective Bilyeu who was at the scene and he requested that I respond to the scene to assist with the investigation.

Upon arriving I was directed to the BNSF railroad tracks west of Richmond Beach Dr. near Point Wells Rd. I contacted Detectives Bilyeu and Fontenot who were at the scene. They told me they had been called into service after a deceased male was found on the railroad tracks at this location. They were initially told that the death appeared suspicious due to a nylon strap found approximately a quarter of a mile north of the deceased male. It was later determined that the nylon strap was likely not related to the incident aside from possibly being used as wrapping material for a bundle of clothing found on the tracks.

After speaking to Detective Bilyeu I made my way to the location of the deceased male. The train tracks where the male was found are situated in a north/south direction west of Richmond Beach Dr. The tracks are active and used by both freight and passenger train service. There are two sets of parallel tracks at this location as well as a track switch for an abandoned spur line that had been used in the past to service the industrial area at Point Wells. A Burlington Northern employee told me they no longer service or use the spur line and the two main tracks are traveled on dozens of times each day. As I made my way to the tracks I saw the body of a deceased male, later identified as Timmy Givan, lying between the rails on the westernmost set of tracks. Givan was lying face down with his arms tucked beneath him. Givan's head was near the west rail and his feet were near the east rail. I could see that the male had severe burns (road rash) along his back, outer left thigh and calf. There was also a significant injury to the lower right shin and heel of Givan. As I walked closer I saw a severed hand and arm lying on the ground approximately two feet west and south of Givan just outside the tracks. The severed arm was typical of injuries commonly observed in train vs pedestrian collisions. As I approached Givan I found small pieces of what appeared to be bone and brain matter scattered on the rocks between the rails near Givan's body. Most of Givan's clothing had either been torn or fallen off and he was only wearing portions of a shirt and one sock. The tearing and removal of clothing is also commonly seen in train vs pedestrian collision.

After reaching the tracks I began looking to see if a point of impact could be determined. Approximately 13 feet north of Givan I found a large metal bolt near the southern edge of the track switch that had a large amount of blood, bone and what appeared to be brain matter around it. It appeared that Givan's head had struck the bolt with significant force. Approximately twenty feet north of the bolt a torn piece of red shirt material was torn and wedged at the south end of the track switch. The red shirt material matched the torn shirt that Givan was still wearing. I determined that Givan had likely been drug along the tracks by a southbound train up to the point where his shirt became wedged in the track switch. It appeared that Givan was likely pulled free from the train when his clothing became caught in the track switch. I continued walking north and located several other items of clothing over the next 1150 feet. The clothing was found on the railroad ties in the westernmost track. There were also numerous blood drops found on the rocks and on the railroad ties along the tracks. I saw scraping and scuffs on the railroad ties which were consistent with an object being drug along the railroad ties. The blood drops, articles of clothing, scraping and scuffs on the railroad ties extended approximately 1160 feet to the north from the final resting position of the Givan. No other evidence was located beyond the clothing found nearly a quarter of a mile north of Givan.

After walking through the scene I met with Captain Tyler Nies from the BNSF Police Department who had responded to the scene. Captain Nies told me the last southbound train that had come through the area was being held in Longview so that it could be examined for evidence of a collision. I was told that a request had been made for BNSF to review video from any locomotives that came through the area to determine where Givan had been when he was struck. While speaking to Captain Nies we discussed the possibility that Givan may have been riding a train and fallen off. Captain Nies told me it is not uncommon for people to climb on trains that are stopped. I was told that pedestrians often board trains between cars and it is possible for a person to ride in a well if a train car is carrying a shorter container. I asked what a well was and was told that it is an open area on a train car that is either empty or carrying a smaller container. I was told that there is usually a cross brace in the well to support the container but is otherwise open to the tracks below. I was told that it would be easy for a person to lose footing and fall through the opening to the tracks below the train car. We discussed the possibility that Givan could have been riding a train, fallen onto the tracks and become entangled beneath the train cars. I asked Captain Nies to notify me if any video was located or he was able to determine which train had struck Givan. Captain Nies later informed me that all southbound trains that had passed through the area were examined and no evidence of a pedestrian collision was found on any of the locomotives.

Based on the length of the scene and injuries observed on Givan I believe it was highly likely he had fallen from a passing train and had been drug along to tracks to the point where his clothing became entangled in the track switch. The severe burns observed on Givan's back and legs were consistent with him being drug along the railroad ties for a significant distance. I believe Givan was pulled free from the train when his clothing became caught in the track switch. Givan was likely still under at least one railroad car when his head struck the large metal bolt causing the severe head injury.

The Snohomish County Medical Examiner's Office was contacted and asked to respond to the scene to take custody of Givan. Chelsea Warneke, a SCMEO investigator, responded to the scene to take custody of Givan. I stood by while Warneke completed her investigation and removed Givan from the scene. Prior to leaving Warneke provided me with their case number which was 200908-199.

