

**HIGHWAY FACTORS GROUP
ATTACHMENT #1**

**EXCERPTS FROM THE SOUTHERN
REGIONAL POLICE DEPARTMENT'S
TRAFFIC ACCIDENT REPORT**

(42 Pages)





COMMONWEALTH OF PENNSYLVANIA
POLICE ACCIDENT REPORT

20030426 m8455

(XX) REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

POLICE INFORMATION				ACCIDENT LOCATION			
1. INCIDENT NUMBER 030924		2. AGENCY NAME Southern Regional Police Department		20. COUNTY York		CODE 66	
3. STATION/ PRECINCT		4. PATROL ZONE 04		21. MUNICIPALITY Glen Rock Borough		CODE 410	
5. INVESTIGATOR Darryl Smuck II		BADGE NUMBER 4216		PRINCIPAL ROADWAY INFORMATION			
6. APPROVED BY Christopher L. Geary		BADGE NUMBER 4241		22. ROUTE NO. OR STREET NAME Church Street (SR 3008)		23. SPEED LIMIT 25	
7. INVESTIGATION DATE 04/11/2003		8. ARRIVAL TIME 1544		24. TYPE HIGHWAY 0		25. ACCESS CONTROL 1	
ACCIDENT INFORMATION				INTERSECTING ROAD:			
9. ACCIDENT DATE 04/11/2003		10. DAY OF WEEK Friday		26. ROUTE NO. OR STREET NAME		27. SPEED LIMIT	
11. TIME OF DAY 1536		12. NUMBER OF UNITS 05		28. TYPE HIGHWAY		29. ACCESS CONTROL	
13. # KILLED 02		14. # INJURED 009		IF NOT AT INTERSECTION:			
15. PRIV. PROP. ACCIDENT Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		16. DID VEHICLE HAVE TO BE REMOVED FROM THE SCENE? UNIT 1 Y <input checked="" type="checkbox"/> N <input type="checkbox"/> UNIT 2 Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		30. CROSS STREET OR SEGMENT MARKER Main Street (SR 216 / 616)		31. DIRECTION FROM SITE N S E W	
17. VEHICLE DAMAGE 0-NONE UNIT 1 2		18. HAZARDOUS MATERIALS Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		32. DISTANCE FROM SITE 70 FT. MI.		33. DISTANCE WAS MEASURED <input checked="" type="checkbox"/> ESTIMATED <input type="checkbox"/>	
19. PENNDOT PROPERTY Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		34. CONSTRUCTION ZONE 0		35. TRAFFIC CONTROL DEVICE 3		36. PRINCIPAL INTERSECTING 0	
UNIT # 1				UNIT # 2			
36. LEGALLY Y N PARKED? <input type="checkbox"/> <input type="checkbox"/>		37. REG. PLATE YFT5292		38. STATE PA		39. PA TITLE OR OUT-OF-STATE VIN 55	
40. OWNER Todd F. Sachs		41. OWNER		42. CITY, STATE & ZIP CODE New Freedom, PA 17349		43. YEAR 1995	
44. MAKE Ford		45. MODEL (NOT BODY TYPE) F-800		46. INS. Y <input checked="" type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>		47. BODY TYPE 70	
48. SPECIAL USAGE 0		49. VEHICLE OWNERSHIP 10		50. INITIAL IMPACT POINT 12		51. VEHICLE STATUS 0	
52. TRAVEL SPEED 99		53. DRIVER PRESENCE 1		54. DRIVER CONDITION 1		55. DRIVER	
56. DRIVER NUMBER		57. STATE MD		58. DRIVER NAME Jaysen Nathaniel Newton		59. DRIVER ADDRESS	
60. CITY, STATE & ZIP CODE White Hall MD 21161		61. SEX M		62. DATE OF BIRTH		63. PHONE	
64. COMM. VEH. Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		65. DRIVER CLASS C		66. CARRIER Blossom Valley Farms, Inc		67. CARRIER ADDRESS 12506 Susquehanna Trail South	
68. CITY, STATE & ZIP CODE New Freedom, PA 17349		69. JSDOT # 796871		70. ICC #		71. PUC #	
72. VEH. CONFIG. 2		73. CARGO BODY TYPE 5		74. GVWR 26000		75. NO. OF AXLES 2	
76. HAZARDOUS MATERIALS 00		77. RELEASE OF HAZ MAT Y <input type="checkbox"/> N <input checked="" type="checkbox"/> UNK <input type="checkbox"/>		78. VEH. CONFIG.		79. CARGO BODY TYPE	
80. HAZARDOUS MATERIALS		81. RELEASE OF HAZ MAT Y <input type="checkbox"/> N <input checked="" type="checkbox"/> UNK <input type="checkbox"/>		82. VEH. CONFIG.		83. CARGO BODY TYPE	

Dispatched: 1536 Arrived: 1544 Available: 2230

PAGE: 1

(2)

