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	OFFENSE REPORT-TYPE OF OFF		ANGED TO		ENSE AND/OR ARRES	75 / 3968
	B WATCH DISTRICT	ZONE	-36 DAZ	SER. NO.	Rd. Tre	EK Stap
	COMPLAINANT	SEX	AGE ADDRESS	56	OTTIVEN	SER. NO.
	Cosden, Wm. I	Tarl M	271011	14 mg S. W.	PHONE . BUS, HOME	43-7428
	Same WITNESS NO. 1		AGE ADDRESS		PHONE - BUS,	43-7428
E		SEX 7	AGE ADDRESS		PHONE BUS, · ·	
F	SUSPECT NO. 1	SEX A	GE ADDRESS		HOME PHONE — BUS.	
C		G			HOME	
H	RACE SEX AGE HG	T. WT. BUIL	D COMP. EYES	HAIR EMPLOYER		•
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	SUSPECT AUTO YEA			OP. LICENSE NO.	OCCUPATION	
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К	Tumwater Town	LIST PROPERT	Y IN VEHICLE	214 01 161	9	NOT IMPOUNDED
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	4 Identifying marks, and value of each. (6) Describe vehicle used by suppose and	al numbers, (8) R	eport all property damag	ed-describe damage and	117 Reconstruct inclde	ent (offense and/or errest).
(	Describe physical evidence, where fou		escribe premises-or vehic orked.	ie of victim and where	gators, 13) Entry and exit.	tacted later, by follow-up investi
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C_	Cosden Willi	am E. A	X AGE	ADDRESS	1161 11	- /	PHONE - BUS.	
D	Same	SE		ADDRESS	in ma	5.6.	PHONE - BUS,	943.7428
E	WITNESS NO. 1	SE	X AGE	ADDRESS			HOME -	
- F	SUSPECT NO. 1	SE	X AGE	ADDRESS			BUS. HOME PHONE —	
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G —	ARRESTED							
Н		HGT. WT,	-BUILD	COMP, EYĘS	HAIR E	MPLOYER		
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<u>- 1</u> ()	identify additional victims.							•
(3	<ol> <li>Identify additional witnesses.</li> <li>Identify end/or describe addition</li> <li>Describe property taken, showing</li> <li>Identifying marks, and value of each</li> </ol>		(7) Describ occurre (8) Report	all property dama			P17° Beconstruct Incide	arceny (car prowl) reports de- c and how, and tool used, nt (offense and/or arrest).
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	VICTIM	SEX AGE	ADDRESS	1147 180	19 3. 16.	· · · + /	LUONE -	243 2425
-	WITNESS NO. 1	SEX AGE	ADDRESS				BUS, HOME	
Ε							PHONE -	
F	SUSPECT NO. 1	SEX AGE	ADDRESS			<del></del>	HOME PHONE - BUS.	
G	SUGDENIES IN ICLOTUNG						HOME	
, ,	ARRESTED							
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, ( L	(2) Identify additional witnesses. (3) Identify and/or describe additional suspects. (4) Describe property taken, showing serial number identifying marks, and value of each. (5) Describe vehicle used by suspect and disposition Describe physical evidence, where found, by with the physical evidence, where found is possible physical evidence.	rs, (8) Repoi indica n(9) Descri	rt all property dama ate amount of loss. lbe premises or veh	aged—describ icle of victim	e damage and and where	(17) R (12) In ne	sconstruct includicate time and sses may be co	larceny (car prowl) reports de- tre and how, and tool used. dent (offense and/or arrest). I location where victims and wit- ntacted later, by follow-up invest
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75-13963-8	MOTOL VEHICL	E THUFT REPOR	$\mathbf{T}$
Local Dept. Number		·	Do Not Write in This Space
73 Fore	Prekun	FIOGRAGE	669800
(Year model) (Make of v	ehicle) (Type)	F 106 R04	number) (Motor number)  hite liles Red  (Color of vehicle)
6K 448	hre.	75 W	hite over Red.
(License number)	(State)	(Year)	(Color of vehicle)
William Earl	Sosden Ir.	(Addrago)	114 may Seles Oly (Telephone number)
10- Aug - 75	,	(Address)	(reseptione number)
(Date of t	neft)	(Stolen at	or near [Town or city])
Has black top	on rear k	humper- t	ools in bex
41. 1. 21	(Special mark	rs of identification)	
emarks / POCK 570	Lengtrom	hothropy Koed	Truck Stop
ofter 2400 hr	e A Obillie 3	Post De	Call
(Signature of party making			of officer or clerk receiving report)
ate of report 10-Aug-	75 Departmen	t and City Thorse	on co. shoriff De-
•		GTON STATE PATROL, OLYM	
	STATE PRINTING PLANT of	OLYMPIA, WASHINGTON	
and the second s			
	MOTO VEHI	CLE THOFT REPO	NDM
13 1396 3 - 8	MOTOL VISITE	OLE THAT'S REPU	KT · ·
Local Dept. Number	and the same of th	•	Do Not Write in This Space
7.3	d Pick U	a Flocko	M. G. J. J. O. O. (Motor number)
	of vehicle) (Type)	(Serial or identification	n number) (Motor number)
(License number)	(State)		(Color of vehicle)
William Fact	Cosider To	( ) was the	
(Ow	ner)	(Addre	ess) (Telephone number)
10- Aug. 75	<u>*</u> :-		a baneal
(Date o	f theft)	(Stolen	at or near [Town or city])
Has black top	MA FORE	bumper	rools in his
Remarks 1006 5	(Special m	arks of identification)	d Truck 5 Loss
	7 11	anna garantii ahaa goog ay	the distribution of the state o
ar101 3400h	estimate de la companya de la la como	ECELL O	Richer
	The second second	(Signat	are of oincer or clerk receiving report)
Date of report 10- Aug	<b>Departm</b>	ent and City There	lando Sherill Do
rantional duestions may	RETAIN THIS CO	this report which may assist y OPY IN YOUR OWN FILES	ou in the recovery of this vehicle.