On 09-10-20 I spoke to Captain Nies and learned that video from a southbound locomotive had been located that showed where the collision occurred. Captain Nies told me he would try to arrange a time to view the video.

On 09-10-20 I spoke to Ladonna Ojeda who was Givan's mother. She told me her son had been struggling with mental health and substance abuse issues. Ladonna told me Givan had been hanging around people who she believed may have been taking advantage of him and she was suspicious of his death being suicide or an accident. She told me as far as she knew he hadn't been known to jump

trains to get around. She told me Givan was nearly blind and it was unusual for him to be this far north of Seattle. She didn't have any specific information to suggest that Givan was the victim of foul play and was trying to figure out why he would have been in Edmonds or Shoreline. I told Ladonna I would look into his recent contacts with the police and was waiting to review video from the last train through the area where he was found to determine if he had been on the tracks prior to being struck.

On 10-14-20 I met with Captain Nies at the Everett BNSF office to review the video from the last southbound train to pass through the area where Givan was found. I was able to review the video and saw that it captured the view from the lead engine of a southbound train. The date shown on the video was 09-08-20 and the listed time was 07:42:30 UTC. The video began north of the scene and captured a light colored object on the railroad ties between the rails on the westernmost track. The light colored object appeared to be clothing and was clearly too small to be a person. I determined that this object was the first article of clothing found approximately 1160 feet north of where Givan was found. I reviewed the remainder of the video as the train continued southbound beyond the location where Givan was found. Givan was not captured on the video and there was no evidence that he had been on the tracks as the train passed through the area. While reviewing the video I saw that the train appeared to be accelerating. Captain Nies told me it was likely the train had been stopped near Edmonds to allow other traffic on the rail to pass before continuing southbound. Based on the video I determined that Givan was not struck by the engine of this train and had likely fallen off the train. Since the train appeared to be accelerating after a stop near Edmonds it is likely Givan boarded the train near Edmonds and either lost his footing or fell as the train was accelerating back up to speed.


On 10-15-20 I spoke to Givan's mother Ladonna. I told her that I was able to review the video from the train and determined that Givan had most likely fallen off the train. I was able to look at Givan's recent police contacts in Snohomish County and saw that on 08-18-20 he had been contacted by Edmonds Police Department near Chroma Salon after he was reported to be crawling around shirtless throwing food. Givan was contacted again on 08-20-20 by Mukilteo Police Department near Olympic View Middle School when he was again acting strange. Ladonna told me Givan's strange behavior didn't surprise her but she was not sure how or why he was in Edmonds and Mukilteo.

Based on my observations at the scene, injuries to Givan and review of video from the last southbound BNSF train I have determined the Givan had accidentally fallen off the last southbound train to pass through the area where he was found. It is likely Givan boarded the train just north of Point Wells as video evidence from the train showed that it had been stopped or significantly slowed just north of the scene. Although it is unknown why Givan was in the Snohomish County on 09-08-20 his recent contacts in Edmonds and Mukilteo showed that he had been in the area at some point during the previous month.

End of report.

Detective Marc Monson #1413 11-17-20

SO Case, Officer: so1413, Supervisor: so1183, Merged By: so4413

 <p>SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523</p>	Initial Case Report
	Case Report # 2020-00141331

EVENT	OCCURRED INCIDENT TYPE Death Investigation	DATE/TIME REPORTED 09/08/2020 02:49	ASSOCIATED CASES
	LOCATION OF OCCURRENCE 24300 Richmond Beach DR BLK Woodway, WA 98177	OCCURRED DATE/TIME 09/08/2020 00:42	
		OCCURRED THROUGH 09/08/2020 02:49	

OFFENSES	STATUTE / DESCRIPTION	Counts	Attempt/Commit

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE Deceased	NAME Adult / GIVAN, TIMMY MEARL				DOB / AGE RANGE 08/19/1989	
	ADDRESS 6339 34TH AVE SW SEATTLE, WA 98126-3169					PRIMARY PHONE	
						SECONDARY PHONE	
	RACE Black-African American	SEX Male	HEIGHT 5' 6	WEIGHT 125	HAIR BLK	EYE BRO	
	DL NUMBER [REDACTED]	DL STATE WA		EMPLOYER			


SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE Reporting Party	NAME Adult / MACOMBER, GERALD RUSSELL				DOB / AGE RANGE 11/18/1987	
	ADDRESS 125 N LENORE AVE ARLINGTON, WA 98223-1411					PRIMARY PHONE (360)470-9094	
						SECONDARY PHONE	
	RACE White	SEX Male	HEIGHT 5' 11	WEIGHT 205	HAIR	EYE HAZ	
	DL NUMBER [REDACTED]	DL STATE WA		EMPLOYER			