CENTER FOR HIGHWAY SAFETY



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POLICE ACCIDENT REPORT

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POLICE INFORMATION				ACCIDENT LOCATION			
1. ACCIDENT NUMBER 030924		2. AGENCY NAME Southern Regional Police Department		20. COUNTY York CODE 66		21. MUNICIPALITY Glen Rock Borough CODE 410	
3. STATION/ PRECINCT		4. PATROL ZONE 04		PRINCIPAL ROADWAY INFORMATION			
5. INVESTIGATOR Darryl Smuck II		BADGE NUMBER 4216		22. ROUTE NO. OR STREET NAME Church Street (SR 3008)		23. SPEED LIMIT 25	
6. APPROVED BY CHRISTOPHER L. GEARY		BADGE NUMBER 4241		24. TYPE HIGHWAY 0		25. ACCESS CONTROL 1	
7. INVESTIGATION DATE 04/11/2003		8. ARRIVAL TIME 1544		INTERSECTING ROAD:			
ACCIDENT INFORMATION				26. ROUTE NO. OR STREET NAME			
9. ACCIDENT DATE 04/11/2003		10. DAY OF WEEK Friday		27. SPEED LIMIT		28. TYPE HIGHWAY	
11. TIME OF DAY 1536		12. NUMBER OF UNITS 05		29. ACCESS CONTROL			
13. # KILLED 02		14. # INJURED 009		IF NOT AT INTERSECTION:			
15. PRIV. PROP. ACCIDENT Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		16. DID VEHICLE HAVE TO BE REMOVED FROM THE SCENE? UNIT 3 Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		30. CROSS STREET OR SEGMENT MARKER Main Street (SR 216 / 616)		31. DIRECTION FROM SITE N S E (W)	
17. VEHICLE DAMAGE 0-NONE UNIT 3 3		18. HAZARDOUS MATERIALS Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		32. DISTANCE FROM SITE FT. MI.		33. DISTANCE WAS MEASURED <input type="checkbox"/> ESTIMATED <input type="checkbox"/>	
19. PENNDOT PROPERTY Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		20. VEHICLE DAMAGE 1-LIGHT UNIT 4 2		34. CONSTRUCTION ZONE 0		35. TRAFFIC CONTROL DEVICE PRINCIPAL 3 INTERSECTING 0	
UNIT # 3				UNIT # 4			
36. LEGALLY Y N PARKED? <input type="checkbox"/> <input type="checkbox"/>		37. REG. PLATE ERM3005		36. LEGALLY Y N PARKED? <input type="checkbox"/> <input type="checkbox"/>		37. REG. PLATE ERT3425	
38. STATE PA		39. PA TITLE OR OUT-OF-STATE VIN 39 [REDACTED]		38. STATE PA		39. PA TITLE OR OUT-OF-STATE VIN 5320 [REDACTED] FL	
OWNER Michelle Renee Moser				40. OWNER Tamira L. & William Fletcher			
41. OWNER ADDRESS [REDACTED]		42. CITY, STATE & ZIP CODE Glen Rock, PA 17327		41. OWNER ADDRESS [REDACTED]		42. CITY, STATE & ZIP CODE Glen Rock, PA 17327	
43. YEAR 1987		44. MAKE Chevrolet		43. YEAR 1996		44. MAKE Mazda	
45. MODEL (NOT BODY TYPE) Nova		46. INS. Y <input checked="" type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>		45. MODEL (NOT BODY TYPE) Protege		46. INS. Y <input checked="" type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>	
47. BODY TYPE 02		48. SPECIAL USAGE 0		47. BODY TYPE 04		48. SPECIAL USAGE 0	
49. VEHICLE OWNERSHIP 1		50. INITIAL IMPACT POINT 06		49. VEHICLE OWNERSHIP 1		50. INITIAL IMPACT POINT 06	
51. VEHICLE STATUS 0		52. TRAVEL SPEED 00		51. VEHICLE STATUS 0		52. TRAVEL SPEED 00	
53. VEHICLE GRADIENT 3		54. DRIVER PRESENCE 1		53. VEHICLE GRADIENT 3		54. DRIVER PRESENCE 1	
55. DRIVER CONDITION 9		56. DRIVER NUMBER [REDACTED]		55. DRIVER CONDITION 1		56. DRIVER NUMBER [REDACTED]	
57. STATE PA		58. DRIVER NAME Michelle Renee Moser		57. STATE Pa		58. DRIVER NAME William B. Fletcher II	
59. DRIVER ADDRESS [REDACTED]		60. CITY, STATE & ZIP CODE Glen Rock, PA 17327		59. DRIVER ADDRESS [REDACTED]		60. CITY, STATE & ZIP CODE Glen Rock, PA 17327	
61. SEX F		62. DATE OF BIRTH [REDACTED]		61. SEX M		62. DATE OF BIRTH [REDACTED]	
63. PHONE [REDACTED]		64. COMM. VEH. Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		63. PHONE [REDACTED]		64. COMM. VEH. Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	
65. DRIVER CLASS C		66. CARRIER		65. DRIVER CLASS C		66. CARRIER	
67. CARRIER ADDRESS		68. CARRIER ADDRESS		67. CARRIER ADDRESS		68. CARRIER ADDRESS	
69. CITY, STATE & ZIP CODE		70. USDOT #		69. CITY, STATE & ZIP CODE		70. USDOT #	
ICC #		PUC #		ICC #		PUC #	
71. VEH. CONFIG.		72. CARGO BODY TYPE		71. VEH. CONFIG.		72. CARGO BODY TYPE	
73. GVWR		74. RELEASE OF HAZ MAT Y <input type="checkbox"/> N <input checked="" type="checkbox"/> UNK <input type="checkbox"/>		73. GVWR		74. RELEASE OF HAZ MAT Y <input type="checkbox"/> N <input checked="" type="checkbox"/> UNK <input type="checkbox"/>	
75. NO. OF AXLES		76. HAZARDOUS MATERIALS		75. NO. OF AXLES		76. HAZARDOUS MATERIALS	



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PENNDOT USE ONLY

POLICE INFORMATION

ACCIDENT NUMBER 030924
AGENCY Southern Regional Police Department
LOCATION/DISTRICT 4. PATROL ZONE 04
INVESTIGATOR Darryl Smuck II
PROVED BY CHRISTOPHER L. GEARY
INVESTIGATION DATE 04/11/2003
8. ARRIVAL TIME 1544

ACCIDENT INFORMATION

ACCIDENT DATE 04/11/2003
TIME OF DAY 1536
10. DAY OF WEEK Friday
12. NUMBER OF UNITS 05
14. # INJURED 009
15. PRIV. PROP. ACCIDENT Y ☐ N ☒
17. VEHICLE DAMAGE
0-NONE UNIT 5 2
1-LIGHT
2-MODERATE
3-SEVERE UNIT 6
19. PENNDOT PROPERTY Y ☒ N ☐
21. HAZARDOUS MATERIALS Y ☐ N ☒

UNIT # 5

22. LEGALLY Y N
PARKED? ☐ ☐
37. REG. PLATE ERC6220
38. STATE PA
39. PA TITLE OR OUT-OF-STATE VIN 50648 TA
40. OWNER Audra Bevier Taylor
41. OWNER ADDRESS
42. CITY, STATE & ZIPCODE Glen Rock, PA 17327
43. YEAR 1997
44. MAKE Pontiac
45. MODEL - (NOT BODY TYPE) Grand Prix
46. INS. Y ☒ N ☐ UNK ☐
47. BODY TYPE 04
48. SPECIAL USAGE 0
49. VEHICLE OWNERSHIP 1
50. INITIAL IMPACT POINT 06
51. VEHICLE STATUS 0
52. TRAVEL SPEED 00
53. VEHICLE GRADIENT 3
54. DRIVER PRESENCE 1
55. DRIVER CONDITION 1
56. DRIVER NUMBER
57. STATE Pa

58. DRIVER NAME Audra Bevier Taylor
59. DRIVER ADDRESS
60. CITY, STATE & ZIPCODE Glen Rock, PA 17327
61. SEX F
62. DATE OF BIRTH
63. PHONE
64. COMM. VEH. Y ☐ N ☒
65. DRIVER CLASS C
66. CARRIER
67. CARRIER ADDRESS
68. CITY, STATE & ZIPCODE
69. CITY, STATE & ZIPCODE
70. USDOT #
71. ICC #
72. PUC #
73. CARGO BODY TYPE
74. GVWR
75. NO. OF AXLES
76. HAZARDOUS MATERIALS
77. RELEASE OF HAZ MAT Y ☐ N ☒ UNK ☐

ACCIDENT LOCATION

20. COUNTY York
21. MUNICIPALITY Glen Rock Borough
22. ROUTE NO. OR STREET NAME Church Street (SR 3008)
23. SPEED LIMIT 25
24. TYPE HIGHWAY 0
25. ACCESS CONTROL 1

PRINCIPAL ROADWAY INFORMATION

INTERSECTING ROAD:

26. ROUTE NO. OR STREET NAME
27. SPEED LIMIT
28. TYPE HIGHWAY
29. ACCESS CONTROL

IF NOT AT INTERSECTION:

30. CROSS STREET OR SEGMENT MARKER Main Street (SR 216 / 616)
31. DIRECTION FROM SITE N S E W
32. DISTANCE FROM SITE FT. MI.
33. DISTANCE WAS MEASURED ☐ ESTIMATED ☐
34. CONSTRUCTION ZONE 0
35. TRAFFIC CONTROL DEVICE PRINCIPAL 3 INTERSECTING 0