75-13968-8	MOTOR VEHICLE	RECOVERY NOTICE	
Local Dept. Number		THE COUNTY HOTTOE	
73 Fo.	and lake and	٠.	Do Not Write in This Space
(Year model) (Make	of vehicle) (Type)	Serial or identification numbers	00
6K4618	of vehicle) (Type)	······································	(Motor number)
(License number)	(State) (Year)	Nonco	
18-AUg-75	( zear)	(Name of personal of the Area of the (Place of recovery)	on arrested)
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10-Ady-75	hathron o-	(Place of recovery)	
(Date of theft)	(Place of theft)	step it of	maged
Hold Sor	Thuston Co. She	(Condition of v	ehicle when recovered)
	(Name of company, agency of	or person to whom released	marshal
Date released			
	***************************************	howson	to Short po
		(Department	making recovery)
		OLG (City	***************************************
DETACH AND	MAIL PROMPTLY TO WASHINGT	(Cit	or town)
S. F. No. 4877—OS—4-64.	STATE POINTING OF THE	THE DESCRIPTION OF THE PROPERTY OF THE PROPERT	SHINGTON
	STATE PRINTING PLANT	OLYMPIA. WASHINGTON	
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75 13968-8	MOTOR /EHICLE R	Edore	
Local Dept. Number	- LICOLE R	LECOVERY NOTICE	
73	25.71		
(Year model)	Mickey of	Acres 1	Do Not Write in This Space
AK ULLE (Make of	vehicle) (Type)	- COROCE PS	- Dpace
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10.000	(State) (Year)	(Name of person (Place of recovery)	(Motor number)
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	STATE PRINTING PLANT	OLYMPIA, WASHINGTON	
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VEHICLE IMPOUND SLIP - THURSTON COUNTY SHERIFF

Date 10-14-75	Report No. 75-13768-8
Make Ford Year 7	Model Dicking
Lic. No. 6 4 4668 State Wa.	Motor # Flactories 22 a
Speedometer Reading University Imp	pounding Officer by
	D. L. #
Reg. Owner & Address William F Cosgen	2710 114 W. 5. b. 01
Legal Owner & Address	49
Wrecker Requested by Officer	Time called 0354 Arrived 0500
Reason Impounded Stoken Recor.	Location 7
behind Lathren Rd. Truck	5/00.
Towed in by Tumwakon Towing Dri	ver's name
Other Information kelicle sel ex	- miner may
Condition of vehicle damaged *	p.
Hold Kor TC50 and Fire	Desk Patrol
Released byD	
Realeased to Address	
* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * *
VEHICLE RELEASE	
То	,
This is your authority to release	
Lic. NoTo	
	DON REDMOND, SHERIFF THURSTON COUNTY
TCSO FORM 104	Ву
	Deputy