VEHICLE	PROPERTY CODE		YEAR	COLOR
	TYPE /			
	MAKE /		MODEL /	
	PLATE	STATE	VIN	VALUE
	DESCRIPTION			

PROPERTY	PROPERTY CODE		
	SERIAL NUMBER	QTY/UNIT OF MEASURE	VALUE
	TYPE /		COLOR
	MAKE /	MODEL /	
DESCRIPTION			

REPORTING OFFICER / ID # Monson, Marc 1413	APPROVING SUPERVISOR Vander Wel, Leslie K
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 SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523	Initial Case Report
	Case Report # 2020-00141331

ADDITIONAL SUBJECTS

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE	NAME				DOB / AGE RANGE	
	Reporting Party	Adult / CARTER, WESLY EVERETT				08/20/1982	
	ADDRESS					PRIMARY PHONE	
	19403 VALLEY VIEW DR					(319)504-2804	
	ARLINGTON, WA 98223-4033					SECONDARY PHONE	
RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE		
White	Male	6' 0	200		BLU		
DL NUMBER		DL STATE		EMPLOYER			
43G Driver's license or permit number		WA					

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE	NAME				DOB / AGE RANGE	
	ADDRESS					PRIMARY PHONE	
						SECONDARY PHONE	
	RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE	
DL NUMBER		DL STATE		EMPLOYER			

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE	NAME				DOB / AGE RANGE	
	ADDRESS					PRIMARY PHONE	
						SECONDARY PHONE	
	RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE	
DL NUMBER		DL STATE		EMPLOYER			

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE	NAME				DOB / AGE RANGE	
	ADDRESS					PRIMARY PHONE	
						SECONDARY PHONE	
	RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE	
DL NUMBER		DL STATE		EMPLOYER			

SUBJECT	<input type="checkbox"/> NON-DISCLOSURE						
	SUBJECT TYPE	NAME				DOB / AGE RANGE	
	ADDRESS					PRIMARY PHONE	
						SECONDARY PHONE	
	RACE	SEX	HEIGHT	WEIGHT	HAIR	EYE	
DL NUMBER		DL STATE		EMPLOYER			

REPORTING OFFICER / ID #		APPROVING SUPERVISOR
Monson, Marc	1413	Vander Wel, Leslie K

 SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523	Initial Case Report
	Case Report # 2020-00141331

NARRATIVE

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Upon arriving I was directed to the BNSF railroad tracks west of Richmond Beach Dr. near Point Wells Rd. I contacted Detectives Bilyeu and Fontenot who were at the scene. They told me they had been called into service after a deceased male was found on the railroad tracks at this location. They were initially told that the death appeared suspicious due to a nylon strap found approximately a quarter of a mile north of the deceased male. It was later determined that the nylon strap was likely not related to the incident aside from possibly being used as wrapping material for a bundle of clothing found on the tracks.

After speaking to Detective Bilyeu I made my way to the location of the deceased male. The train tracks where the male was found are situated in a north/south direction west of Richmond Beach Dr. The tracks are active and used by both freight and passenger train service. There are two sets of parallel tracks at this location as well as a track switch for an abandoned spur line that had been used in the past to service the industrial area at Point Wells. A Burlington Northern employee told me they no longer service or use the spur line and the two main tracks are traveled on dozens of times each day. As I made my way to the tracks I saw the body of a deceased male, later identified as Timmy Givan, lying between the rails on the westernmost set of tracks. Givan was lying face down with his arms tucked beneath him. Givan's head was near the west rail and his feet were near the east rail. I could see that the male had severe burns (road rash) along his back, outer left thigh and calf. There was also a significant injury to the lower right shin and heel of Givan. As I walked closer I saw a severed hand and arm lying on the ground approximately two feet west and south of Givan just outside the tracks. The severed arm was typical of injuries commonly observed in train vs pedestrian collisions. As I approached Givan I found small pieces of what appeared to be bone and brain matter scattered on the rocks between the rails near Givan's body. Most of Givan's clothing had either been torn or fallen off and he was only wearing portions of a shirt and one sock. The tearing and removal of clothing is also commonly seen in train vs pedestrian collision.


After reaching the tracks I began looking to see if a point of impact could be determined. Approximately 13 feet north of Givan I found a large metal bolt near the southern edge of the track switch that had a large amount of blood, bone and what appeared to be brain matter around it. It appeared that Givan's head had struck the bolt with significant force. Approximately twenty feet north of the bolt a torn piece of red shirt material was torn and wedged at the south end of the track switch. The red shirt material matched the torn shirt that Givan was still wearing. I determined that Givan had likely been drug along the tracks by a southbound train up to the point where his shirt became wedged in the track switch. It appeared that Givan was likely pulled free from the train when his clothing became caught in the track switch. I continued walking north and located several other items of clothing over the next 1150 feet. The clothing was found on the railroad ties in the westernmost track. There were also numerous blood drops found on the rocks and on the railroad ties along the tracks. I saw scraping and scuffs on the railroad ties which were consistent with an object being drug along the railroad ties. The blood drops, articles of clothing, scraping and scuffs on the railroad ties extended approximately 1160 feet to the north from the final resting position of the Givan. No other evidence was located beyond the clothing found nearly a quarter of a mile north of Givan.