UNIT # 6

36. LEGALLY Y N
PARKED? ☐ ☐
37. REG. PLATE
38. STATE
39. PA TITLE OR OUT-OF-STATE VIN
40. OWNER
41. OWNER ADDRESS
42. CITY, STATE & ZIPCODE
43. YEAR
44. MAKE
45. MODEL - (NOT BODY TYPE)
46. INS. Y ☐ N ☐ UNK ☐
47. BODY TYPE
48. SPECIAL USAGE
49. VEHICLE OWNERSHIP
50. INITIAL IMPACT POINT
51. VEHICLE STATUS
52. TRAVEL SPEED
53. VEHICLE GRADIENT
54. DRIVER PRESENCE
55. DRIVER CONDITION
56. DRIVER NUMBER
57. STATE

58. DRIVER NAME Sarah D. Wantz
59. DRIVER ADDRESS
60. CITY, STATE & ZIPCODE Glen Rock, PA 17327
61. SEX F
62. DATE OF BIRTH
63. PHONE
64. COMM. VEH. Y ☐ N ☐
65. DRIVER CLASS
66. CARRIER
67. CARRIER ADDRESS
68. CITY, STATE & ZIPCODE
69. CITY, STATE & ZIPCODE
70. USDOT #
71. ICC #
72. PUC #
73. CARGO BODY TYPE
74. GVWR
75. NO. OF AXLES
76. HAZARDOUS MATERIALS
77. RELEASE OF HAZ MAT Y ☐ N ☐ UNK ☐



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3. STATION/ PRECINCT		4. PATROL ZONE 04		PRINCIPAL ROADWAY INFORMATION			
5. INVESTIGATOR Darryl Smuck II		BADGE NUMBER 4216		22. ROUTE NO. OR STREET NAME Church Street (SR 3008)		23. SPEED LIMIT 25	
6. APPROVED BY CHRISTOPHER L. GEARY		BADGE NUMBER 4241		24. TYPE HIGHWAY 0		25. ACCESS CONTROL 1	
7. INVESTIGATION DATE 04/11/2003		8. ARRIVAL TIME 1544		INTERSECTING ROAD:			
ACCIDENT INFORMATION				26. ROUTE NO. OR STREET NAME			
9. ACCIDENT DATE 04/11/2003		10. DAY OF WEEK Friday		27. SPEED LIMIT		28. TYPE HIGHWAY	
11. TIME OF DAY 1536		12. NUMBER OF UNITS 05		IF NOT AT INTERSECTION:			
13. # KILLED 02		14. # INJURED 009		15. PRIV. PROP. ACCIDENT Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		30. CROSS STREET OR SEGMENT MARKER Main Street (SR 216 / 616)	
16. DID VEHICLE HAVE TO BE REMOVED FROM THE SCENE? UNIT 7 <input type="checkbox"/> UNIT 8 <input type="checkbox"/>		17. VEHICLE DAMAGE 0-NONE UNIT 7 <input type="checkbox"/> 1-LIGHT UNIT 8 <input type="checkbox"/> 2-MODERATE 3-SEVERE UNIT 8 <input type="checkbox"/>		31. DIRECTION FROM SITE N S E W <input checked="" type="radio"/>		32. DISTANCE FROM SITE FT. MI.	
18. HAZARDOUS MATERIALS Y <input type="checkbox"/> N <input checked="" type="checkbox"/>		19. PENNDOT PROPERTY Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		33. DISTANCE WAS MEASURED <input type="checkbox"/> ESTIMATED <input type="checkbox"/>		34. CONSTRUCTION ZONE 0	
UNIT # 7				UNIT # 8			
36. LEGALLY Y N PARKED? <input type="checkbox"/> <input type="checkbox"/>		37. REG. PLATE		38. STATE		39. PA TITLE OR OUT-OF-STATE VIN	
41. OWNER ADDRESS		42. CITY, STATE & ZIPCODE		43. YEAR		44. MAKE	
45. MODEL - (NOT BODY TYPE)		46. INS. Y <input type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>		47. BODY TYPE		48. SPECIAL USAGE	
49. VEHICLE OWNERSHIP		50. INITIAL IMPACT POINT		51. VEHICLE STATUS		52. TRAVEL SPEED	
53. VEHICLE GRADIENT		54. DRIVER PRESENCE		55. DRIVER CONDITION		56. DRIVER NUMBER Pedestrian	
57. DRIVER NAME Kyle S. Wantz		58. DRIVER ADDRESS		59. CITY, STATE & ZIPCODE Glen Rock, PA 17327		60. SEX M	
61. DATE OF BIRTH		62. PHONE		63. COMM. VEH. Y <input type="checkbox"/> N <input type="checkbox"/> CLASS		64. DRIVER CLASS	
65. CARRIER		66. CARRIER ADDRESS		67. CITY, STATE & ZIPCODE		68. USDOT #	
69. ICC #		70. PUC #		71. VEH. CONFIG.		72. CARGO BODY TYPE	
73. NO. OF AXLES		74. HAZARDOUS MATERIALS		75. RELEASE OF HAZ MAT Y <input type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>		76. VEH. CONFIG.	
77. CARGO BODY TYPE		78. HAZARDOUS MATERIALS		79. RELEASE OF HAZ MAT Y <input type="checkbox"/> N <input type="checkbox"/> UNK <input type="checkbox"/>		80. VEH. CONFIG.	

78. RESPONDING EMS AGENCY						Glen Rock Amb, New Freedom Amb						INCIDENT #: 030924												
79. MEDICAL FACILITY						York Hospital, York, PA						ACCIDENT DATE: 04/11/2003												
80. PEOPLE INFORMATION																								
A	B	C	D	E	F	G	NAME						ADDRESS						H	I	J	K	L	M
01	1	M	21	3	2	0	Jaysen Nathaniel Newton, [REDACTED], White Ha						4	9	6	B	0	1						
2	1	F	41	3	1	1	Karen Majka, [REDACTED], Glen Rock, PA 17327						3	9	3	B	6	1						
03	1	F	33	3	1	0	Michelle Renee Moser, [REDACTED], Glen Rock, Pa						1	97	2	C	6	0						
03	3	F	11	3	2	0	Amber McCardle, [REDACTED], Glen Rock, PA 17327						1	97	7	C	6	0						
04	1	M	45	3	2	1	William B. Fletcher II, [REDACTED], Glen Rock						3	9	7	B	0	1						
81. ILLUMINATION						2						82. WEATHER						1						
83. ROAD SURFACE						2																		
84. PENNSYLVANIA SCHOOL DISTRICT (IF APPLICABLE)																								
85. DESCRIPTION OF DAMAGED PROPERTY Damaged rail to parking lot																								
OWNER Community Banks																								
ADDRESS 57 Main St. Glen Rock, PA 17327 PHONE 717-235-1200																								
86. DIAGRAM																								
87. NARRATIVE - IDENTIFY PRECIPITATING EVENTS, CAUSATION FACTORS, SEQUENCES OF EVENTS, WITNESS STATEMENTS, AND PROVIDE ADDITIONAL DETAILS, LIKE INSURANCE INFORMATION AND LOCATION OF TOWED VEHICLES, IF KNOWN.																								

