

02/16/17  
22:04

MOUNT VERNON POLICE DEPARTMENT  
Detail Incident Report

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Incident #: 16-M20306

LAW INCIDENT:  
-----

Nature: TRAIN PED                      Address: W FIR ST / RIVERSIDE DR; RR TRACKS  
Location: MVPD AREA- 9                      City: MOUNT VERNON      ST: WA      Zip: 98273

Offense Codes: Tafa  
Received By: BURRIS T                      How Received: 911 CALL                      Agency: MVPD  
Rspndg Officers: LIVINGSTON W                      MARTINEZ W                      ELY J                      CARLSON  
Rspnsbl Officer: VANDERGRIEND R                      Disposition: Inactive                      on 01/10/17  
When Reported: 20:05:03 11/16/16  
Occurred: Between 20:04:24 11/16/16      and 20:04:32 11/16/16

Assigned_To	Detail	Date_Assigned	Status	Status_Date	Due_Date
VANDERGRIEND R	HOM	11/21/16	CLO	01/10/17	**/**/**
Case History:					
VANDERGRIEND R	HOM	11/21/16	PEN	01/03/17	**/**/**
VANDERGRIEND R	HOM	11/21/16	ACT	11/21/16	**/**/**
VANDERGRIEND R		11/21/16	ACT	11/21/16	**/**/**
		**/**/**		**/**/**	**/**/**

Radiolog:  
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Unit: 111	Enroute: 20:06:56 11/16/16 Completed: 20:38:12 11/16/16	Arrived: 20:09:15 11/16/16
Unit: 125	Enroute: 20:07:15 11/16/16 Completed: 20:34:03 11/16/16	Arrived: 20:10:39 11/16/16
Unit: 1B1	Enroute: 20:06:38 11/16/16 Completed: 20:38:05 11/16/16	Arrived: 20:08:30 11/16/16
Unit: M2	Enroute: 20:05:35 11/16/16 Completed: 20:34:02 11/16/16	Arrived: 20:15:37 11/16/16
Unit: MS01	Enroute: 20:07:30 11/16/16 Completed: 20:31:54 11/16/16	Arrived: 20:08:42 11/16/16
Unit: X12	Enroute: Completed: 23:22:47 11/16/16	Arrived: 20:38:36 11/16/16
Unit: X17	Enroute: 20:06:08 11/16/16 Completed: 21:34:45 11/16/16	Arrived: 20:14:40 11/16/16
Unit: X2	Enroute: Completed: 21:05:40 11/16/16	Arrived: 20:53:17 11/16/16
Unit: X33	Enroute: 20:40:22 11/16/16 Completed: 23:22:47 11/16/16	Arrived: 20:53:20 11/16/16

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Unit: X57      Enroute:                      Arrived: 20:14:33 11/16/16  
                 Completed: 22:15:28 11/16/16

Unit: X63      Enroute:                      Arrived: 20:08:22 11/16/16  
                 Completed: 21:16:20 11/16/16

Unit: X67      Enroute:                      Arrived: 20:14:33 11/16/16  
                 Completed: 23:11:36 11/16/16

Unit: X69      Enroute: 20:05:44 11/16/16      Arrived: 20:07:50 11/16/16  
                 Completed: 22:17:49 11/16/16

Unit: X71      Enroute: 20:07:04 11/16/16      Arrived: 20:22:18 11/16/16  
                 Completed: 21:14:46 11/16/16

INVOLVEMENTS:

Type	Record #	Date	Relationship
dsmain	13779	12/01/16	PDR
dsmain	14454	02/15/17	PDR
prmain	567161	11/17/16	78364-1 DON
prmain	567162	11/17/16	78364-2 DON
prmain	567163	11/17/16	78364-3 DON
prmain	567164	11/17/16	78364-4 DON
prmain	567165	11/17/16	78364-5 DON
prmain	567166	11/17/16	78364-6 DON
prmain	567167	11/17/16	78364-7 DON*
prmain	567168	11/17/16	78364-8 DON
prmain	567169	11/17/16	78364-9 DON
prmain	567170	11/17/16	78364-10 DON
prmain	567171	11/17/16	78364-11 DON
prmain	567240	11/18/16	78805-1 DON
prmain	567242	11/18/16	78807-1 VANDERGRIEND
prmain	567457	11/22/16	78808-1 VANDERGRIEND
prmain	568260	12/02/16	79138-1 VANDERGRIEND
prmain	569163	12/14/16	79144-1 VANDERGRIEND
prmain	571216	01/10/17	79154-1 VANDERGRIEND
prmain	572450	01/26/17	79165-1 VANDERGRIEND
inmisc	MVPHOTO	11/17/16	INVOLVED
inmisc	MV911REC	11/18/16	INVOLVED
nmmain	172954	11/19/16	DECEDENT
nmmain	254742	11/18/16	witness
nmmain	435536	11/23/16	INVESTIGATOR
nmmain	479170	11/17/16	WITNESS
nmmain	568927	11/23/16	CORONER
nmmain	576582	11/17/16	WITNESS
nmmain	576863	11/23/16	INVESTIGATOR
nmmain	254742	11/16/16	Complainant
cdcall	C16120223	11/16/16	Initiating Call

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REPORTTEES:  
-----

NAME: WILLIS, MANDI L.  
Home Phone: 4b

Work Phone: 4b Name Number: 254742

WITNESSES:  
-----

NAME: SECOR, PHILIP J.  
Home Phone: 4b

Work Phone: 4b Name Number: 479170

NAME: WILLIAMS, KEVEE  
Home Phone: 4b

Work Phone: ( ) - Name Number: 576582

INVOLVED:  
-----

NAME: BEAM, GREG J.  
Home Phone: 4b

Work Phone: 4b Name Number: 435536

NAME: SARTAIN, DAN B.  
Home Phone: 4b

Work Phone: 4b Name Number: 576863

PROPERTY INFORMATION:  
-----

Item Type: LIGHTER  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567161  
Model:  
Color: /  
Meas: Total Value: 0.00

Item Type: MISC  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567162  
Model: BATTERY  
Color: /  
Meas: Total Value: 0.00

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Item Type: MISC  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567163  
Model: PLASTIC  
Color: /

Meas: Total Value: 0.00

Item Type: MISC  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567164  
Model: PLASTIC  
Color: /

Meas: Total Value: 0.00

Item Type: MISC  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567165  
Model: PLASTIC  
Color: /

Meas: Total Value: 0.00

Item Type: PHONE EQUIP  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567166  
Model: CELL PHONE  
Color: /

Meas: Total Value: 0.00

Item Type: BACKPACK  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567167  
Model:  
Color: /

Meas: Total Value: 0.00

Item Type: PIPE  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567168  
Model:  
Color: BLK /

Meas: Total Value: 0.00

Item Type: ELECTRICAL SUPP  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567169  
Model: POWER CORD  
Color: /

Meas: Total Value: 0.00

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Item Type: ELECTRICAL SUPP  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567170  
Model: CHARGER  
Color: /

Meas: Total Value: 0.00

Item Type: MISC  
Item/Brand:  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567171  
Model: BATTERY  
Color: /

Meas: Total Value: 0.00

Item Type: CD  
Item/Brand: TRAIN STILL  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567240  
Model: PHOTOS  
Color: /

Meas: Total Value: 0.00

Item Type: CD  
Item/Brand: HABITAT FOR  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567242  
Model: HUMANITY VIDEO  
Color: /

Meas: Total Value: 0.00

Item Type: CD  
Item/Brand: PHOTOS  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 567457  
Model: FROM CORONER  
Color: /

Meas: Total Value: 0.00

Item Type: CD  
Item/Brand: WHOLE ENERGY  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 568260  
Model: VIDEO  
Color: /

Meas: Total Value: 0.00

Item Type: CD  
Item/Brand: PDFS OF  
Serial Number:  
Characteristics:  
Quantity: 1  
Owner ID Number:

Property Number: 569163  
Model: DIAGRAM  
Color: /

Meas: Total Value: 0.00

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Item Type: CD		Property Number: 571216	
Item/Brand: PHOTOS		Model: FROM CORONER	
Serial Number:		Color: /	
Characteristics:			
Quantity: 1	Meas:	Total Value:	0.00
Owner ID Number:			

Item Type: PHOTO		Property Number: 572450	
Item/Brand: ROLLED DIAGRAMS		Model: IN TUBE	
Serial Number:		Color: /	
Characteristics:			
Quantity: 1	Meas:	Total Value:	0.00
Owner ID Number:			

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^H/C OFFICER LIVINGSTON/TYPED Sat Nov 19 18:21:20 PST 2016  
RECEIVED/JM

16-M20306

On 11/16/2016 at 2005 hours, officers were dispatched to a train vs. pedestrian collision on Riverside Drive at the train tracks. I was first on-scene and observed two Amtrak employees standing next to an individual on the ground on the southwest corner of the railroad crossing. The employees flagged me down. I updated other responding units about the location and exited my vehicle. I looked at the subject on the ground, who was a white male. I did not note any movement from him and his eyes were open. He was lying on his back. Aid arrived shortly after. I told the Amtrak employees to move away from the scene and go to the northwest corner of the crossing. I advised them we would need them to provide statements. Sergeant Martinez arrived at this time and instructed me to shut down both south-bound lanes of Riverside Drive at Alder Lane. I conducted traffic control until requested to clear the scene. I had no further involvement in the case.