After walking through the scene I met with Captain Tyler Nies from the BNSF Police Department who had responded to the scene. Captain Nies told me the last southbound train that had come through the area was being held in Longview so that it

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REPORTING OFFICER / ID # Monson, Marc 1413	APPROVING SUPERVISOR Vander Wel, Leslie K
LOCATION SIGNED Snohomish County, WA	DATE SIGNED 11/17/2020

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 SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523	Initial Case Report
	Case Report # 2020-00141331

NARRATIVE (continuation)

could be examined for evidence of a collision. I was told that a request had been made for BNSF to review video from any locomotives that came through the area to determine where Givan had been when he was struck. While speaking to Captain Nies we discussed the possibility that Givan may have been riding a train and fallen off. Captain Nies told me it is not uncommon for people to climb on trains that are stopped. I was told that pedestrians often board trains between cars and it is possible for a person to ride in a well if a train car is carrying a shorter container. I asked what a well was and was told that it is an open area on a train car that is either empty or carrying a smaller container. I was told that there is usually a cross brace in the well to support the container but is otherwise open to the tracks below. I was told that it would be easy for a person to lose footing and fall through the opening to the tracks below the train car. We discussed the possibility that Givan could have been riding a train, fallen onto the tracks and become entangled beneath the train cars. I asked Captain Nies to notify me if any video was located or he was able to determine which train had struck Givan. Captain Nies later informed me that all southbound trains that had passed through the area were examined and no evidence of a pedestrian collision was found on any of the locomotives.

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On 10-14-20 I met with Captain Nies at the Everett BNSF office to review the video from the last southbound train to pass through the area where Givan was found. I was able to review the video and saw that it captured the view from the lead engine of a southbound train. The date shown on the video was 09-08-20 and the listed time was 07:42:30 UTC. The video began north of the scene and captured a light colored object on the railroad ties between the rails on the westernmost track. The light colored object appeared to be clothing and was clearly too small to be a person. I determined that this object was the first article of clothing found approximately 1160 feet north of where Givan was found. I reviewed the

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REPORTING OFFICER / ID # Monson, Marc 1413	APPROVING SUPERVISOR Vander Wel, Leslie K
LOCATION SIGNED Snohomish County, WA	DATE SIGNED 11/17/2020

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 SNOHOMISH COUNTY SHERIFF'S OFFICE 3000 Rockefeller Ave Everett, WA 98201 (425) 388-3523	Initial Case Report
	Case Report # 2020-00141331

NARRATIVE (continuation)

remainder of the video as the train continued southbound beyond the location where Givan was found. Givan was not captured on the video and there was no evidence that he had been on the tracks as the train passed through the area. While reviewing the video I saw that the train appeared to be accelerating. Captain Nies told me it was likely the train had been stopped near Edmonds to allow other traffic on the rail to pass before continuing southbound. Based on the video I determined that Givan was not struck by the engine of this train and had likely fallen off the train. Since the train appeared to be accelerating after a stop near Edmonds it is likely Givan boarded the train near Edmonds and either lost his footing or fell as the train was accelerating back up to speed.

On 10-15-20 I spoke to Givan's mother Ladonna. I told her that I was able to review the video from the train and determined that Givan had most likely fallen off the train. I was able to look at Givan's recent police contacts in Snohomish County and saw that on 08-18-20 he had been contacted by Edmonds Police Department near Chroma Salon after he was reported to be crawling around shirtless throwing food. Givan was contacted again on 08-20-20 by Mukilteo Police Department near Olympic View Middle School when he was again acting strange. Ladonna told me Givan's strange behavior didn't surprise her but she was not sure how or why he was in Edmonds and Mukilteo.

Based on my observations at the scene, injuries to Givan and review of video from the last southbound BNSF train I have determined the Givan had accidentally fallen off the last southbound train to pass through the area where he was found. It is likely Givan boarded the train just north of Point Wells as video evidence from the train showed that it had been stopped or significantly slowed just north of the scene. Although it is unknown why Givan was in the Snohomish County on 09-08-20 his recent contacts in Edmonds and Mukilteo showed that he had been in the area at some point during the previous month.

End of report.