TOWING:

Gordon's Body Shop towed all (5) vehicles involved and all vehicles were towed to the Shrewsbury Branch of Gordon's Body Shop. Unit # 1 was secured inside the garage and later secured inside the secured fence area. Unit #'s 2, 3, 4, and 5 were secured inside the secured fence area.

INVESTIGATION:

This was an accident involving five vehicles on Church St (SR 3008) just East of Main St (SR 216 / 616) in Glen Rock Borough. Unit # 5 was stopped at the stop sign on Church St facing Main St. in the Westbound lane. Unit # 4 was stopped in the Westbound lane behind unit # 5, unit # 3 was stopped in the Westbound land behind Unit # 4, and unit # 2 was stopped in the Westbound lane behind unit # 3. Unit # 1 was travelling West on Church St. and travelling a downhill grade. Unit # 1 struck unit # 2 approximately 70 feet East of Main St. causing unit # 2 to rotate clockwise. After impact, unit # 2 went up onto the

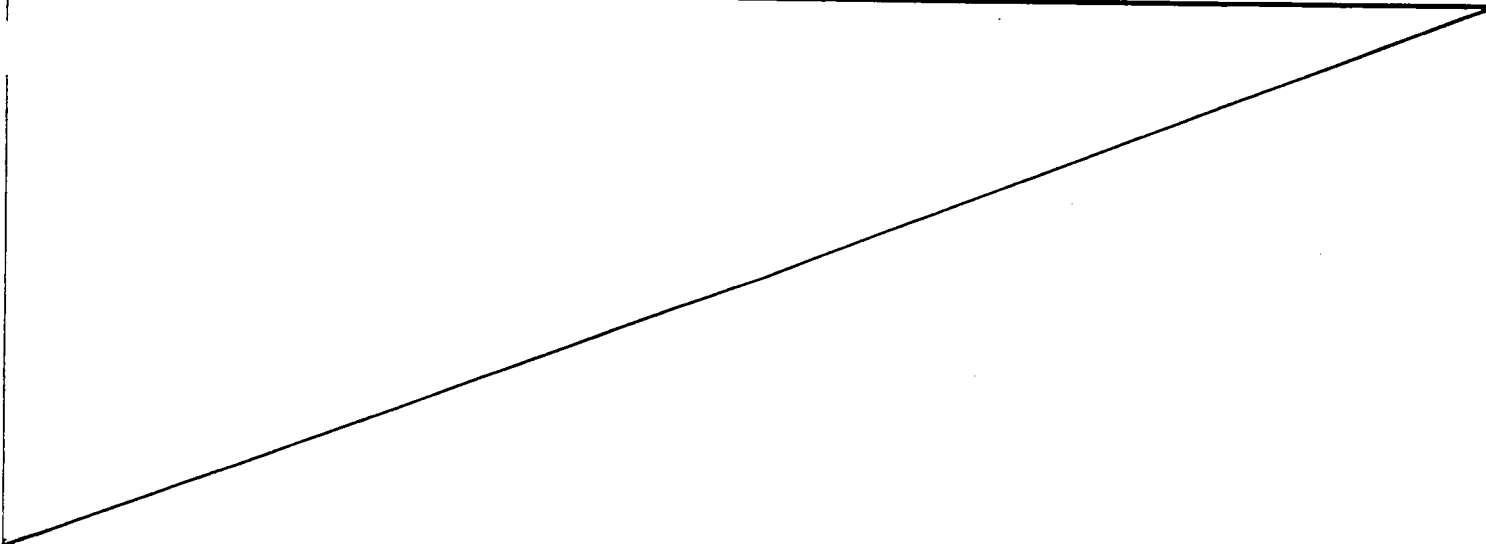
---continued on page 8---

INSURANCE INFORMATION		COMPANY				INSURANCE INFORMATION		COMPANY											
UNIT 1		Selective Way Insurance Company				UNIT 2		Allstate Insurance Company											
POLICY NO		[REDACTED]				POLICY NO		[REDACTED]											
88. WITNESSES		NAME				ADDRESS				PHONE									
		see narrative																	
		NAME				ADDRESS				PHONE									
89. VIOLATIONS INDICATED						90. SECTION NUMBERS (ONLY IF CHARGED)						TC		NYC					
UNIT 1						see supplemental													
UNIT 2																			
91. PROBABLE USE		92. TYPE TEST		93. RESULTS		91. PROBABLE USE		92. TYPE TEST		93. RESULTS		94. INVESTIGATION COMPLETE?							
UNIT 1		2		3		0. %		UNIT 2		0		0		0. %		<input checked="" type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK			
														YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>					

78. RESPONDING EMS AGENCY <u>Seven Valleys and Jacobus Amb</u>										INCL NT #: <u>030924</u>										
79. MEDICAL FACILITY <u>York Hospital, York, PA</u>										ACCIDENT DATE: <u>04/11/2003</u>										
80. PEOPLE INFORMATION																				
A	B	C	D	E	F	G	NAME				ADDRESS				H	I	J	K	L	M
05	1	F	34	3	2	2	Audra B. Taylor, [REDACTED],				Glen Rock, PA 17327				4	9	3	B	0	0
05	3	F	09	3	2	2	Alesha R. Thompson, [REDACTED],				Glen Rock, PA 17327				4	9	3	B	0	0
05	6	F	13	3	1	0	Ashley N. Thompson, [REDACTED],				Glen Rock, PA 17327				4	9	3	B	0	0
06	7	F	07	0	0	0	Sarah D. Wantz, [REDACTED],				Glen Rock, PA				2	9	8	B	0	1
07	7	M	08	0	0	0	Kyle S. Wantz, [REDACTED],				Glen Rock, PA				4	5	1	B	0	1
81. ILLUMINATION <input type="checkbox"/>										82. WEATHER <input type="checkbox"/>										
83. ROAD SURFACE <input type="checkbox"/>										86. DIAGRAM										
84. PENNSYLVANIA SCHOOL DISTRICT (IF APPLICABLE)																				
85. DESCRIPTION OF DAMAGED PROPERTY Stop Sign																				
OWNER PA Dept. of Transportation																				
ADDRESS 1920 Susquehanna Trail N. York, PA																				
PHONE 717-848-6230										87. NARRATIVE-IDENTIFY PRECIPITATING EVENTS, CAUSATION FACTORS, SEQUENCES OF EVENTS, WITNESS STATEMENTS, AND PROVIDE ADDITIONAL DETAILS, LIKE INSURANCE INFORMATION AND LOCATION OF TOWED VEHICLES, IF KNOWN.										