APPROVED.LIVINGSTON.111916.JM

CC: CASE/NARR/SUPPL NARRS 1-13/CAD CALL TO AGENT DAN SARTAIN, BNSF RAILWAY  
POLICE.121516.RG

CC: 012617.HK. 1 CD EACH FROM IMP.NOS.78805-1, 78807, 78808-1 79138-1,  
79144-1, 79154-1, 1 PHOTO CD TO:

- 1) SPECIAL AGENT DAN SARTAIN-BNSF POLICE
- 2) GREG BEAM, BNSF RAILWAY CO.
- 3) DET. ERIK VANDERFANGE, AMTRAK POLICE

CC: CASE/NARR/SUPPL NARRS 1-15/CAD CALL TO LORI HALSTEAD, UTC.021617.RG

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^OFFICER ELY/TYPED Thu Nov 17 05:45:52 PST 2016  
RECEIVED/RG

16-M20306  
SUPPL #1

On 11/16/16 at approximately 2005 hours MVPD officers were dispatched to Riverside Drive at the train tracks for a train vs pedestrian collision. I responded to assist in the investigation. Upon arrival I observed the Amtrak train stopped to the SW of the crossing. It appeared that the train was travelling South. The train was past the intersection and the signals were no longer flashing and the signal arms were up. Medical crews were working on the patient that had been struck by the train. He was on the ground south and to the west of the crossing. I proceeded to the front of the train where I made contact with the driver who I identified as Philip Secor. Philip informed me that the pedestrian was walking on the west side of the street crossing from north to south when he stumbled and fell. Philip was not sure where the train struck the individual but believed he may have run over him with the wheels. Philip said once he saw the subject stumble and fall he hit the emergency stop. Philip said he was going 50 MPH. I provided him with a statement form to fill out. I looked at the front of the train and did not see any obvious evidence of the pedestrian striking the train. I confirmed that all lights were working on the front of the train. I then obtained paint and marked the starting point of where the water dumped from the train when the emergency stop was activated, where the front wheel location was, and the front location where the water dumped from. I assisted Detective Vander Griend in photographing the front of the train. I also spoke with Detective Vanderfange, Amtrak Detective based out of Oregon. I provided him with information about the incident and passed his information to Detective SGT Don.

APPROVED.ELY.111716.RG



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^SGT MARTINEZ/RG Thu Nov 17 07:27:25 PST 2016  
RECEIVED 111716

16-M20306  
SUPPL #2

On 11/16/16 at approximately 2005 hours, MV Officers were advised of a train versus pedestrian accident in the area of Riverside Drive and the railroad tracks. Information provided indicated a male subject was on the ground, and that the male had ran past the gate and was hit by the Amtrak train. I responded from the area of the hospital, and as I was coming down N. 4th Street, I could see the railroad tracks were clear and there was no train stopped blocking Riverside Drive.

Officer Livingston arrived and located the victim laying on the west side of the railroad tracks between the sidewalk and the railroad tracks. Also present, I saw one of the train conductors, who was ID'd as Michelle Berry. Medics and firefighters arrived and began attending to the male. I saw the male laying there. He was a white male with reddish facial hair. Officer Carlson had arrived, as well, and ID'd him as Danny Brown. From what I could see of the scene, was that the male had been headed southbound on the sidewalk and the train had been headed southbound on the tracks when it clipped the male launching him forward to the place where he landed. The male appeared to have passed away. Medics worked on him, but were unsuccessful.

I began directing officers to block off the road and also to find witnesses and interview them. Officer Ely responded from the office, and I tasked him with getting ahold of the train engineer and find out what happened. Eventually, Officer Ely returned with a written statement from the train engineer.

It was learned from the conductor and witnesses that the decedent tried to beat the train. He was jogging and at one point, either tripped or did some type of somersault in front of the train and was hit by the train.

I contacted Det. Sgt. Don and advised him of the situation. I also contacted Det. VanderGriend and requested that he respond. I was eventually able to get in contact with Lt. Cammock and provide him with information of the accident.

Officer Gless had also responded, and I tasked him with trying to locate where the train had began breaking. He was able to locate the area where the train had dumped some sand. He provided this information to detectives when they eventually arrived on scene.

We maintained security of the scene and kept the road closed until detectives arrived and after detectives were there for some time. The road was closed for approximately an hour and a half to two hours while the investigation was conducted. Once Det. VanderGriend and Det. Sgt. Don conducted their investigation and collected evidence they needed, the road was then opened and only one lane was closed to traffic while detectives waited for the coroner to respond.

I was provided with a list of all the paramedics and firefighters that

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responded. Medic 2 was Paramedic Alexa Moses, as well as Paramedic Wayne Papalski, and Engine 111 was Captain Mike Odell and Firefighter Charles Bowers, and Ladder 125 was Lt. Scott Cleave, Firefighter/Paramedic Frank DeYoung, and Firefighter/Paramedic Bret Moulton. Battalion 1 also responded driving by Battalion Chief John Glenn. There was another ambulance described as MS01 driven by Dan Weibling.

This concluded my involvements.

APPROVED.MARTINEZ.111916.JM

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^OFFICER GLESS/RG Thu Nov 17 07:41:24 PST 2016  
RECEIVED 111716

16-M20306  
SUPPL #3

On 11/16/16 at approximately 2005 hours, I heard dispatch inform MV Officers of a train versus pedestrian at W. Fir Street on Riverside Drive at the railroad tracks crossing. I arrived on scene from north Riverside and could see paramedics and firefighters working on an individual on the west side of Riverside Drive. At this time, I linked up Sgt. Martinez, who informed me to work with Officer Carlson and start to evaluate the train tracks and the potential point of impact.

Myself and Officer Carlson started to take pictures along the tracks and after speaking with the railroad conductor, she said they dropped a fine sand onto the tracks indicating where the emergency brakes were activated. As I photographed down the tracks heading southbound, I could see a large section of water and wet dirt and gravel on the train tracks indicating where they possibly set their brakes.

As I was photographing the tracks, I noticed a male standing over on the west side by some other railroad car tankers parked. I walked over to the male and asked if he had seen anything, and he informed me he had seen pretty much everything regarding the impact. I ID'd him as Keve Williams and asked if he was willing to fill out a witness statement. Williams provided a written statement, and I asked him a few more questions. Williams informed me he heard the horn from the train approaching and saw the lights and gates were down at the railroad crossing. As he heard the train horn, he naturally looked over at the train, when he saw a male, who was jogging from northwest to approximately south on Riverside Drive. Mr. Williams ID'd what happened next as the male jogging and then jumped or tumbled across the tracks. Mr. Williams was unsure exactly what caused it and thought maybe the male was trying to dive out of the way from the train. I asked if the male had said anything, and Mr. Williams said no. Mr. Williams said after the male appeared to dive or somersaulted across the tracks, he heard a loud boom hit and ran to call his boss. His boss is Zach Stephens, who informed Mr. Williams to call the cops. Mr. Williams informed me he heard the brakes of the train activate shortly after he heard the boom and that once the male was hit, he went stiff, rolled once or twice until he came to a stop where he currently laid.

Zach Stephens arrived, and I spoke with him a little further and asked him what he and Mr. Williams had talked about. He said Mr. Williams asked him what the number was for the hospital, and he asked why, and that is when Mr. Williams informed him that he was cleaning a coil when a guy ran across the other side of the train crossing and got hit. Their property line butts up adjacent to where BNSF owns the railroad tracks. I asked Zach if he had any video footage of the area, and he informed me they had a camera facing towards the railroad tracks. I followed Mr. Williams and Zach into their office and had them start to look for possible video footage of the incident. I went back to the other officers and informed them to let me know if they found video footage during the time frame of the incident.

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When I returned to the scene, I saw that Det. VanderGriend and Sgt. Don had arrived on scene. At this point, they took over the investigation, and I provided scene security and containment on the south side of Riverside just past the tracks.

A little while later, I helped Det. VanderGriend and Sgt. Don help the coroner process the body. Once the coroner took custody of the body, I cleared the call.

APPROVED/GLESS.120216.SCH

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^OFFICER CARLSON/RG Fri Nov 18 07:39:37 PST 2016  
RECEIVED 111816

16-M20306  
SUPPL #4

On 11/16/16 at approximately 2005 hours, MV Police Officers were dispatched to a train versus pedestrian accident in the area of Riverside Drive and the railroad tracks near Habitat for Humanity. I was currently on another call, but was able to clear and respond to the scene, where Officer Livingston was already out and had located a male to the west of the sidewalk just south of the railroad tracks. As I approached, I could see the train was stopped a short way down the tracks. As I exited my vehicle, I approached the male and immediately recognized him as Danny Lee Brown. I called dispatch and advised them of who the subject was, as I did not want to broadcast it over the radio.