Detective Marc Monson #1413 11-17-20

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REPORTING OFFICER / ID # Monson, Marc 1413	APPROVING SUPERVISOR Vander Wel, Leslie K
LOCATION SIGNED Snohomish County, WA	DATE SIGNED 11/17/2020

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Det. Bilyeu report 2020-141331

FOLLOW-UP

AGENCY NAME SNOHOMISH COUNTY SHERIFF'S OFFICE		INCIDENT CLASSIFICATION Death Investigation		INCIDENT NUMBER 2020-141331	
NAME OF ORIGINAL VICTIM(S)				REPORT DATE	
TYPE OF ORIGINAL REPORT		DATE	RECLASSIFY TO	CONNECTING REPORT NUMBERS	
PROPERTY CHANGES;	ACTION	ADDITIONAL LOSS \$	ACTION	ADDITIONAL RECOVERED \$	TOTAL RECOVERED Y N
				<input type="checkbox"/> COMPUTER USED <input type="checkbox"/> DRUG RELATED <input type="checkbox"/> ALCOHOL RELATED	

September 8, 2020

At approximately 0400 hours I received a phone call from Sgt. Scot Fenter of the Snohomish County Sheriff's Office Major Crimes Unit. I am a detective assigned to the Major Crimes Unit and Sgt. Fenter was calling to let me know that SCSO patrol units were at the scene of a suspicious death on the railroad tracks near Point Wells. He directed me to respond to the scene and conduct an initial evaluation to determine if the death was a criminal event or a train vs. pedestrian accident.

Sgt. Fenter explained that patrol units had called him to alert him to the incident, advising that there was a decapitated male on the tracks with additional significant trauma likely associated with being struck by a train. He added that the patrol units were also suspicious because of a section of a tow strap and other debris on/near the railroad tracks. There appeared to be a concern from the patrol units that the male had been placed on the tracks prior to death because of the debris and because the male had not been spotted alive by any train personnel (as in walking on the tracks), rather he had been spotted after death by a passing train crew.

After talking with Sgt. Fenter, I phoned my partner, Detective Dave Fontenot, and alerted him to the incident. He agreed to meet me at the scene.

I then drove to the area of Point Wells and arrived at approximately 0517 hours, noting the presence of SCSO and BNSF personnel.

(Note – Point Wells is the southernmost geographical land mass of western Snohomish County along the shores of Puget Sound. Access is made via driving through Shoreline/King County, parking and then walking a short distance north along the BNSF railroad tracks or walking a significant distance south from the City of Edmonds on the tracks. An industrial plant occupies the land mass area west of the tracks at the Snohomish/King county line, which follow the eastern shoreline of Puget Sound. A well-known gay/nude beach sits immediately north of the industrial plant in a wooded area not visible from any roadways and only accessible via trespassing on the BNSF property)

Once on scene I met with SCSO patrol deputies Twedt and Daugherty. They walked me from the roadway down a narrow dirt path to the double set of BNSF railroad tracks several feet below the elevation of the roadway. I noted the path was well worn and assumed it was used by people who accessed the shoreline and nearby beach areas.

The double set of tracks in this area are oriented north/south and follow the shoreline of Puget Sound. Generally, the west side of the tracks will have a descending rock wall, and below that wall will be the narrow beaches and the water of Puget Sound. Generally, to the east of the tracks there will be a steep and wooded hillside, atop of which are residential neighborhoods looking down upon the tracks and/or out over Puget

OFFICER NAME/NUMBER Detective D. Bilyeu #1293 SCSO <i>DB 1293 1.13.21</i>			APPROVED BY <i>Fenter</i>		
I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct					
IBR CLEARANCE:		COPIES MADE FOR:		COURT: CAS / EVG / SOUTH / EVT	
<input type="checkbox"/> ARR/A	<input checked="" type="checkbox"/> EXC/A	<input type="checkbox"/> INSUFF/ CLO	<input type="checkbox"/> PA	<input type="checkbox"/> CPS	<input type="checkbox"/> JUV
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		<input type="checkbox"/> UNF			<input type="checkbox"/> OTHER:
				DATA ENTRY	

FOLLOW-UP

AGENCY NAME SNOHOMISH COUNTY SHERIFF'S OFFICE		INCIDENT CLASSIFICATION Death Investigation		INCIDENT NUMBER 2020-141331	
NAME OF ORIGINAL VICTIM(S)				REPORT DATE	
TYPE OF ORIGINAL REPORT		DATE	RECLASSIFY TO	CONNECTING REPORT NUMBERS	
PROPERTY CHANGES:	ACTION	ADDITIONAL LOSS \$	ACTION	ADDITIONAL RECOVERED \$	TOTAL RECOVERED Y N
				<input type="checkbox"/> COMPUTER USED <input type="checkbox"/> DRUG RELATED <input type="checkbox"/> ALCOHOL RELATED	

Sound. There are areas wide enough for people to walk along either set of tracks, and an area to walk between the tracks as well.

The immediate area of the Point Wells industrial park is unique in that it causes the western side of the BNSF tracks to be a significant distance from the waters of Puget Sound. There is short spur set of tracks which lead from the main track into the industrial plant, but we came to learn that the spur tracks are no longer in use. Access to the industrial plant is via a lone vehicle bridge over the tracks, and access to the bridge is limited due to gates and fencing.