INSURANCE INFORMATION				COMPANY <u>Geico</u>				INSURANCE INFORMATION				COMPANY <u>Allstate</u>									
UNIT 3				POLICY NO <u>[REDACTED]</u>				UNIT 4				POLICY NO <u>[REDACTED]</u>									
88. WITNESSES		NAME <u>list attached</u>						ADDRESS						PHONE							
		NAME						ADDRESS						PHONE							
89. VIOLATIONS INDICATED								90. SECTION NUMBERS (ONLY IF CHARGED)								TC NYC					
UNIT 3																<input type="checkbox"/> <input type="checkbox"/>					
UNIT 4																<input type="checkbox"/> <input type="checkbox"/>					
91. PROBABLE USE		92. TYPE TEST		93. RESULTS		91. PROBABLE USE		92. TYPE TEST		93. RESULTS		94. INVESTIGATION COMPLETE?									
UNIT 3		0		1		0.00%		<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK		UNIT 4		0		0		0. %		<input checked="" type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	

78. RESPONDING EMS AGENCY						INCII T #: 030924														
79. MEDICAL FACILITY York Hospital, York, PA						ACCIDENT DATE: 04/11/2003														
80. PEOPLE INFORMATION																				
A	B	C	D	E	F	G	NAME				ADDRESS				H	I	J	K	L	M
08	7	M	09	0	0	0	Dustin White, [REDACTED],				Glen Rock, PA				2	3	6	C	0	1
81. ILLUMINATION <input type="checkbox"/>							82. WEATHER <input type="checkbox"/>							86. DIAGRAM		o				
83. ROAD SURFACE <input type="checkbox"/>																				
84. PENNSYLVANIA SCHOOL DISTRICT (IF APPLICABLE)																				
85. DESCRIPTION OF DAMAGED PROPERTY Railroad Crossing sign																				
OWNER York County Parks																				
ADDRESS 400 Mundis Race Rd.																				
York, PA																				
PHONE 717-840-7440																				
87. NARRATIVE-IDENTIFY PRECIPITATING EVENTS, CAUSATION FACTORS, SEQUENCES OF EVENTS, WITNESS STATEMENTS, AND PROVIDE ADDITIONAL DETAILS, LIKE INSURANCE INFORMATION AND LOCATION OF TOWED VEHICLES, IF KNOWN.																				



INSURANCE INFORMATION				COMPANY Allstate				INSURANCE INFORMATION				COMPANY					
UNIT 5				POLICY NO [REDACTED]				UNIT 6				POLICY NO					
88. WITNESSES		NAME list attached						ADDRESS						PHONE			
		NAME						ADDRESS						PHONE			
89. VIOLATIONS INDICATED								90. SECTION NUMBERS (ONLY IF CHARGED)								YC NYC	
UNIT 5																<input type="checkbox"/> <input type="checkbox"/>	
UNIT 6																<input type="checkbox"/> <input type="checkbox"/>	
91. PROBABLE USE		92. TYPE TEST		93. RESULTS		<input checked="" type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK		91. PROBABLE USE		92. TYPE TEST		93. RESULTS		<input checked="" type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK		94. INVESTIGATION COMPLETE?	
UNIT 5 0		0		0. %				UNIT 6 0		0		0. %				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

(XX) REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

INCIDENT NUMBER 030924 (A)	ACCIDENT DATE 04/11/2003	COUNTY CODE 66	MUNICIPAL CODE 410
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PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE

sidewalk and struck three pedestrians (unit #'s 6, 7, and 8) and a black guide rail belonging to Community Banks. After impact from unit # 2, pedestrians 6, 7, 8 fell to the sidewalk approximately forty feet East of the intersection with Main St. After impact, unit # 2 also struck the right rear of unit # 3 causing unit # 3 to rotate in a counter-clockwise rotation. Unit # 1 then struck the driver's side of unit # 3 pushing unit # 3 into the rear of unit # 4 impacting both sides of unit # 3. After the impact, Unit # 4 struck the rear of unit #5 with its front end. All vehicles continued travel in a Westward direction into the intersection with Main St. Unit # 2 then struck the stop sign at the intersection with Main St. and came to rest in the Northbound lane of Main St. facing in a Easterly direction. After impact, unit # 3 came to rest in the Southbound Lane of Main St. facing in a Easterly direction. After impact, unit # 4 came to rest in the parking lot of the Getty Mart Gas Station facing in a Southwesterly direction. After impact, unit # 5 came to rest in the parking lot of the Getty Mart Gas Station facing a Southwesterly direction in front of unit # 4. After impact, unit # 1 travelled across the intersection and through the parking lot of the Getty Mart Gas Station between the gas pumps and the island separating Main St. and Water St. Unit # 1 then exited the Getty Mart Gas Station parking lot through the Water St. entrance/exit and turned left onto Water St. Unit # 1 then traveled right striking a railroad sign, travelled over the railroad tracks, and then travelled the lane on the West side of the railroad tracks between the Enterprise Center Building and the Glen Rock Mill Inn. Unit # 1 came to rest on the lane near the West end of the Enterprise Center building facing in a Northwesterly direction.

A MCSAP inspection was completed on-scene by the Pennsylvania State Police.
An accident reconstruction team and York County Forensic Unit assisted at the scene.

The NTSB and US DOT provided informational support

STATEMENTS:

The operator of unit # 1 reported that he was making a delivery of seven scoops of "unsifted" top soil to the John Protopapas residence in Shrewsbury Twp. Newton reported that he left Blossom Valley Farms and travelled North on the Susquehanna Trail S. Newton stated that he turned left onto Church St. and saw the 3/4 ton weight limit sign. He continued because he "thought he was making a local delivery." Newton stated that he drove 35-45 MPH on Church St and car(s) behind him were blowing their horn(s). Newton

89. VIOLATIONS INDICATED				90. SECTION NUMBERS (ONLY IF CHARGED)				TC	NYC
UNIT 1								<input type="checkbox"/>	<input type="checkbox"/>
UNIT 2								<input type="checkbox"/>	<input type="checkbox"/>
UNIT 1	91. PROBABLE USE	92. TYPE TEST	93. RESULTS <input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	UNIT 2	91. PROBABLE USE	92. TYPE TEST	93. RESULTS <input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	94. INVESTIGATION COMPLETE? YES <input type="checkbox"/> NO <input type="checkbox"/>	



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

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PENNDOT USE ONLY

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PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE

reports that he slowed down near the top of Church St. to one MPH and then came to a complete stop near the water tower and electrical sub-station. He stated that he began to pump his brakes and the dump truck began to gain speed. Newton stated that he lost his brakes approximately 1/4 way down the hill and the brake light began to flash. Newton denied wearing a seatbelt and stated that he was hanging out the window yelling "no brakes, get out of the way" around Center St. He stated that he was unable to stop the dump truck and saw pedestrians and cars at the bottom of the hill. Newton stated that he believes that he went airborne when he struck the black car (unit # 2) and he eventually remembers coming to a complete stop. He reports that the red brake light was flashing when the truck stopped. I asked Newton about drug usage and he stated, "I want to be totally honest." Newton admitted that he has a history of drug usage since 10/08/2002, consisting of Cocaine, Marijuana, Heroin, rock Cocaine, and Hydrocodone. Newton stated, "I am sure you will find Cocaine in my blood." He admitted to smoking marijuana two weeks ago and using Cocaine three weeks ago. He also admitted to taking Hydrocodone from his grandmother, but not recently. However he stated, "I am sure you will find Hydrocodone in my system." When asked again about the time frames, Newton admitted to smoking Marijuana two days ago on 4/9/2003 at 2030 hours and using Cocaine two weeks ago. Newton denied using any controlled substances or alcohol on 4/11/2003.