# Property Record

TIMPLOST TA (A) Do	OZZZZZ	0.75-13968-8
Name of Owner UNKA	rsonal Prop. () Found Prop. (  Voulal Address	) Recov. Prop.
Description of Property	Phone Number y: (Quantity, model, serial numb marks, condition, etc.)	er, identifying
2. CIGARETTE BUTT	Y NAPKIN. 1355 HRS. 1350 HRS.	
Officer recovering	A Squift Date 8/10/75  No scient Date 9 DEC 75	Time <b>SEE ABOVE</b>
		1450
Description	RECEIPT FOR PROPERTY	
Descripti	on of Property to be released	
	on of Property to be released	
	on of Property to be released	
	on of Property to be released	
CIR	on of Property to be released	Date
	on of Property to be released  CUMSTANCES OF RELEASE	Date



L. H. PALMER, MANAGER 241 TACOMA MALL OFFICE BUILDING TACOMA, WASHINGTON 98409 TELEPHONE: (206) 475-7383

Insurance Adjusters September 30, 1975 RANDY SANDVIG, ADJ.-IN-CHARGE 527 EAST FIRST STREET PORT ANGELES, WASHINGTON 98362 TELEPHONE: (206) 457-7110

R. L. SCHROEDER, ADJ.-IN-CHARGE 2604 12TH CT., S.W., P.O. BOX 2511 OLYMPIA, WASHINGTON 98501 TELEPHONE: (206) 943-2381

STAN KLIPPERT, ADJ.-IN-CHARGE 3105 WHEATON WAY BREMERTON, WASHINGTON 98310 TELEPHONE: (206) 377-0191

Thurston County Sheriff Department P. O. Box 1937

Olympia, Washington 98507 Attn: Detective Barcliff

Re: Policy number:

Insured:

Date of loss:

Our file number:

TF002204956

William E. Cosden, Jr.

8-10-75

92-38487-D

Dear Detective Barcliff:

We represent Maryland Casualty Company, P. O. Box 15252, Sacramento, California, concerning a pick-up truck fire that occurred on August 10, 1975.

The company has paid William E. Cosden, Jr., their insured, in full for the loss of his 1973 Ford Pick-up truck, VIN Fl0GR14559800. Please advise Maryland Casualty directly of any information that may surface concerning who may have started the fire.

Thank you for your cooperation.

Very truly yours, CRAWFORD AND COMPANY

Bouglas E. Larson, Adjuster

Olympia, Washington

DEL/rw

## THURSTON COUNTY FIRE DISTRICT #11

### LITTLEROCK FIRE DEPARTMENT

Investigation Report

COSDEN (dba) RESTOVER TRUCK STOP Fire

August 10, 1975

Fire call received at fire control at 3:29 a.m., August 10, 1975, and response was made by units 11-12 of station #1 and unit 11-22 of station #2. Cab of pick-up truck was entirely involved in flame at arrival of units. Fire was brought under control in less than three minutes with use of booster lines from unit 11-12 and was out in a matter of seven minutes. All fire seemed to be confined to cab area, with very minor fire damage in the area of the engine.

Hood and left door were in open condition upon arrival of fire units. Owner, Bill Cosden, claims to have disconnected a horn wire to silence same. Engine area was not tampered with by fire personnel in any way, other than to put retardants on the flame.

The fire scene was located approximately one eighth mile south of the paved area which constitutes the Restover Truck Stop Complex. The truck had been driven to south end of a small man made lake (gravel pit) where, screened from view to the north by a stand of small alder growth, it was burned. This fire originated in the cab of the vehicle, and judging from the condition of seat springs, it would appear that the fire was started on the seat of the vehicle about one third in from the driver's side. More than one set may have been made.

A deputy sheriff was requested at the scene and with that deputy, arrangements were made to have the vehicle impounded, where it could be studied by sheriff's detectives and deputies of the State Fire Marshal's office.