In general, if a person is in this area, they are either a resident, an employee of the plant, or someone trespassing on the BNSF rails to gain access to the shoreline and beach areas.

(Note - I kept all the above information in mind as I was led to the body and began my scene investigation)

Once at the body I could see that it was a younger black male with significant trauma to various parts of his body. He was face down within the western set of tracks, with his head/arms towards the west and his feet towards the east. He was also just south of the above-mentioned set of spur tracks leading into the industrial plant.

I immediately noted that the male was not decapitated as had been reported, rather his left arm was amputated near the elbow, with the hand/arm located just outside of the rail. His head had suffered severe trauma with some exposed brain matter and obvious skull fractures.

Most of his clothing was missing, except for one sock and portions of a shirt. I could see severe abrasions and gashes over many areas of the body. My initial assessment from looking at the body was that this person had not been struck by a train as if he had been on the tracks, rather it appeared he had been dragged some distance by a train.

Detective Fontenot arrived and we walked with the SCSO patrol units north along the tracks for approximately a quarter mile, spotting various locations of blood spatter, small pieces of human tissue, as well as hair along the way. I was able to view the various pieces of debris along the tracks and the small piece of the tow strap mentioned above. None of the debris appeared to be associated with any criminal event, and there was no apparent connection to the body. The same was true for the small section of a yellow tow strap.

I did note various pieces of clothing along the western track which did appear to be associated with the body. The random locations of the clothing along the approximate quarter mile stretch of track (from the body to the

OFFICER NAME/NUMBER Detective D. Bilyeu #1293 SCSO			APPROVED BY 		
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IBR CLEARANCE:		COPIES MADE FOR:		COURT: CAS / EVG / SOUTH / EVT	
<input type="checkbox"/> ARR/A	<input type="checkbox"/> EXC/A	<input type="checkbox"/> PA	<input type="checkbox"/> CPS	<input type="checkbox"/> JUV	<input type="checkbox"/> DET: PREC / CTH / SPEC
<input type="checkbox"/> ARR/J	<input type="checkbox"/> EXC/J	<input type="checkbox"/> PAT	<input type="checkbox"/> DSHS	<input type="checkbox"/> MH	<input type="checkbox"/> OTHER:
				DATA ENTRY	

Rev 4/98

FOLLOW-UP

AGENCY NAME SNOHOMISH COUNTY SHERIFF'S OFFICE		INCIDENT CLASSIFICATION Death Investigation		INCIDENT NUMBER 2020-141331	
NAME OF ORIGINAL VICTIM(S)				REPORT DATE	
TYPE OF ORIGINAL REPORT		DATE	RECLASSIFY TO	CONNECTING REPORT NUMBERS	
PROPERTY CHANGES:	ACTION	ADDITIONAL LOSS \$	ACTION	ADDITIONAL RECOVERED \$	TOTAL RECOVERED Y N
				<input type="checkbox"/> COMPUTER USED <input type="checkbox"/> DRUG RELATED <input type="checkbox"/> ALCOHOL RELATED	

northern most clothing) did certainly support the theory that the male had been below the train as it traveled south, bouncing and dragging along the rocks and thick wooden ties between the rails.

After walking the tracks to the north, we were near the above-mentioned beach immediately adjacent to the industrial plant. I could see garbage and debris associated with homeless camps and transient populations, so we walked the wooded trails to see if anyone was present who may have witnessed what occurred or see if there was a camp associated with the deceased male. Both the wooded area and beach area were vacant, and no transient camps of any type were located. Based upon these observations I concluded that the deceased male likely had no association with the wooded beach area.

After all the above had been accomplished it was apparent that the death was not criminal in nature as zero evidence had been located to suggest anything other than an accident or possible suicide.

I then phoned Detective Marc Monson of the Snohomish County Sheriff's Office Collision Investigation Unit and advised him of the incident, indicating that it appeared the deceased male had died as a result of a train vs. pedestrian incident and not a criminal event which MCU would investigate.

Detective Monson agreed to respond to the scene and assume responsibility for the investigation which was now focusing on the accident theory.

Once Detective Monson arrived, we walked the tracks as I had earlier, and he too concluded that the incident appeared to be a train vs. pedestrian incident and not a criminal event.

The Snohomish County Medical Examiner's Office was called, and investigator Chelsea Warneke eventually arrived at the scene. She took her own photographs and eventually gather the deceased male and his severed arm for transport to the SCME office for additional examination. SCSO units gathered what clothing had been located along/within the tracks.

Of note, we did not locate any identification for the male, nor did we locate any type of backpack or other bag he may have been in possession of.

Please other reports, the SCME examination, and photographs for additional information.