Sgt. Martinez instructed other officers and I to close off traffic to the entire area, as medics and fire crews started to work on Brown. Other officers and I attempted to position our vehicles in a manner that would not only block off traffic, but protect the scene integrity. I remained on scene as detectives were called out and was given the task by Sgt. Martinez to attempt to contact as many of the RP's as possible. Officer Gless was speaking to one of the RP's and getting a statement from them, at which time I contacted dispatch to get contact information for the other RP's.

I was able to make contact with Mandy Willis, who was the original RP. I asked Willis what had happened, at which time she stated she was driving southbound on Riverside Drive to pickup her child from MV High School. Willis stated she was the first car in line when traffic had stopped due to the oncoming train. Willis stated she noticed the male, who was walking southbound as well. Willis stated the male was right next to her car on the sidewalk when the lights on the train crossing started flashing. Willis stated the male started sprinting as fast as he could to attempt to beat the train. Willis stated just as the male was getting towards the train tracks, she could not tell if he was attempting to dive or jump in order to beat the train, but that he got low and just before the train struck him, she had closed her eyes in fear of seeing it. Willis stated she then saw the male laying on the ground and that's when she called 911. I confirmed with Willis that the lights had been flashing before the train came, at which time she stated yes. I asked Willis if the arms on the train crossing had come down, at which time she stated yes. I asked Willis if she was able to hear the bells and/or the train coming, to which Willis replied yes. I asked Willis if she had any windows in her vehicle down or if they were all rolled up, at which time she stated they were all rolled up and she could hear the train coming and the bells on the train crossing. I informed Willis that was probably all that we needed, but confirmed this was a good contact number in case detectives needed to talk to her later, at which time she stated yes and she would be willing to do whatever she could to help. That ended my contact with Willis at that time.

I remained on scene for a short time longer performing traffic control before clearing from the scene.

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That is the extent of my involvement in this incident, however, any and all additional information will be added if and when it becomes available.

APPROVED.CARLSON.112416.RG

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^DET SGT DON/DAS/Fri Nov 18 13:32:02 PST 2016  
16-M20306  
SUPPL #5

On 11/16/16 at approximately 2015 hrs I received a phone call at my residence in reference to this case. Sergeant Martinez was stating that he had just arrived on scene of a train/pedestrian accident and although medics were tending to the victim, he did not believe the subject was going to survive. I asked Sergeant Martinez to contact Detective VanderGriend at his residence and responded to the scene from my residence.

Upon arriving on scene from southbound Riverside Drive, I parked just north of the railroad tracks. All lanes of Riverside Drive between Fir and Alder were closed and officers were directing traffic around. The train was an Amtrak train with the end of the train just north of Fir. The train was blocking Fir. This was a southbound train.

I made contact with Officer Espinoza and Sergeant Martinez. Martinez stated that they had closed down the road and that they had identified a couple of witnesses. One of the witnesses, who was identified by Officer Gless, was at the oil pumping station on the corner of Alder and Riverside Drive. This subject told Gless that he had seen the decedent traveling southbound on the sidewalk area of Riverside Drive. He heard the train blow the horn and noticed that the crossing arms were down with the audible bells ringing, as well as the flashing red lights. Gless stated the witness saw the subject attempt to run in front of the train to beat it across the tracks but then fell or rolled before being struck. This witness then saw the decedent get knocked to where he was currently lying.

The decedent was lying approximately 80 feet south of the tracks on the west side of the Riverside sidewalk, just south of a telephone pole. The decedent was covered with a white sheet.

I then spoke with a female who identified herself as the conductor of the train. The female stated that she had spoken to the engineer and the engineer had stated that as they were southbound they noted that the crossing arms were down and the lights were flashing. The engineer told the conductor that he saw the subject attempt to beat the train and then appeared to trip before being struck. The train immediately braked and also dumped emergency sand.

I then spoke by phone with Detective Eric VanderFang, who was the assigned Amtrak police detective. He was currently in Portland. Detective VanderFang advised me that according to his manifest there would only have been one engineer in the head of the train and that was the only person who would be a witness. VanderFang stated that he would get all pertinent information as to the black box information from the train and would e-mail me still shots from the engineer video. VanderFang stated that he would be available to assist in the investigation in any way we needed. I then provided VanderFang with my contact information and my e-mail address, requesting that he send me stills of the video.

Detective VanderGriend then arrived on scene and I briefed him on the information I had. VanderGriend and Officer Ely then began walking the track area to document where the water was dumped along with the sand and the sand

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boxes. They also inspected the front of the train for any signs of impact.

While they were completing this, I spoke with Sergeant Martinez, requesting that he continue to keep the road closed and also requested that his officers canvass the area to determine if there were any additional witnesses.

I then began checking the area of the train tracks at Riverside Drive. When walking the area, I began noticing various evidentiary items. I was then met by Detective VanderGriend and Officer Ely. They had documented the appearance of the train and had gotten all of the pertinent information including a statement form from the engineer. The train was inspected by train staff and after determining it was mechanically able, it was released from the scene.

Detective VanderGriend and I then began walking the area, working from north to south, documenting different items that appeared evidentiary.

Located in an area that is consistent with the point of impact was a black Bic lighter. This was on the southern rail almost near the sidewalk area. It was marked with evidence tent #1.

Evidence tent #2 consisted of a Duracell AA battery which was in the center right southbound lane of Riverside Drive.

Evidence tent #3 was a black broken piece of plastic that appeared to be fresh from some piece of electronics.

Evidence tent #4 consisted of scuff marks in the dirt just to the west of the sidewalk, between a telephone pole. This appeared to be the path of the decedent. There was also a scuff mark on the bottom of the telephone pole that looked like a possible impact mark.

Tent #5 was another piece of black plastic on the sidewalk.

Tent #6, to the west of the sidewalk between the sidewalk and the tracks, was a broken cell phone.

Evidence tent #7, between the sidewalk and the tracks, was a black backpack with green striping. We were told by patrol this was cut off of the victim.

Evidence tent #8, a black piece of plastic tubing and unknown if related to this incident.

Evidence tent #9, further south, again between the sidewalk and the tracks, was a charging USB style cord.

Evidence tent #10, considerably further south, however, in the same pathway, a broken Gray Electronics PNY brand, believed to be an MP3 player.

Once all of these items were located, Detective VanderGriend photographed the scene in its entirety. After he was finished photographing the scene the items were measured, using a baseline measurement. The baseline measurement ran north to south along the curb edge of the westbound curb. The starting point was the end of the curb where it meets the north side of the railroad tracks. The line then runs down the curb edge, out 125 feet.



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While we were getting ready to begin measurements, I was contacted by employees from the oil station at the corner. They said that they thought they had video. I then reviewed a short video clip. This video actually covers the oil processing machinery at the northeast corner of the building, however, it catches a corner of the train crossing as well. When looking at the video, you can clearly see the flashing lights of the crossing arms come down and then the area becomes more and more illuminated by the oncoming train. There is then a short segment where just to the north of the tracks you see what appears to be a dark figure move through, traveling southbound. This would be consistent with the statements made by the engineer and witnesses.

When looking at the video, the time on the video was 0929.25 PM. (To determine the actual time, we looked at the internal clock which stated it was 2255 hrs. When looking at my phone, it was actually 2130 hrs indicating that the time stamp was approximately one hour and 25 minutes fast. This would indicate that the train collision occurred at approximately 8:04 PM.)

Officer Ely was then requested to come to our location and seize the video for evidence. While this was occurring, Detective VanderGriend was taking photographs of the scene. Once photographs were taken, we began with measurements.

We first measured from north to south and then measured east or west depending on whether the item was located east or west of the curbing. The following measurements were recorded:

Item #1: 22' 9" south, 1' 1" east.

Item #2: 32' 6" south, 7' 9" east.

Item #3: 64' 2" south, 3' 7" east.

Item #4: 65' 2" south, 9' 0" west.

Secondary measurement: A telephone pole: 66' south, 10' 2" west.

Item #5: 69' 1" south, 4' 0" west.

Item #6: 66' 10" south, 19' 2" west.

Item #7: 72' 8" south, 16' west.

The measurement to the two feet of the decedent: 79' 2" south, 9' 1" west, to the left heel. 80' 3" south, 9' 0" to the right heel. 8' 9" to the right toe.

Item #8: 82' 9" south, 12' 8" west.

Item #9: 89' 3" south, 12' west.

Item #10: 118' 8" south, 10' west.

Item #11: 120' south, 6' 8" west.

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Once we were through with all of the measurements and all of the items were collected, I placed a call to Hayley Thompson, the Skagit County Coroner. After briefing her on the circumstances, we then stood by for her arrival. Once she arrived, I gave her a brief synopsis of what had occurred. Officer Gless also provided her with a mug shot for a subject by the name of Danny Brown with a date of birth of 4b. When looking at this mug shot, I noted that Brown had a very distinctive tattoo on the right side of the neck. Once Thompson took scene photos, the sheets were removed and she processed the body. When looking at the body, there was a tattoo on the left neck which was consistent with the mug shot.