LRFD #75-064 Page Two

It was reported that a number of expensive tools were missing from the vehicle, which had been reported stolen to the sheriff's office some two hours previously to the fire by a Wm. Cosden, Jr. A search of the perimeter of the cleared area was made by myself and Lloyd Scott at 8:00 a.m. of August 10, 1975. The search yielded negative results. Fresh tire tracks of a narrow gauge vehicle were noted at the east edge of the gravel pit, an area not driven over by any vehicle at the time of actual fire. It is theorized by this investigator that if there were any tools taken from pick-up GK 4618, they were transferred to the compact type vehicle prior to fire.

#### Determination

In the opinion of this investigator, the fire in pick-up truck GK 4618 was of an incendiary nature, probably flammable liquid used in and about the cab of said truck. Further, since this fire was located less than one quarter mile south of an incendiary structure fire of approximately a month earlier, with the same ownership and personnel involved, this department deemed it expedient to turn further investigation over to the State Fire Marshal's office. This fire seemed to constitute a continuation from the previous fire, rather than an entirely separate event.

Closest cooperation was received from the Thurston County Sheriff's office and the Washington State Fire Marshal's office in our on scene and preliminary investigation of this fire.

Fire investigation turned over to Deputy State Fire Marshal Lloyd G. Scott at 7:30 a.m. of August 10, 1975.

Ray Jensen Investigative-Photographer THURSTON COUNTY FIRE DISTRICT #13

PHOTOGRAPHIC INDEX

LRFD #75-064

Photo 1,2,3,4 Fr. 4,5,6,14	<ul> <li>Identification photos of Ford pick-up GK 4618.</li> <li>bumper noted in photo #4.</li> </ul>	Badly bent front
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Photo #5, 6 - Left and right sides of burned interior. Photos taken through burned out rear window.

Photo #7,8,9 - Views of interior taken from open left door.

Photos #10, 11 - Burned-out seat of vehicle, photographed from left side. Fr. 10,15

Photo #12- - Front view of engine

Photo #13 - Left side and front of engine.

Photo #14 - Right side and front of engine.

Photo #15 - View of tire track of left rear wheel of vehicle GK 4618

Photo #16 - View of tire track of right rear wheel of vehicle GK 4618

Photo #17 - Only partly successful photo in showing line of paint residue out-Fr. 20 lining cab area of pick-up after its removal

Ray Jensen Photographic-Investigator

#### OFFICE OF

### STATE FIRE MARSHAL

\*\*\*73417592-12 OLYMPIA OFFICE

INFURANCE BUILDING
OLYMPIA, WASHINGTON 96504
753.3605, AREA CODE ROG

## INVESTIGATION REPORT

Title of case WILLIAM CO	SDEN, JR.		File No. SFM	75-264
Date of fire 8/10/75 19	at 3:29 A.M.	Investigated by	L. G. Scott	
Location Vacant Property 1/8	mi. So. of inte	rsection of Inter	etato #E tiz	-
(stre	eet)	(city)	(coun	rop Rd., Olympia ty) THURSTON
Owner William Cosden, Jr.	Occ	upant	•	
2710-114th Way S.W., O	Lympia 943-7	428		The second secon
			F2 (F4) (F1) (F1) (F1) (F1) (F1) (F1) (F1) (F1	
1	Policy No.	Effective Dates	Coverage	Amount
Maryland Casualty	TF002204956	7/6/75-76	50/100 DI 25PD	2000 Med
Previous fire record Olympia re	cords show 4 pri	or fires in which	Cosden's name	Innears
I/ beereble de C		: 		· ·
Recent increases, changes		·		
Agent				
Adjuster Not yet				•
	الله الله الله الله والله والله الله الل		P करने किसे करने क्षेत्रों केन्द्र केन्द्र केन्द्र करने स्थाट क्ष्मा क्षाट क्षाट क्ष्मा करने करने क्षम्	dare that they does need here, does over good darn here man
roperty involved 1973 Ford P.	U. Lic. #WASH GK	4618		
here fire started Passenger	compartment			
robable cause Incendiary	•			
xtent of damage Seats, place	lach was f		*	
xtent of damage Seats, glass, c	dash, roof & Wir	ing were totally	burned. Motor &	balance of
njuries or deaths None		oody al	re probably salv	ageable.
inal disposition of case Still	under investigat	ion		
etails THE VEHICLE		,		
	lt -			, ,
This involved a 1973 Ford	"Kanger" pickup	truck. It was p	ainted a two tor	ie,
red over white color sche	me. Its license	number was Washi	ngton GK 4618	
·		1		

75-264 Page Three

Information given to the fire department indicated that a large value in tools had been stolen from the truck. Due to this, a search was made in an expanding circular perimeter search to ascertain whether they might have been hidden nearby. This produced negative results.