End of Report

OFFICER NAME/NUMBER Detective D. Bilyeu #1293 SCSO			APPROVED BY J. F.		
I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct					
IBR CLEARANCE:		COPIES MADE FOR:		COURT: CAS / EVG / SOUTH / EVT	
<input type="checkbox"/> ARR/A	<input type="checkbox"/> EXC/A	<input type="checkbox"/> INSUFF/ CLO	<input type="checkbox"/> PA	<input type="checkbox"/> CPS	<input type="checkbox"/> JUV
<input type="checkbox"/> ARR/J	<input type="checkbox"/> EXC/J	<input type="checkbox"/> OTHER/ CLO	<input type="checkbox"/> PAT	<input type="checkbox"/> DSHS	<input type="checkbox"/> MH
		<input type="checkbox"/> UNF			<input type="checkbox"/> OTHER:
				DATA ENTRY	

Rev 4/98

2020 62683 Fontenot rpt

NARRATIVE

AGENCY NAME SNOHOMISH COUNTY SHERIFF'S OFFICE	INCIDENT CLASSIFICATION Death Investigation	INCIDENT NUMBER 2020 - 0062683
NAME OF ORIGINAL VICTIM(S)		REPORT DATE

INVESTIGATION: On 09/08/2020 about 0400 Hrs. I was notified of an MCU callout for a suspicious death investigation in the area of Point Wells which is a location in Snohomish County along the or near the Puget Sound. The information I was supplied was patrol had responded to a body on the railroad tracks and MCU was requested (along with CIU -collision investigations unit) to determine if the death was a criminal event or a train accident.

The initial information I received was a deceased male was located on the tracks without his head and significant body injury that would be consistent with having been struck by or fell from a train. The suspicious nature as reported by patrol the presence of a section of strap and some other debris the patrol deputies had seen during their respective response.

I spoke with my MCU partner, Detective Dave Bilyeu and responded to the scene. I arrive in the area about 0515 Hrs. Deputies Twedt and Daugherty provided a briefing of their actions and the scene, below the street level on a well worn and travelled path we walked to the train tracks. The area is along and accessible to the shoreline and according to patrol an area known for assorted encampments for homeless individuals.

The noted two sets of tracks running north and south along the shoreline. Across from the tracks is a fenced industrial area however I noted several areas along the track grade that would easily allow for walking along the tracks, I also noted numerous signs warning of the trains and prohibiting entry to the area.

Once to the area of the body, as light (dawn) became more available I noted a younger black male subject deceased on the western track. The body orientation was such the deceased was face down with his head and arms towards the west, his feet towards the east, essentially laying across the tracks. The male was not decapitated, his left arm was separated from his body and located nearby. The deceased had suffered heavy trauma to include gashes, deep gouges and scratches consistent with my training and experience to having been dragged by the train before hanging up on the tracks.

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

OFFICER NAME/NUMBER Detective David Fontenot #1540	David Fontenot #1540	APPROVED BY Sgt. Scot Fenter
IBR CLEARANCE : <input type="checkbox"/> ARR/A <input type="checkbox"/> EXC/A <input type="checkbox"/> INSUFF/ CLO <input type="checkbox"/> ARR/J <input type="checkbox"/> EXC/J <input type="checkbox"/> OTHER/ CLO <input type="checkbox"/> UNF	COPIES MADE FOR: <input type="checkbox"/> PA <input type="checkbox"/> CPS <input type="checkbox"/> JUV <input type="checkbox"/> PA <input type="checkbox"/> DSHS <input type="checkbox"/> MH	COURT: CAS / EVG / SOUTH / EVT DET: PREC / CTH / SIU OTHER:

NARRATIVE

<small>AGENCY NAME</small> SNOHOMISH COUNTY SHERIFF'S OFFICE	<small>INCIDENT CLASSIFICATION</small> Death Investigation	<small>INCIDENT NUMBER</small> 2020 - 0062683
<small>NAME OF ORIGINAL VICTIM(S)</small>		<small>REPORT DATE</small>

We walked the train grade for about a quarter of a mile discovering small bits of brain matter, blood and body materials which support the deceased was dragged by a train. No evidence of other person involvement was located, the deceased was not tied to the tracks based on any of the evidence we located.

Beyond the debris on the tracks (to include some clothing items torn off the deceased) we located a large area which from the present items was clearly an encampment. We walked the area to try to locate any witnesses or for the possible camp for the deceased. Nothing was located of evidentiary value.

At this point Detective Monson with CIU arrived and he agreed the incident was most likely a train related incident. I took photographs of the scene, body and area and submitted them to property and evidence maintained by the Snohomish County Sheriff's Office.

The Snohomish County Medical Examiner's Office was summoned, and investigator Chelsea Warneke arrived on scene to collect the remains. I assisted her in gathering the assorted remains of the subject from the tracks and transport of the remains to her vehicle.

No further action was taken in this case. Refer to Detective Monson's report for accident details.