In order to provide the decedent with as much dignity as possible, Officer Gless, BNSF personnel, and I held sheets to block the view of passing traffic.

The decedent was a brown haired white male with a red beard. The decedent was wearing black and red tennis shoes, black sweatpants with Jockey underwear, a gray jacket with black and white striped shirt. The shirt and the jacket were open leaving the decedent's torso open for medics. There were numerous pieces of medical paraphernalia on the torso area. The decedent was lying on his back almost in a directly east/west direction. The decedent's feet, pointing to the east with the head to the west. The arms were at his sides with the right arm slightly bent at the elbow and the left arm extended straight towards the feet. The body was covered with numerous tattoos which were photographed. Based on the distortion to the legs and the rest of the body, along with scuff marks, there appeared to be numerous traumas including blood from the ears.

The body was rolled over so pictures could be taken of the back. It was determined that a wallet was in the back pocket. When the wallet was checked there was no identification inside.

Located in the jacket pocket was what appeared to be two soft tacos from Taco Bell.

Once the body was removed from the scene, I returned to the office where I impounded all of the previously mentioned items on impound sheet #78364.

Due to the fact that the backpack was a biohazard due to having blood and body fluids on it and due to the fact that it only contained a pair of pants and nothing else, item #7 (the backpack) was destroyed.

Detective VanderGriend and I then went with Coroner Thompson to 4b in Sedro Woolley in an attempt to contact next of kin, Bobby Joe Brown, the mother of Daniel Brown. This was determined to be an inaccurate address.

After returning from Sedro Woolley, I checked my e-mail and saw that I had received a message from Detective VanderFang. This message stated that the Seattle Amtrak office will be collecting the video and data for us which will also show train speed and mechanical inspections which VanderFang will e-mail to me. It also stated that the emergency brakes were applied at 2003 hrs at railroad location of BNSF, Bellingham subdivision, milepost 68.80. He further advised that the train was Cascade #517 (16) southbound from Vancouver BC to Seattle, Washington, with 33 passengers. The engineer and sole witness was Philip Secor, with a phone number of 4b, and a work address of 4b Seattle, Washington. The Amtrak case number

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was 16-14454.

See other officer's follow ups for additional information.

APPROVED DET SGT DON.112116.DAS

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Incident #: 16-M20306

^DET SGT DON/TYPED/Fri Nov 18 14:09:53 PST 2016  
RECEIVED DAS  
16-M20306  
SUPPL #6

On 11/17/16 I received an email from Detective Vanderfange that contained 11 different still pictures taken from the trains internal camera.

In these pictures you can see the crossing arms are down and the safety lights are flashing. Progressively you see a figure on the images moving from the north to the south which appears to fall and roll across the railroad crossing in front of the train.

I burned these pictures to a CD and impounded them as item #1 on impound sheet #78805.

APPROVED DET SGT DON.111816.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/DAS/Fri Nov 18 16:34:26 PST 2016  
16-M20306  
SUPPL #7

On Wednesday, 11/16/16 at approximately 2015 hrs I was contacted by dispatch and advised I needed to give Sergeant Martinez a call as there had been a train/pedestrian accident.

Sergeant Martinez advised that apparently a southbound Amtrak train had struck a pedestrian who was southbound on Riverside Drive in the area of the Habitat for Humanity store. That pedestrian had tried to beat the train once the signal was activated and was struck by the train and killed. At that time, Sergeant Martinez stated the med crew was still working on the victim. At that time, no name was given to me for the victim.

I donned my gear and went to the office to collect equipment and some basic rudimentary information about the incident to include a case number. I then went to the scene where I contacted Sergeant Don and Sergeant Martinez and we began to investigate the accident.

The Amtrak train was stopped approximately 200 yards south of the intersection and I was advised that the Amtrak train had passengers and a crew that needed to be rotated out and was blocking other trains. It was requested that we clear the train for movement as quickly as possible. I collected green marking paint and with Officer Ely's assistance, marked the location of the rear-most set of wheels on the train, the front-most set of wheels, and the tip of the nose of the train was marked on a railroad tie directly below the cow catcher. Also marked was what appeared to be a sand dump which I later learned was a muddy stretch of tracks that was an engineering problem for Burlington Northern and had been there for quite some time. We also marked on the locomotive the location of the equipment that the sand is stored in to assist the train in braking.

After those locations were marked, we advised the train they were free to get in motion. After a quick inspection to make sure the train was safe to travel by a Burlington Northern employee, the train was released and left.

I later was advised by a Burlington Northern employee that the train had actually begun to dump sand east and slightly north of the intersection with Riverside Drive. He showed me that location which was later measured and was approximately 67 feet north and east of the intersection with Riverside Drive.

I also while marking the train, had taken photographs of the train and evidence that was around the area. I tented evidence along the sidewalk which Sergeant Don documented in his report.

It appeared that the decedent had traveled on a more or less directly north path from the train. There were items of his property along that path, both closer to the tracks and further away from the tracks from the decedent. Those items were all documented by Sergeant Don and also were measured with a baseline measuring system, which Sergeant Don documented so that at a later time a diagram could be created to relocate where those particular evidence items were collected. The decedent's feet were also measured where he was lying, so he could be accurately placed in the diagram.

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The decedent was covered with a sheet and remained cover with a sheet until the Coroner arrived later in the evening to examine the scene.

While at the scene, I was contacted by Burlington Northern Santa Fe Detective Dan Sartain, and provided Sartain with my business card with the case number and told him we would be getting him a copy of our reports. I also was contacted by BNSF Claims Representative Greg Beam, who handles liability coverage for Burlington Northern. I also provided him with a business card as well and told him that I would be providing him with a completed case when the investigation is concluded. Beam offered to assist me by coming back Thursday to measure the markings I had put on the track, locating the train and the sand dumps. Beam then stood by and observed as Sergeant Don and I documented and collected evidence.

As we concluded collecting the evidence, Sergeant Don requested that dispatch call the on-call Coroner to come to our location. A short time later, Hayley Thompson, the Coroner for Skagit County arrived. Thompson conducted her investigation as we stood by and assisted by holding sheets up to screen view of the decedent from passers by. I took two or three overall photos of the victim and will be relying on Thompson's documentation of the victim. Thompson told me that she would provide me with photographs when they were completed. Thompson's case number for this incident is 188-16.

After the decedent was documented and positively identified as Danny Lee Brown, he was collected by the Coroner and transported to the morgue. Brown was identified by the tattoos on his neck. Patrol was able to locate next of kin information for Brown in law enforcement records, discovering the name Billy Jo Brown with a Fourth Street address in Sedro Woolley.

After returning to the office and impounding the photographs into PEP 2016 under this case number, Sergeant Don and I accompanied Coroner Thompson to that address in Sedro Woolley to attempt to conduct next of kin notification. That address was not a current address for Billy Jo Brown. Thompson was able to contact Brown Thursday morning by phone.

Also at the scene, Officer Ely provided me with the name of the Amtrak detective who would be investigating this incident. His name was Erik Vanderfange and his phone number is (503) 969-5399. Vanderfange told Ely that he would be sending us still photos from the locomotive camera via e-mail when he was able to collect them. Information and data would be collected from the locomotive in Seattle when the train went out of service.

As of this time I am unaware of whether any photos or videos had been sent our way.

On Thursday morning, 11/17/2016 I returned to the scene and with the assistance of Greg Beam and another BNSF employee, measured the markings I had placed on the track Wednesday evening. I stretched a baseline tape from north to south beginning at the same zero or reference point that had been used Wednesday evening and as I proceeded south along that baseline, the north track crossed the baseline at 14' 10". The south track crossed the baseline at 24' 4".

I placed a portable white board over the south track at 31' south on the

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baseline and 4' west of the baseline. The white board was approximately 2' x 3' and was large enough that I would be able to hit it with Lidar in order to measure distances from a long distance. The Lidar used was Lidar number PL32924 which I calibrated at the office using a known distance, prior to going out to the scene. The marks indicating where the rear wheels on the train had come to a stop were approximately 342.7' and the distance from the front wheel markings on the track were approximately 965' from the white board. The distance from the front of the train, which had been marked on a railroad tie underneath the front of the train was approximately 972' from the white board.

Sand containers on the locomotive of the train were approximately 931.5' from the white board.

I then crossed College Way to the east side of the tracks and measured the distance from the start of the sand dump as the train tried to emergency stop. That distance was approximately 673' east of the white board.

I also contacted an employee at Full Energy, 4b [REDACTED] in the city of Mount Vernon to ask if it would be okay to have Community Service Officer Jon Skiffington come by to collect a copy of their security video which Sergeant Don had viewed Wednesday evening. He said they would be looking for, and ready to assist Officer Skiffington when he arrived.