10:00 a.m., 8/10/75, Tumwater Towing was contacted and information was received as to the location of the truck. It had been impounded by the Sheriff's office and was in a lot on the Kirsop Road.

10:17 8/10/75, investigation of the burned truck was started. This showed the cab to be the main area of burn. The truck body, the engine compartment and the tires and under carriage had suffered relatively little damage.

The seat and seat-back were totally destroyed. The roof of the cab showed some warping and all of the glass was gone. Both windows had been in the "up" position and the right door was locked. Burn patterns on the doors were examined and they showed the right door to have been closed and the left door to have been open during the fire.

Tests of the seat area were made with a J & W Combustible Gas Indicator. These tests showed positive readings in the 100 parts per million range. To eliminate chance of error, the pick up probe of the "sniffer" was removed, purged by blowing it out, the filter replaced and the probe replaced on the device. A second reading was then taken which again showed 100 P.P.M. These tests indicate the presence of a flammable liquid. The "sniffer" readings, which were quite low, were still found after the extensive fire and indicate that a fairly substantial amount of liquid had been used to accelerate the fire.

75-264 Page Five

informed him of this. He indicated that his employees on duty at the time would be reprimanded for their failure to tell him of the fire.

Cosden then called his son and got a run down on just what happened. It was not possible to hear both sides of the conversation, so a statement must be taken from William Cosden, Jr.

Cosden, Jr. had reported the truck as being stolen. This report went to the Thurston County Sheriff. According to Cosden, Sr., Cosden, Jr. then went out looking for the truck which he found burning.

A second survey was made of the vehicle in the impound yard with the assistance of Detective Barclift. The Sheriff's report indicated that Cosden, Jr. said he had not left the keys in the truck, that he had one set of keys in his possession and that his wife had the other set. The truck was examined closely to see if any evidence of "hot wiring" could be found. To hot wire a Ford truck of this model it is common to connect a jumper wire from the "battery" terminal of the coil to the "positive" side of the battery. Then to start the engine, it is only necessary to short across the terminals of the solenoid. When the solenoid is activated, the starter turns over, starting the engine. The "hot wire" between the coil and the battery, by-passes the ignition switch and allows power from the battery to feed the ignition system completely independent of the keyed switch. To shut off the engine, it is then necessary to disconnect this "hot wire."

The coil on this truck was located between the banks of cylinders near the front of the engine adjacent to the distributor. There are three terminals on the end

of the cylinder shaped coil. The "high tension" terminal leads from the coil to the center of the distributor, the "distributor" terminal leads to the base of the distributor, while the "battery" terminal leads eventually to the battery through the switching circuit. Connections to the "battery" and "distributor" terminals were by plastic covered wire ends. Essentially, this completely covered the coil terminals unless the wires were removed. These were found to be in place and intact. This meant that if the truck were indeed moved by "hot" wiring it in the aforesaid manner, that the truck had been shut off by removing the wire and then the original wires were returned to their location on the coil. It hardly seems likely that anyone would do this.

Another method to by-pass the ignition switch, is to connect two terminals on the back of the ignition switch. The remains of the switch were examined in this regard with negative results. This method is quite difficult due to the confined space and the problem of correctly identifying the proper terminals. Many of the truck's accessory feed wires, such as the heater and radio, are usually connected to the switch to prevent their being accidentally left on. No evidence could be found that the switch itself had been tampered with, although the fire damage made this assessment unusually difficult.

Further follow-up investigation is indicated and the case will be held open until this can be accomplished.

LLOYD G. SCOTT Supervisor of Fire Investigation

LGS:1rj 8/20/75

Cosden (DBA) Restoner Truck Stop

SUBJECT: Lathrop Rd. + I-5, Thurston Co., WA, DATE: 8/10/15

TECHNICAL DATA: Li R. F. D. #75-064 G.R. Jensen, Invest. - Photog.