The operator of unit # 2 reported on 4/14/2003 that she turned out of the Glen Rock Post Office and travelled down Church St. She reports that she stopped near the stop sign and there were 3-4 cars already stopped at the stop sign in front of her vehicle. She observed a young girl get into the car immediately in front of her (unit # 3) while it was stopped in the lane of travel. Majka reports seeing children walking across Church St at Main St. towards the bank parking lot. Majka stated, "the next thing I knew, I woke up and a lady asked me if I was ok." (written statement supplied)

No statements from driver or occupant of unit # 3 (both DOA).

The operator of unit # 4 reported that he was stopped at the stop sign on Church St. facing Main St., and there were 1-2 others cars in front of him. He reports that a school bus was unloading students and they were crossing Church St. from the bank to the parking lot. Fletcher reports that the school bus began to leave and students began to walk up the sidewalk along Church St. He reports that he was then hit from the rear and pushed into the car in front of him. Fletcher reports that his car and the car in front of him were pushed through the intersection and they came to rest in the Glen Rock Getty Mart parking lot. Fletcher then exited the vehicle without assistance. (written statement

89. VIOLATIONS INDICATED				90. SECTION NUMBERS (ONLY IF CHARGED)				TC	NYC
UNIT 1								<input type="checkbox"/>	<input type="checkbox"/>
UNIT 2								<input type="checkbox"/>	<input type="checkbox"/>
UNIT 1	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	UNIT 2	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	94. INVESTIGATION COMPLETE?	
			<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK				<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	YES <input type="checkbox"/> NO <input type="checkbox"/>	



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

☒ REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

INCIDENT NUMBER 030924 (A)	ACCIDENT DATE 04/11/2003	COUNTY CODE 66	MUNICIPAL CODE 410
-------------------------------	-----------------------------	-------------------	-----------------------

PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE
supplied)

The operator of unit # 5 reported that she was stopped at the stop sign at Church St and Main St. She stated that children were walking across Church St. at Main St. and she was suddenly hit from behind and pushed through the intersection. Taylor reported that her car "jumped" the curb at the Glen Rock Getty Mart and came to rest in the parking lot.
(written statement supplied)

Passengers of unit # 5 (front seat and back seat) reported that they were stopped at the stop sign waiting for children to walk across Church St. and they were hit from the back of the vehicle. Both reports that their car came to rest in the Glen Rock Getty Mart.
(written statements supplied)

Pedestrian unit # 8 (Dustin White) stated that he was walking up Church St. from Main St. and saw a dump truck coming down Church St. He stated that he observed the dump truck hit the black Camaro and then the black Camaro came up on the sidewalk and struck him. White stated that he was just behind a utility pole, his brother Derek White was in front of him, Sarah Wantz (unit # 6) was behind him, his brother Tyler White was behind Sarah Wantz, and Kyle Wantz (unit # 7) was behind Tyler White. Dustin White also reported that there was an addition 6-7 children behind him plus two adults.

WITNESS STATEMENTS:

Witnesses Barry and Lucy Grim report that they were in their motor home preparing to turn right onto Church St. from Main St. They observed children walking up the sidewalk along Church St. and a car turn onto Church St. in front of their motor home. Both observed four cars stopped in their lane of travel at the stop sign on Church St. at Main St. Both heard a loud noise and looked up to see a truck impacting the fourth car in line and climbing over the left rear portion of the fourth car (unit # 2). Barry Grim reported that the nose of the truck came down and impacted the third car in line (unit # 3) broadside. Cars were pushed into and through the intersection. The truck continued through the parking lot of the Getty Mart Gas Station and exited onto Water St. Barry stated that he watched the dump truck and never saw brake lights or smelled odor from the brakes. He reports that the truck then turned right past the Glen Rock Mill Inn and disappeared out of sight. (written statement supplied)

Witness Michael Fisher stated that he saw the "truck" hit the Camaro, and then the Camaro hit two "kids." (written statement supplied)

89. VIOLATIONS INDICATED								90. SECTION NUMBERS (ONLY IF CHARGED)				TC	NTC
UNIT 1													
UNIT 2													
UNIT 1	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	UNIT 2	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	94. INVESTIGATION COMPLETE?	YES	NO	





COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

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REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

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PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