In talking with Beam when I first arrived on the scene he told me he had already collected video from Habitat for Humanity. He stated the quality of that video was quite good.

I also called a witness that I had not seen a written statement form from. Her name was Mandy Willis. On contacting Willis, she told me that she had talked to Officer Carlson, but she had not, as of yet, provided a written statement. I asked if I could provide her with a written statement form via e-mail to be filled out and returned later. She said that she would be happy to work on that. She said she was going to be out of town over the weekend, but she would complete it and bring it back on Monday. I later e-mailed her a written statement form.

I also contacted Mount Vernon Fire Department and requested reports for their responding units which appeared to be Engine 111 and battalion One. Also designated being at the scene was Med 2 and Med designated MS01. I will be looking into whether I need to call Central Valley Ambulance authority or whether the fire department will be providing reports for those units.

Investigation continues.

APPROVED DET VANDERGRIEND.112116.DAS

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^DET VANDERGRIEND/DAS/Mon Nov 21 09:44:48 PST 2016  
16-M20306  
SUPPL #8

On Thursday, 11/17/2016 at approximately 1520 hrs, Community Service Officer Jon Skiffington turned over a DVD copy of Habitat for Humanity's security video which portrays the Amtrak train pedestrian accident that occurred in the city of Mount Vernon on 11/16/16 at approximately 2000 hrs.

I impounded that video on a DVD under impound #78807 related to this case number.

APPROVED DET VANDERGRIEND.112116.DAS



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Incident #: 16-M20306

^DET VANDERGRIEND/DAS/Mon Nov 21 13:40:28 PST 2016  
16-M20306  
SUPPL #9

On Monday, 11/21/2016 at approximately 0800 I discovered on my desk a CD from the Skagit County Coroner's office and a copy of the Skagit County Coroner's investigator's report. The investigator's report was placed in the case jacket after I reviewed it.

Cause of death was ruled blunt force injuries to head. Manner of death listed was accident. The Coroner also drew blood for toxicology analysis and will be holding her case open until such time as she gets the results of that analysis.

The report documents the coroner's actions the night of the incident, at the scene. Included on the CD were copies of the coroner's photos which I downloaded into PEP 2016 related to this case number and a ten print card the coroner had taken from the decedent, and a copy of a Washington State Patrol ten print report that indicated that the prints the coroner had collected had been identified as Danny Lee Brown date of birth 4b [REDACTED]

The ten print form from the Washington State Patrol and the Skagit County Coroner's requests for examination of those prints were placed in the case jacket.

I impounded the original CD from the coroner on impound #78808 related to this case number.

Also on my desk was a copy of Central Skagit Medic One's reports related to this incident that had been received by fax. Central Valley Ambulance's reports indicated that the patient was dead without resuscitation efforts and indicated Brown had suffered massive head trauma with profuse bleeding from the ears bilaterally and blood in the mouth, unable to clear with suction. Aid was unable to intubate due to the massive amounts of trauma and blood around the glottic opening. Brown was then intubated surgically.

Further injuries Brown had sustained were also listed in the report. That report also was placed in the case jacket.

Also that morning I received an e-mail copy of Mandy Willis' written statement related to this incident. Willis had been a first-hand witness to the incident. Willis had been e-mailed a blank statement form and responded to that blank statement form by e-mailing me a photograph of her statement in the written body of her e-mail. I printed out the written body of the e-mail and then I also tried to printout a larger copy of the written statement which came out blurry. I signed as witnessing officer on that written statement but then e-mailed Willis and requested that she mail me the original. Willis responded that she would. On receiving the original, that will be placed in the case jacket.

Copies of the coroner's photos were printed out, out of PEP, and placed in the case jacket.

APPROVED DET VANDERGRIEND.112316.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/TYPED/Tue Nov 22 11:32:35 PST 2016  
RECEIVED DAS  
16-M20306  
SUPPL #10

On Monday 11/22/16 I received a CD from Community Service Officer Jon Skiffington. Skiffington had collected security video from an employee at Whole Energy related to this incident.

In viewing the video on the CD I realized it did not contain the correct time frame. I asked Skiffington to return to Whole Energy and request the correct time frame. Skiffington later told me that the correct time frame had inadvertently been erased by the employee that burned a copy of the video for Greg Beam, Claims Representative from Burlington Northern Railroad.

I then e-mailed Beam a request for a copy of the video. Beam called me back a short time later and said that he would burn a copy to CD for me and get it in the mail as soon as possible.

Reviewed and approved, 11/22/16.DET VANDERGRIEND.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/TYPED/Wed Nov 30 10:00:00 PST 2016  
16-M20306  
SUPPL #11

On Tuesday 11/29/16 I received via inter-office mail a copy of the Mount Vernon Fire Dept. report related to this incident. MVFD incident #0004373. The reports were sent by Christine Love-Johnson of the MVFD. I placed the report in the case jacket.

APPROVED DET VANDERGRIEND.113016.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/DAS/Fri Dec 02 13:42:52 PST 2016  
16-M20306  
SUPPL #12

On Thursday, 12/01/2016 I found on my desk a copy of security video from Whole Energy that had been left there by Greg Beam of Burlington Northern Santa Fe Railroad. I had requested the video from Beam because when I had asked Officer Skiffington to go to Whole Energy and recover a copy of the video, we had first gotten a video of the wrong time frame, and on returning learned that the video for the correct time no longer existed as it had been inadvertently been wiped from the system by an employee.

In viewing the copy of the video that I was provided by Mr. Beam, I discovered that it too contained the same time frame that Officer Skiffington had been given. It was of the time frame that begins at 12:05 AM or 0005 hrs on 11/16/16. On realizing this I impounded the video that Beam had given me and e-mailed him that he might want to review the video he had given me because it appeared to me that the time frame was wrong.

APPROVED DET VANDERGRIEND.120616.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/TYPED/Wed Dec 14 16:20:55 PST 2016  
RECEIVED DAS  
16-M20306  
SUPPL #13

On Tuesday 12/13/16 at approx. 14:00 I picked up printouts and a thumb drive with PDF's of the diagrams that Stella Spring from the Mount Vernon Engineering Dept. had created for me related to this incident.

I burned the PDF's to a CD which I impounded on impound #79144 related to this case. There were 4 copies of each diagram, one with a farther view to place where the train was at the time of the investigation, and one closer, to place where collected evidence and the decedent were at the scene. One set will be impounded into evidence and three will be mailed to Greg Beam, Detective Dan Sartain of Burlington Northern Railroad, and Detective Vander Fange of Amtrak.

Reviewed and approved, 12/13/16 R. Vander Griend.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/DAS/Tue Jan 10 09:21:04 PST 2017  
16-M20306  
SUPPL #14

On Monday, 01/09/2017 at approximately 1530 hrs the Skagit County Coroner Hayley Thompson hand delivered a copy of her reports related to this incident. The Coroner investigator's report concluded that cause of death was blunt force injuries to the head. Contributing factors were positive results for methamphetamine, amphetamine, and marijuana. Manner of death was accident.

Also included was a copy of the Washington State Patrol crime lab toxicology lab report which indicated the presence of amphetamines, cannabinoids, and methamphetamine in Mr. Brown's blood.

The last item included in the report was a copy of the Washington State Patrol identification section ten print report which identified the decedent, Danny Brown, by post-mortem fingerprints that were submitted by the Skagit County Coroner's office.

For a more complete understanding of those documents they can be examined in the case jacket where they were placed.

The Coroner also provided me with another CD of photos related to this incident which I impounded on impound #79154 related to this case.

APPROVED DET VANDERGRIEND.011217.DAS

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Incident #: 16-M20306

^DET VANDERGRIEND/DAS/Thu Jan 26 09:11:57 PST 2017  
16-M20306  
SUPPL #15

On 01/25/2017 I impounded photo-diagrams from this incident into evidence under impound form #79165. I also requested that records send copies of the case to Greg Beam, General Claims at Burlington-Northern Santa Fe Railway Company, and Detective Erik Vanderfange, of Amtrak Railroad Police, and Detective Dan Sartain of the Burlington-Northern Santa Fe Police Department. I provided CID Secretary Deirdre Shaughnessy with three copies of the photo-diagrams to be included in that information to those agencies when it is released.