EOR

Detective David Fontenot #1540

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

<small>OFFICER NAME/NUMBER</small> Detective David Fontenot #1540		<small>APPROVED BY</small>	
<small>IBR CLEARANCE:</small> <input type="checkbox"/> ARR/A <input type="checkbox"/> EXC/A <input type="checkbox"/> INSUFF/ CLO <input type="checkbox"/> ARR/J <input type="checkbox"/> EXC/J <input type="checkbox"/> OTHER/ CLO <input type="checkbox"/> UNF	<small>COPIES MADE FOR:</small> <input type="checkbox"/> PA <input type="checkbox"/> CPS <input type="checkbox"/> JUV <input type="checkbox"/> PA <input type="checkbox"/> DSHS <input type="checkbox"/> MH	<small>COURT:</small> CAS / EVG / SOUTH / EVT <small>DET:</small> PREC / CTH / SIU <small>OTHER:</small>	<small>DATA ENTRY</small>

2020 141331 Fontenot rpt

NARRATIVE

AGENCY NAME SNOHOMISH COUNTY SHERIFF'S OFFICE	INCIDENT CLASSIFICATION Death Investigation	INCIDENT NUMBER 2020 - 141331
NAME OF ORIGINAL VICTIM(S)		REPORT DATE

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

OFFICER NAME/NUMBER Detective David Fontenot #1540	David Fontenot #1540	APPROVED BY Sgt. Scot Fenter
IBR CLEARANCE : <input type="checkbox"/> ARR/A <input type="checkbox"/> EXC/A <input type="checkbox"/> INSUFF/ CLO <input type="checkbox"/> ARR/J <input type="checkbox"/> EXC/J <input type="checkbox"/> OTHER/ CLO <input type="checkbox"/> UNF	COPIES MADE FOR: <input type="checkbox"/> PA <input type="checkbox"/> CPS <input type="checkbox"/> JUV <input type="checkbox"/> PA <input type="checkbox"/> DSHS <input type="checkbox"/> MH	COURT: CAS / EVG / SOUTH / EVT DET: PREC / CTH / SIU OTHER:

NARRATIVE

<small>AGENCY NAME</small> SNOHOMISH COUNTY SHERIFF'S OFFICE	<small>INCIDENT CLASSIFICATION</small> Death Investigation	<small>INCIDENT NUMBER</small> 2020 - 0062683
<small>NAME OF ORIGINAL VICTIM(S)</small>		<small>REPORT DATE</small>

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The Snohomish County Medical Examiner's Office was summoned, and investigator Chelsea Warneke arrived on scene to collect the remains. I assisted her in gathering the assorted remains of the subject from the tracks and transport of the remains to her vehicle.

No further action was taken in this case. Refer to Detective Monson's report for accident details.

EOR

Detective David Fontenot #1540

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

<small>OFFICER NAME/NUMBER</small> Detective David Fontenot #1540		<small>APPROVED BY</small>	
<small>IBR CLEARANCE:</small> <input type="checkbox"/> ARR/A <input type="checkbox"/> EXC/A <input type="checkbox"/> INSUFF/ CLO <input type="checkbox"/> ARR/J <input type="checkbox"/> EXC/J <input type="checkbox"/> OTHER/ CLO <input type="checkbox"/> UNF	<small>COPIES MADE FOR:</small> <input type="checkbox"/> PA <input type="checkbox"/> CPS <input type="checkbox"/> JUV <input type="checkbox"/> COURT: CAS / EVG / SOUTH / EVT <input type="checkbox"/> PA <input type="checkbox"/> DSHS <input type="checkbox"/> MH <input type="checkbox"/> DET: PREC/ CTH / SIU	<small>DATA ENTRY</small>	

MEMO TO FILE

DATE: March 15, 2021

FROM: Katie Hancock, Transportation Specialist

SUBJECT: Apparent Cause of Death for UTC Pedestrian Accident 17142

Per a phone conversation on March 15, 2021, with Max Cantu, Investigator of the Snohomish County Coroner Office at (425) 438-6200, the cause and manner of death of Timmy Mearl Givan on September 8, 2020, at 0224 hours and found near BNSF Railway Co. train at milepost 15.000, in Everett, Snohomish County were as follows:

Cause of death: multiple skull fractures and brain lacerations due to blunt force injury due to being struck by train.

Manner of death: Accident

Man found dead on train tracks in Edmonds

by KOMO News Staff

Tuesday, September 8th 2020



(KOMO file photo)

EDMONDS, Wash. -- A man has been found dead on the train tracks in Edmonds early Tuesday morning.

Deputies were called to the tracks near Richmond Beach Dive at Point Wells Road around 3 a.m. for a report of a body, according to Courtney O'Keefe with the Snohomish County Sheriff's Office. They arrived to find a man in his 20s dead on the tracks.

Detectives are still looking into what happened, but believe the victim had been hanging onto a train before falling onto the tracks, O'Keefe said.

The Snohomish County Medical Examiner will confirm the manner of death and eventually identify the man.