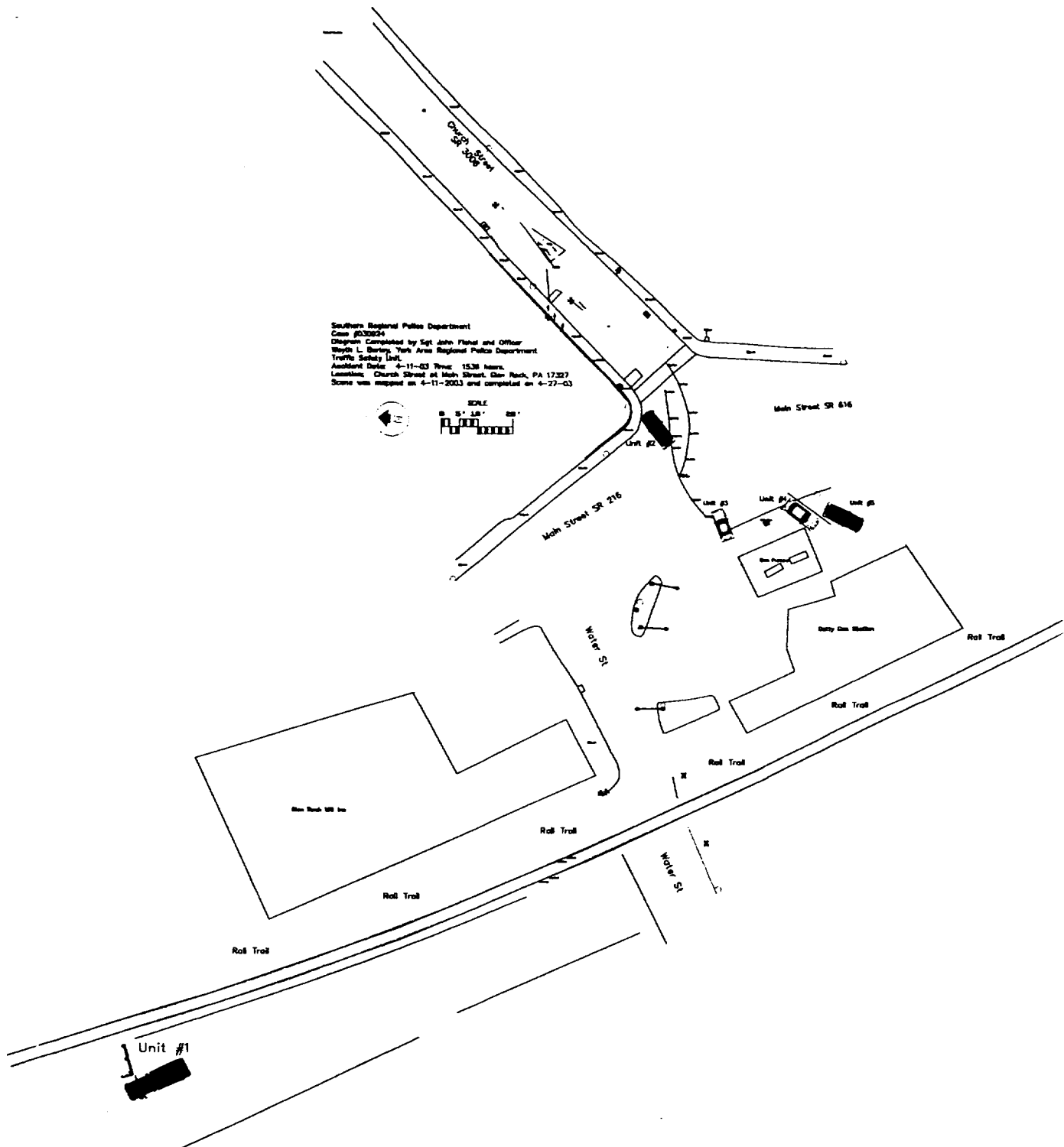
87. NARRATIVE

Witness Tammy Fisher reported that she saw the last two cars in line impacting with each other and she observed the vehicles being pushed through the intersection. She reports that she went to the truck to see if the driver was ok and he told her that he was sorry and that he knew that there was too much weight on the truck. Fisher reported that he also stated that he told his work that the truck was too heavy and that he also knew that he should not have "gone that way." (written statement supplied)

Witness Markwood Faulkner stated that he approached the truck after it stopped and the driver stated that the brakes gave out because it was too heavy. (written statement supplied)

Barry and Lucy Grim, [REDACTED] York, PA 17403 [REDACTED]
Michael Justin Fisher, [REDACTED] Glen Rock, PA 17327 [REDACTED]
Tammy A Fisher, [REDACTED], PA 17403 [REDACTED]
Markwood Daniel Faulkner, [REDACTED] Glen Rock, PA 17327

89. VIOLATIONS INDICATED				90. SECTION NUMBERS (ONLY IF CHARGED)				TC	NYC
UNIT 1								<input type="checkbox"/>	<input type="checkbox"/>
UNIT 2								<input type="checkbox"/>	<input type="checkbox"/>
UNIT 1	91. PROBABLE USE	92. TYPE TEST	93. RESULTS <input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	UNIT 2	91. PROBABLE USE	92. TYPE TEST	93. RESULTS <input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	94. INVESTIGATION COMPLETE? YES <input type="checkbox"/> NO <input type="checkbox"/>	



* preliminary forensic scene mapping *

POLICE ACCIDENT REPORT - Overlay Sheet - 1

ACCIDENT LOCATION FIELDS

24. & 28. TYPE HIGHWAY

- 0 - NOT PHYSICALLY DIVIDED
- 1 - DIVIDED HIGHWAY - MEDIAN STRIP WITHOUT TRAFFIC BARRIER
- 2 - DIVIDED HIGHWAY - MEDIAN STRIP WITH TRAFFIC BARRIER
- N - ONE WAY TRAFFIC NORTH
- S - ONE WAY TRAFFIC SOUTH
- E - ONE WAY TRAFFIC EAST
- W - ONE WAY TRAFFIC WEST

25. & 29. ACCESS CONTROL

- 1 - NO CONTROLS (UNLIMITED ACCESS)
- 2 - FULL CONTROL (ONLY RAMP ENTRY AND EXIT)
- 8 - OTHER
- 9 - UNKNOWN

34. CONSTRUCTION ZONE

- 0 - NOT APPLICABLE
- 1 - CONSTRUCTION ZONE
- 2 - MAINTENANCE ZONE
- 3 - UTILITY COMPANY WORK
- 9 - UNKNOWN

35. TRAFFIC CONTROL DEVICE

- 0 - NO CONTROLS
- 1 - FLASHING SIGNALS
- 2 - TRAFFIC SIGNAL
- 3 - STOP SIGN
- 4 - YIELD SIGN
- 5 - RR CROSSING
- 6 - POLICE OFFICER OR FLAGMAN
- 7 - FLASHING SCHOOL ZONE
- 8 - OTHER
- 9 - UNKNOWN

UNIT INFORMATION FIELDS

47. BODY TYPE

AUTOMOBILES

- 01 - CONVERTIBLE
- 02 - 2 DOOR
- 03 - 3 DOOR (HATCH BACK, 2 DR)
- 04 - 4 DOOR
- 05 - 5 DOOR (HATCH BACK, 4 DR)
- 06 - STATION WAGON
- 07 - HATCH BACK
- NUMBER DOORS UNKNOWN

47. BODY TYPE (CONTINUED)

AUTOMOBILES CONTINUED

- 08 - OTHER AUTOMOBILE
- 09 - UNKNOWN AUTOMOBILE
- 10 - AUTOMOBILE BASED PICK-UP
- 11 - AUTOMOBILE BASED PANEL
- 12 - SHORT UTILITY
- 13 - LARGE LIMOUSINE
- 14 - THREE WHEEL AUTO OR DERIVATIVE

MOTORCYCLES

- 20 - MOTORCYCLE
- 21 - MOPED
- 27 - THREE WHEEL MOTORCYCLE OR MOPED
- 28 - MINIBIKE, MOTORSCOOTER
- 29 - UNKNOWN MOTORCYCLE

BUSES

- 30 - SCHOOL BUS
- 31 - CROSS COUNTRY/INTERCITY
- 32 - TRANSIT BUS
- 38 - OTHER BUS
- 39 - UNKNOWN BUS TYPE

VANS

- 40 - VAN
- 41 - VAN COMMERCIAL CUTAWAY
- 42 - VAN BASED MOTORHOME
- 48 - OTHER VAN TYPE
- 49 - UNKNOWN VAN TYPE

LIGHT TRUCKS (GVWR < 10,000#)

- 50 - PICK - UP
- 51 - PICKUP WITH SLIDE IN CAMPER
- 52 - PICKUP BASED MOTORHOME
- 53 - CAB CHASSIS BASED
- 54 - TRUCK BASED PANEL
- 55 - TRUCK BASED STATION WAGON
- 56 - TRUCK BASED UTILITY
- 58 - OTHER LIGHT TRUCK
- 59 - UNKNOWN LIGHT TRUCK TYPE
- 67 - STATIONWAGON - BASE BODY TYPE UNKNOWN
- 68 - UTILITY - BASE BODY TYPE UNKNOWN
- 69 - UNKNOWN LIGHT TRUCK

MEDIUM/HEAVY TRUCKS

- 70 - SINGLE UNIT STRAIGHT TRUCK
- 73 - MEDIUM/HEAVY TRUCK BASED MOTORHOME
- 74 - TRUCK TRACTOR (CAB)
- 75 - UNKNOWN IF SINGLE UNIT OR COMBINATION TRUCK
- 77 - CAMPER OR MOTORHOME
- UNKNOWN TRUCK TYPE
- 79 - UNKNOWN TRUCK TYPE