APPROVED DET VANDERGRIEND.012617.DAS

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CALL DETAIL REPORT

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Call Number: C16120223

Nature: TRAIN PED  
Reported: 20:05:03 11/16/16  
Rcvd By: BURRIS T How Rcvd: 9  
Occ Btwn: 20:04:24 11/16/16 and 20:04:32 11/16/16  
Type: 1f  
Priority: 2 Determinant: 25M7 Hold Time: \*\*:\*\*:\*\* \*\*/\*\*/\*\*

Address: W FIR ST / RIVERSIDE DR; RR TRACKS  
City: MOUNT VERNON

Alarm:

License Plate: State:

COMPLAINANT/CONTACT

Complainant: WILLIS, MANDI LEIGH Name#: 254742  
Race: U Sex: F DOB: 4b  
Address: 4b  
Home Phone: 4b

Contact: WILLIS, MANDI 061477

Address: 4b  
Phone: 4b

COMMENTS

20:05:02 11/16/2016 - BURRIS T  
TRAIN VS PERSON  
20:05:14 11/16/2016 - PETERSEN M  
MALE SUBJ ON THE GROUND  
20:05:15 11/16/2016 - BURRIS T  
RP SAYS MALE RAN PAST GATE AND WAS HIT BY AMTRAK  
20:05:27 11/16/2016 - PETERSEN M  
MY RP NOT ON SCENE  
20:05:30 11/16/2016 - PETERSEN M  
IS PASSER BY  
20:05:37 11/16/2016 - BURRIS T  
MALE IS LAYING DOWN ON THE SOUTH SIDE OF THE RR TRACKS.  
20:05:54 11/16/2016 - BURRIS T  
RP WAS DRIVING BY, UNK INJ. RP IS NO LONGER ON SCENE.  
20:05:59 11/16/2016 - PETERSEN M  
CALLING BNSF  
20:06:59 11/16/2016 - ENDERS J  
ANOTHER RP REPORTING SAME, SAYS SAW MALE TRYING TO RUN X TRACKS AND GOT HIT,  
THROWN OFF TRACKS, MALE ISNT MOVING, KEVY WILLIAMS CALLING FROM WHOLE ENERGY  
20:08:23 11/16/2016 - STRIMPLE S  
E911 ADMIN ADV  
20:08:26 11/16/2016 - ENDERS J  
CALLED FROM 588 4282  
20:13:27 11/16/2016 - PETERSEN M  
BNSF ADV - TRAINS STOPPED  
20:52:05 11/16/2016 - HANSEN K  
CHRIS FROM STATE EMERGENCY OPERATION CENTER CALLED TO ADV



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CALL DETAIL REPORT

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21:04:51 11/16/2016 - PETERSEN M  
PHONE # FOR MY RP IS 4b  
21:09:05 11/16/2016 - STRIMPLE S  
MANDY RETURNING X63S PHONE CALL - REACHED AT 4b  
21:28:44 11/16/2016 - PETERSEN M  
\*\*\*360 941 9614 IS THE CORRECT NUMBER  
22:05:08 11/16/2016 - HANSEN K  
CORONER PAGED  
22:07:24 11/16/2016 - BILLIEU K  
CORONER NOTIFIED, GIVEN X12S INFO  
22:13:20 11/16/2016 - HANSEN K  
LUIS SANCHEZ DOES NOT BELONG IN THIS CALL

INVOLVEMENTS

Type	Record#	Date	Description	Relationship
NM	254742	11/16/16	WILLIS MANDI LEIGH 760 WEST	Complainant
FR	16-M4526	11/16/16		Initiating Call
FR	16SM09311	11/16/16		Initiating Call
LW	16-M20306	11/16/16	TRAIN PED 16-M20306 W FIR ST	Initiating Call

**Mount Vernon Police Department  
PROPERTY REPORT**

Date/Time Reported 11/16/16 20:05 Case No. 16-M-20306

Evidence     Safekeeping  
 Found        Destruction

LAB:     DNA     Drugs     Firearms  
           Latent     Toxicology     Other

Impound No. 79105  
Assoc. Case No.

Offense Train/Ped    Date 11/16/16    Recovery Date/Time 11/16/16 20:05

Victim    Victim

Victim    Victim

Suspect    Charged  Yes  No    Suspect    Charged  Yes  No

Suspect    Charged  Yes  No    Suspect    Charged  Yes  No

Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
<u>1</u>	<u>1</u>	<u>1</u>	<u>Tube of rolled photo diagrams</u>	<u>MVPD</u>			<u>⊖</u>

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
<u>1</u>	<u>E75</u>	<u>RVL</u>	<u>12/25/17</u>	<u>12:03</u>	<u>Evidence</u>						

Item #	Released by:	ID No.	Date	Time	Final Disposition	Released To:	Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
					Date:	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>	Auctioned <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address		City	State	Phone	

Found Property Only: Name		Address/Phone		Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No	
Investigating Officer	ID No.	Property Custodian		Date	
<u>[Signature]</u>	<u>1520</u>				

79165

## Halstead, Lori (UTC)

---

**To:** Roberts-Good, Robin  
**Subject:** RE: 16-M20306; TRAIN V. PEDESTRIAN

Ms. Good,

Thank you for supplying the information I requested. Please note that all photos will not be documented and will be destroyed. This agency does not need the photos for our investigation.

I appreciate your response. Do not hesitate to contact me if you have questions.

### Lori Halstead

Transportation Specialist  
(360) 664-1262 Office  
(360) 586-1172 Fax  
[lhalstea@utc.wa.gov](mailto:lhalstea@utc.wa.gov)

### Utilities and Transportation Commission

Respect. Professionalism. Integrity. Accountability.  
[www.utc.wa.gov](http://www.utc.wa.gov)



---

**From:** Roberts-Good, Robin [mailto:RobinR@mountvernonwa.gov]  
**Sent:** Thursday, February 16, 2017 10:35 PM  
**To:** Halstead, Lori (UTC) <lhalstea@utc.wa.gov>  
**Subject:** 16-M20306; TRAIN V. PEDESTRIAN

Ms. Halstead,

Attached is a copy of MVPD Case No. 16-M20306 per your request. Please note the coroner's report and medical records are not included, as the record contains medical information protected under RCW 70.02.005 and reports and records of autopsies and postmortems are confidential, protected under RCW 68.50.105.

If you have any questions or concerns, please feel free to contact me.

Thank you,

Robin Good  
Records Specialist  
Mount Vernon Police Department  
1805 Continental Place  
Mount Vernon, WA 98273  
(360) 336-6271, ext. 1483  
Currently working Wed-Sat 1:00 Pm-11:30 pm



<b>Mount Vernon Police Department PROPERTY REPORT</b>		Date/Time Reported <i>11/16/16 20:04</i>	Case No. <i>16-1120306</i>				
<input checked="" type="checkbox"/> Evidence <input type="checkbox"/> Safekeeping <input type="checkbox"/> Found <input type="checkbox"/> Destruction		<b>LAB:</b> <input type="checkbox"/> DNA <input type="checkbox"/> Drugs <input type="checkbox"/> Firearms <input type="checkbox"/> Latent <input type="checkbox"/> Toxicology <input type="checkbox"/> Other	Impound No. <i>79154</i> Assoc. Case No.				
Offense <i>Truck/Ped Accident</i>		Date <i>11/16/16</i>	Recovery Date/Time <i>1/9/17 15:30</i>				
Victim		Victim					
Victim		Victim					
Suspect		Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect Charged <input type="checkbox"/> Yes <input type="checkbox"/> No				
Suspect		Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect Charged <input type="checkbox"/> Yes <input type="checkbox"/> No				
Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
<i>1</i>	<i>1</i>	<i>1</i>	<i>CD-Photos-Coroner</i>	<i>MVPD</i>			<i>5</i>

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
<i>1</i>	<i>EIS</i>	<i>RVG/ISG</i>	<i>1/9/17</i>	<i>16:04</i>	<i>Evidence</i>						

Item #	Released by:	ID No.	Date	Time	Final Disposition	Released To: Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address		Date: _____	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>
						State	Auctioned <input type="checkbox"/>
						Phone	
Found Property Only: Name			Address/Phone			Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No	
Investigating Officer			ID No.	Property Custodian	Date		
<i>[Signature]</i>			<i>1520</i>				

79154

<b>Mount Vernon Police Department PROPERTY REPORT</b>		Date/Time Reported <i>11/16/16 20:02</i>	Case No. <i>16-1120306</i>				
		LAB: <input type="checkbox"/> DNA <input type="checkbox"/> Drugs <input type="checkbox"/> Firearms <input type="checkbox"/> Latent <input type="checkbox"/> Toxicology <input type="checkbox"/> Other	Impound No. <i>79144</i> Assoc. Case No.				
<input checked="" type="checkbox"/> Evidence <input type="checkbox"/> Safekeeping <input type="checkbox"/> Found <input type="checkbox"/> Destruction	Offense <i>Train/Ped</i>		Date <i>11/16/16</i>				
Victim		Recovery Date/Time <i>12/13/16 14:00 Approx</i>					
Victim		Victim					
Suspect		Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect Charged <input type="checkbox"/> Yes <input type="checkbox"/> No				
Suspect		Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect Charged <input type="checkbox"/> Yes <input type="checkbox"/> No				
Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
<i>1</i>	<i>1</i>	<i>1</i>	<i>CD - PDF's of Diagrams</i>	<i>INVPI</i>			<i>0</i>

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
<i>1</i>	<i>EIS</i>	<i>RVG/ISG</i>	<i>11/13/16</i>	<i>14:26</i>	<i>Evidence</i>						

Item #	Released by:	ID No.	Date	Time	Final Disposition Date:	Released To: Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address		City	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>
Found Property Only: Name			Address/Phone			Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No	
Investigating Officer <i>[Signature]</i>			ID No. <i>1520</i>	Property Custodian			Date

79144

**Mount Vernon Police Department  
PROPERTY REPORT**

Case No. 16-11-20306

Date/Time Reported 11/16/16 20:05

Evidence  Safekeeping  
 Found  Destruction

LAB:  DNA  Drugs  Firearms  
 Latent  Toxicology  Other

Impound No. 79199  
Assoc. Case No.

Offense Train Ped

Date 11/16/16

Recovery Date/Time 12/1/16 11:00 Approx.

Victim \_\_\_\_\_ Victim \_\_\_\_\_

Victim \_\_\_\_\_ Victim \_\_\_\_\_

Suspect \_\_\_\_\_ Charged  Yes  No  
Suspect \_\_\_\_\_ Charged  Yes  No

Suspect \_\_\_\_\_ Charged  Yes  No  
Suspect \_\_\_\_\_ Charged  Yes  No

Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
<u>1</u>	<u>1</u>	<u>1</u>	<u>CD-Whole Energy Video</u>	<u>MVPD</u>			<u>⊕</u>

**Chain of Possession of Evidence**

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
<u>1</u>	<u>EJS</u>	<u>TRV/1520</u>	<u>12/1/16</u>	<u>15:30</u>	<u>Evidence</u>						

Item #	Released by:	ID No.	Date	Time	Final Disposition	Released To:	Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address	City	State	Phone	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>

Found Property Only: Name	Address/Phone	Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No
Investigating Officer <u>[Signature]</u>	ID No. <u>1520</u>	Property Custodian
		Date

79138

Mount Vernon Police Department  
Statement

RECEIVED

NOV 23 2016

Mount Vernon Police

The following is a true and correct statement given to Vander Graend

x Mandi Willis

4b

NAME

x 4b

4b

x 17 Nov 16

PHONE-RESIDENCE/BUSINESS

BIRTH DATE

TODAY'S DATE

TIME STARTED

TIME ENDED

LOCATION STATEMENT GIVEN

1. On Wednesday, November 16, 2016 at approximately 8:00 p.m., I  
 2. was driving South on Riverside Drive in Mount Vernon. I was in  
 3. the right lane. As I got close to the railroad crossing, I noticed  
 4. a young male walking on the side walk going the same direction.  
 5. When I was approximately 20 feet from the crossing, the red  
 6. lights ~~at~~ started to flash, the bells rang, and the arms went  
 7. down. I stopped just before the painted white stop bar on  
 8. the road to wait for the train to cross. I had only been  
 9. stopped for a couple of seconds when I noticed the male  
 10. start running to cross the tracks before the train came.  
 11. He ran to the right of the crossing arms. I could hear the  
 12. train coming and was terrified that he would be hit. As  
 13. he ran across the tracks, the Amtrak train did hit him. I  
 14. covered my eyes during the impact, but did see what appeared  
 15. to be him either diving for the other side of the tracks or  
 16. possibly being hit. The train was only a few cars long, so it  
 17. was quickly gone and the arms went up and lights went off. I  
 18. immediately called 911 to report the incident and I could see  
 19. the male lying on the south side of the tracks.

I CERTIFY UNDER THE PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT.

SIGNED AT: (city) x Burlington, Washington this 17<sup>th</sup> day of November, 20 16

Paul [Signature]  
WITNESSING OFFICER

x [Signature]  
SIGNATURE





Bill King, Director

**REQUEST FOR REPRODUCTION OF MASTER RECORDING**

REQUESTING AGENCY: Mount Vernon Police Dept PRIORITY : High  / Med  / Low

REQUESTING OFFICER: R. Vander Griend UNIT #: X33

DATE OF REQUEST: 11/17/2016 DEFENDANT: none

DATE OF INCIDENT: 11/16/2016 CALL/CASE # 16-M20306

- 911 PERTINENT CALLS : TIMES \_\_\_\_\_
- PERTINENT RADIO TRAFFIC : TIMES \_\_\_\_\_
- ALL OTHER PERTINENT CALLS: TIMES \_\_\_\_\_

Type of call:  DV  DUI  OTHER: Train/Pedestrian collision

Signature Requesting Party

Signature Approving Authority

Tape request completed by: *Janet L. Giesy* Date 11-18-16  
Skagit 911 Personnel

**IMPOUND REQUEST**

**\*\*All recordings on Skagit 911's recording system have a 90 day retention period. If you need Skagit 911 to hold a recording for an amount of time longer than 90 days, fill out the form below.\*\***

I request that the Skagit 911 Master recording of \_\_\_\_\_ (date) be impounded for Call/Case # \_\_\_\_\_ and be held for evidence until further notice.

Release Date: \_\_\_\_\_

Reason for impound request: \_\_\_\_\_

Approving Authority Signature

Date

**FAX TO: (360) 428-3210 or ECRECORDS@co.skagit.wa.us**

**Mount Vernon Police Department  
PROPERTY REPORT**

Case No. 16-M-20306

Date/Time Reported 11/16/16 20:05

Evidence  Safekeeping  
 Found  Destruction

LAB:  DNA  Drugs  Firearms  
 Latent  Toxicology  Other

Impound No. 70000  
Assoc. Case No.

Offense Train/Ped Date 11/16/16 Recovery Date/Time 11/21/16 08:43 Apper

Victim

Victim

Suspect Charged  Yes  No Suspect Charged  Yes  No

Suspect Charged  Yes  No Suspect Charged  Yes  No

Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
1	1	1	CD - Cocaine Photos	MVPD			6

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
1	EIS	RVG/1520	11/21/16	09:06	Evidence						

Item # Released by: ID No. Date Time Final Disposition Released To: Owner  Destroyed   
 Date: City Fund  Finder  Auctioned   
 Released to (Signature): Print Name: Address City State Phone

Found Property Only: Name Address/Phone Intent to Claim  Yes  No  
 Investigating Officer ID No. Property Custodian Date  
 [Signature] 1520

78808

**Mount Vernon Police Department  
Statement**

The following is a true and correct statement given to Ely by \_\_\_\_\_

Philip J Secor, 4b  
NAME ADDRESS

4b, 4b, 11-16-2016, 20:23  
PHONE-RESIDENCE/BUSINESS BIRTH DATE TODAY'S DATE TIME STARTED

4b  
TIME ENDED LOCATION STATEMENT GIVEN

MOUNT VERNON

1. 11-16-2016 AT 20:03 I was operating
2. AMTRAK TRAIN 517 CAB CAR 90253 in the lead
3. with talgo Adams train set and locomotive
4. Amtrak 206 pushing.
5. AT MP 68.8 Riverside Drive a man ran across
6. the track stumbled and fell. I placed the
7. train into emergency braking, heard a sound at
8. the strike and initiated an emergency radio
9. call.
10. The crossing warning devices were observed
11. to be working by me prior to the man running
12. through the crossing. The train head lights &
13. ditch lights were on full, the bell was ringing,
14. and I was blowing the crossing horn
15. cadence - - - - as I was approaching
16. the crossing.
17. I inspected the train safety devices and paper
18. work certifying such upon start of trip in
19. Vancouver B.C. at 16:45
20. The man was running in an Eastwardly direction
21. SPEED 50 mph
22. \_\_\_\_\_
23. \_\_\_\_\_

I CERTIFY UNDER THE PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT.

SIGNED AT: (city) Mount Vernon, Washington this 16 day of November, 20 16

WITNESSING OFFICER \_\_\_\_\_ SIGNATURE [Signature]

**Mount Vernon Police Department  
Statement**

The following is a true and correct statement given to E. GLESS by

Kevae Williams, **4b**  
NAME ADDRESS

**4b**, **4b** 11.16.16, 8:25 pm  
PHONE-RESIDENCE/BUSINESS BIRTH DATE TODAY'S DATE TIME STARTED

2030, 1000 SUN RIVERSIDE DR Mount Vernon  
TIME ENDED LOCATION STATEMENT GIVEN

1. Well i was cleaning outside i notice a male running towards
2. the railroad tracks, it seemed as if he was trying to
3. do a flip across the tracks but failed to make it and
4. the train hit him, after he slid about 30 ft and i
5. dashed to the phone to call 911. the railroad signs
6. were down and the trains lights & horn were also on
7. but he attempted to cross anyway.
8. \_\_\_\_\_
9. \_\_\_\_\_
10. \_\_\_\_\_
11. \_\_\_\_\_
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_
16. \_\_\_\_\_
17. \_\_\_\_\_
18. \_\_\_\_\_
19. \_\_\_\_\_
20. \_\_\_\_\_
21. \_\_\_\_\_
22. \_\_\_\_\_
23. \_\_\_\_\_

I CERTIFY UNDER THE PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT.

SIGNED AT:(city) Mount Vernon, Washington this 16 day of NOVEMBER, 20 16

[Signature] WITNESSING OFFICER Kevae P. Williams SIGNATURE

Mount Vernon Police Department  
Statement

The following is a true and correct statement given by Kendrick Casper

x Mandi Willis

x 4b

NAME

ADDRESS

x 4b

4b

17 Nov 16

PHONE-RESIDENCE-BUSINESS

BIRTH DATE

TODAY'S DATE

TIME STARTED

TIME ENDED

LOCATION STATEMENT GIVEN

1. On Wednesday, November 16, 2016 at approximately 8:00 p.m. I
2. was driving south on Riverside Drive in Mount Vernon. I was in
3. the right lane. As I got close to the railroad crossing, I noticed
4. a young male walking on the side walk going the same direction.
5. When I was approximately 20 feet from the crossing, the red
6. lights started to flash, the bells rang, and the arms went
7. down. I stopped just before the white stop bar on
8. the road to wait for the train to pass. I had only been
9. stopped for a couple of seconds when I noticed the male
10. start running to cross the tracks before the train came.
11. He ran to the right of the crossing arms. I could hear the
12. train coming and was terrified that he would be hit. As
13. he ran across the tracks, the Amtrak train did hit him. I
14. covered my eyes during the impact but did see what appeared
15. to be him either diving for the other side of the tracks, or
16. possibly being hit. The train was only a few cars long, so it
17. was quickly gone and the arms went up and lights went off. I
18. immediately called 911 to report the incident and I could see
19. the male lying on the south side of the tracks.
- 20.
- 21.
- 22.
- 23.

I CERTIFY UNDER THE PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT.

SIGNED AT (City) Kirklington, Washington on 17<sup>th</sup> day of November, 2016

WITNESSING OFFICER [Signature]

x [Signature]  
SIGNATURE

**VanderGriend, Rick**

**From:** Mandi Willis <manard0614@aol.com>  
**Sent:** Monday, November 21, 2016 8:38 AM  
**To:** VanderGriend, Rick  
**Subject:** Re: Witness Statement for MVPD

Detective,  
My statement is attached. Please let me know if you need any additional details. Thank you  
Mandi Willis

Case No. 16-1120306  
Page 1 of \_\_\_\_\_  
Mount Vernon Police Department  
Statement

This following is a true and correct statement of Mandi Willis  
DATE: 11/17/16 TIME STARTED: \_\_\_\_\_  
TODAY'S DATE: 11/17/16 TIME ENDED: \_\_\_\_\_

LOCATION STATEMENT GIVEN

1. On Wednesday, November 16, 2016 at approximately 8:00 p.m., I
2. was driving South on Riverside Drive in Mount Vernon. I was in
3. the right lane. As I got close to the railroad crossing, I noticed
4. a young male walking on the side walk going the same direction
5. when I was approximately 20 feet from the crossing. The red
6. lights started to flash. The bells rang and the arms went
7. down. I stopped just before the painted white stop bar on
8. the road to wait for the train to pass. I had only been
9. stopped for a couple of seconds when I noticed the male
10. start running to cross the tracks before the train came.
11. He ran to the right of the crossing arms. I could hear the
12. train coming and was terrified that he would be hit. As
13. he ran across the tracks, the front of the train hit him. I
14. covered my eyes during the impact but did see what appeared
15. to be him either diving for the other side of the tracks or
16. possibly being hit. The train was only a few cars long so it
17. was quickly gone and the arms went up and lights went off. I
18. immediately called 911 to report the incident and I could see
19. the male lying in the south side of the tracks.
- 20.
- 21.
- 22.
- 23.

I CERTIFY UNDER THE PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT  
THE FOREGOING IS TRUE AND CORRECT.

SIGNED AT (City) Spokane, Washington this 17<sup>th</sup> day of November, 2016  
SIGNATURE: [Signature]  
WITNESS OFFICER: \_\_\_\_\_  
1199-511

On Nov 17, 2016, at 11:57 AM, VanderGriend, Rick <RickVG@mountvernonwa.gov> wrote:

Mande, thanks very much, Rick

Detective Rick Vander Griend  
Mount Vernon Police Department  
1805 Continental Pl.  
Mount Vernon, WA, 98273  
360-336-6271  
360-336-0628 fax

<b>Mount Vernon Police Department PROPERTY REPORT</b>			Case No. <b>16-M 20306</b>		
<input checked="" type="checkbox"/> Evidence <input type="checkbox"/> Safekeeping <input type="checkbox"/> Found <input type="checkbox"/> Destruction			Date/Time Reported <b>11/16/16</b> LAB: <input type="checkbox"/> DNA <input type="checkbox"/> Drugs <input type="checkbox"/> Firearms <input type="checkbox"/> Latent <input type="checkbox"/> Toxicology <input type="checkbox"/> Other		
Impound No. <b>70007</b>			Assoc. Case No.		
Offense <b>Train/Ped</b>			Date <b>11/16/16</b> Recovery Date/Time <b>11/17/16 15:20 approx</b>		
Victim			Victim		
Victim			Victim		
Suspect			Charged <input type="checkbox"/> Yes <input type="checkbox"/> No		
Suspect			Charged <input type="checkbox"/> Yes <input type="checkbox"/> No		

Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
1	1	1	CD - Habitat for Humanity Video	MVPD			

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
1	EIS	RVE/1520	11/17/16	15:37	Evidence						

Item #	Released by:	ID No.	Date	Time	Final Disposition	Released To:	Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address		Date: _____	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>	Auctioned <input type="checkbox"/>
			City	State	Phone			

Found Property Only: Name	Address/Phone	Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No
Investigating Officer: <i>[Signature]</i>	ID No. <b>1520</b>	Property Custodian
		Date

78807

<b>Mount Vernon Police Department PROPERTY REPORT</b>		Date/Time Reported <b>11-16-16 2005</b>	Case No. <b>16-A 20306</b>
<input checked="" type="checkbox"/> Evidence	<input type="checkbox"/> Safekeeping	<b>LAB:</b> <input type="checkbox"/> DNA <input type="checkbox"/> Drugs <input type="checkbox"/> Firearms <input type="checkbox"/> Latent <input type="checkbox"/> Toxicology <input type="checkbox"/> Other	Impound No. <b>70005</b>
<input type="checkbox"/> Found	<input type="checkbox"/> Destruction		Assoc. Case No.
Offense <b>DEATH</b>	Date <b>11-17-16</b>	Recovery Date/Time	
Victim		Victim	
Victim <b>BROWN, DANIEL</b>		Victim	
Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No
Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No

Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
1	1	1	2 CD TRAIN STILL PICTURES				

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
1	EVID	X2	11-7-16	1455	EVID						

Item #	Released by:	ID No.	Date	Time	Final Disposition	Released To:	Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address	City	Date:	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>	Auctioned <input type="checkbox"/>
						State	Phone	

Found Property Only: Name		Address/Phone		Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No		
Investigating Officer	ID No.	Property Custodian	Date			

78805



<b>Mount Vernon Police Department PROPERTY REPORT</b>		Date/Time Reported <b>11-16-16 2005</b>	Case No. <b>16-M 20306</b>
<input checked="" type="checkbox"/> Evidence <input type="checkbox"/> Safekeeping <input type="checkbox"/> Found <input type="checkbox"/> Destruction		<b>LAB:</b> <input type="checkbox"/> DNA <input type="checkbox"/> Drugs <input type="checkbox"/> Firearms <input type="checkbox"/> Latent <input type="checkbox"/> Toxicology <input type="checkbox"/> Other	Impound No. <b>78364</b> Assoc. Case No.
Offense <b>ACCIDENT</b>	Date <b>11-16-16</b>	Recovery Date/Time	
Victim		Victim	
Victim <b>BROWN, DANIEL</b>		Victim	
Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No
Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No	Suspect	Charged <input type="checkbox"/> Yes <input type="checkbox"/> No

Item	Pkg.#	Qty.	Item & Description	Owner	Brand	Value	Serial Number
1	1	1	LIGHTER				
2	2	1	BATTERY				
3	3	1	PLASTIC				
4	4	1	PLASTIC				
5	5	1	PLASTIC				
6	6	1	CELL PHONE				
7	7	1	BACK PACK				
8	8	1	BLE PIPE				
9	9	1	POWER CORD				
10	10	1	CHARGER				
11	11	1	BATTERY				

Chain of Possession of Evidence

Item	To	From	Date	Time	Reason	Item	To	From	Date	Time	Reason
1-6	EVID	XIZ	11-16-16	2330	EVID						
7	DESTROY	XIZ	11-16-16	2330	DESTROY						
8-11	EVID	XIZ	11-16-16	2330	EVID						

Item #	Released by:	ID No.	Date	Time	Final Disposition	Released To:	Owner <input type="checkbox"/>	Destroyed <input type="checkbox"/>
	Released to (Signature):	Print Name:	Address		Date:	City Fund <input type="checkbox"/>	Finder <input type="checkbox"/>	Auctioned <input type="checkbox"/>
						State	Phone	
Found Property Only: Name			Address/Phone			Intent to Claim <input type="checkbox"/> Yes <input type="checkbox"/> No		
Investigating Officer			ID No.	Property Custodian			Date	

78364