47. BODYTYPE (CONTINUED)

OTHER MOTORIZED VEHICLE

- 80 - SNOWMOBILE
- 81 - FARM EQUIPMENT
- 82 - ATV
- 83 - CONSTRUCTION EQUIPMENT
- 88 - OTHER UNSPECIFIED VEHICLE
- 89 - UNKNOWN OTHER MOTORIZED VEHICLES

NON-MOTORIZED UNITS

- 90 - UNICYCLE, BICYCLE, TRICYCLE
- 91 - OTHER PEDALCYCLE (BIG WHEEL)
- 92 - UNKNOWN PEDALCYCLE
- 93 - HORSE AND BUGGY
- 94 - HORSE AND RIDER

TRACK VEHICLES

- 95 - TRAIN
- 96 - TROLLEY

IF NOTHING ELSE

- 98 - OTHER BODY TYPE
- 99 - UNKNOWN BODY TYPE

48. SPECIAL USAGE

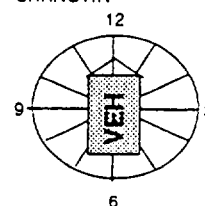
- 0 - NOT APPLICABLE
- 1 - PUPIL TRANSPORT
- 2 - FIRE VEHICLE
- 3 - AMBULANCE
- 4 - OTHER EMERGENCY VEHICLE
- 5 - POLICE VEHICLE
- 6 - TRACTOR TRAILER
- 7 - TWIN TRAILER
- 11 - COMMERCIAL PASSENGER
- 12 - TOWING PASSENGER VEHICLE
- 13 - TOW TRUCK
- 14 - TOWING UTILITY TRAILER
- 15 - TOWING MOBILE OR MODULAR HOME
- 16 - TOWING CAMPER
- 20 - MODIFIED VEHICLE

49. VEHICLE OWNERSHIP

- 1 - PRIVATE VEHICLE OWNED BY DRIVER
- 2 - PRIVATE VEHICLE OWNED BY ANOTHER
- 3 - RENTED VEHICLE
- 4 - STATE POLICE VEHICLE
- 5 - PENNDOT VEHICLE
- 6 - OTHER COMMONWEALTH VEH.
- 7 - MUNICIPAL POLICE VEHICLE
- 8 - OTHER MUNICIPAL GOVT VEH
- 9 - FEDERAL GOVERNMENT VEH.
- 10 - COMMERCIAL VEHICLE
- 11 - PUPIL TRANSPORT CARRIER
- 98 - OTHER
- 99 - UNKNOWN

INITIAL IMPACT POINT

- 0 - NO IMPACT OR CONTACT
- 1 - 12 CLOCK POINTS
- 13 - TOP
- 14 - UNDERCARRIAGE
- 15 - TOWED UNIT
- 99 - UNKNOWN



51. VEHICLE STATUS

- 0 - NOT APPLICABLE
- 1 - LEGALLY PARKED
- 2 - ILLEGALLY PARKED - ON ROAD
- 3 - ILLEGALLY PARKED - OFF ROAD
- 4 - HIT AND RUN
- 5 - DISABLED FROM PREVIOUS ACCIDENT

52. TRAVEL SPEED

- 00 - STOPPED OR PARKED
- 01 - 97 ACTUAL OR ESTIMATED SPEED
- 98 - 98 MPH OR GREATER
- 99 - UNKNOWN

53. VEHICLE GRADIENT

- 1 - LEVEL ROADWAY
- 2 - UP HILL
- 3 - DOWN HILL
- 4 - SAG (BOTTOM OF HILL)
- 5 - CREST (TOP OF HILL)

IF DRIVER PRESENCE = 2, THEN DO NOT ENTER DATA FOR THE OPERATOR.

54. DRIVER PRESENCE

- 1 - DRIVER OPERATED VEHICLE
- 2 - DRIVERLESS VEHICLE
- 3 - DRIVER LEFT SCENE (AFTER ACCIDENT)

55. DRIVER CONDITION

- 1 - APPEARED NORMAL
- 2 - HAD BEEN DRINKING
- 3 - ILLEGAL DRUG USE
- 4 - SICK
- 5 - FATIGUE
- 6 - ASLEEP
- 7 - MEDICATION
- 9 - UNKNOWN

POLICE ACCIDENT REPORT - Overlay Sheet - 2

72. VEHICLE CONFIGURATION 1 - BUS 2 - SINGLE UNIT - (2 AXLES, 6 TIRES) 3 - SINGLE UNIT (3 + AXLES) 4 - TRUCK, TRACTOR (BOBTAIL) 5 - TRUCK TRAILER 6 - TRACTOR/SEMI-TRAILER 7 - TRACTOR/DOUBLES 8 - TRACTOR/TRIPLES 9 - UNKNOWN HEAVY TRUCK	80. UNIT NUMBERS - BLOCK A CODE UNIT NUMBERS AS RECORDED ON PAGE 1. 80. SEAT POSITION - BLOCK B 1 - DRIVER 2 - MIDDLE FRONT 3 - RIGHT FRONT 4 - LEFT REAR 5 - MIDDLE REAR 6 - RIGHT REAR 7 - PEDESTRIAN 8 - OTHER SEAT POSITION 9 - UNKNOWN	80. TYPE OF INJURY - BLOCK I 0 - NO INJURY 1 - AMPUTATION 2 - BLEEDING WOUND 3 - BROKEN BONES 4 - DISTORTED MEMBER 5 - BRUISES/ABRASIONS 6 - BURNS 7 - SWELLING 8 - LIMPING 9 - COMPLAINT OF PAIN 97 - OTHER INCAPACITATING INJURY 98 - OTHER NON-INCAPACITATING 99 - UNKNOWN	(CONTINUED FROM BELOW) - BLOCK M 2 - HELICOPTER 3 - FIRE RESCUE VEHICLE 4 - PRIVATE VEHICLE 5 - POLICE VEHICLE 8 - OTHER 9 - UNKNOWN	
73. CARGO BODY TYPE 1 - BUS 2 - VAN / ENCLOSED BOX 3 - CARGO TANK 4 - FLATBED 5 - DUMP 6 - CONCRETE MIXER 7 - AUTO TRANSPORT 8 - GARBAGE / REFUSE 9 - OTHER / UNKNOWN	80. SEX - BLOCK C M - MALE F - FEMALE U - UNKNOWN 80. AGE - BLOCK D CODE ACTUAL AGE, EXCEPT FOR 1 - FOR INFANTS UP TO AGE 2 98 - AGE 98 OR GREATER 99 - UNKNOWN	80. AREA OF APPARENT INJURY - BLOCK J 0 - NO INJURY 1 - FACE 2 - HEAD 3 - NECK 4 - BACK 5 - ARM(S) 6 - LEG(S) 7 - CHEST/STOMACH 8 - INTERNAL 9 - ENTIRE BODY 98 - OTHER AREAS 99 - UNKNOWN	81. ILLUMINATION 1 - DAWN 2 - DAYLIGHT 3 - DARK - STREET LIGHTS 4 - DARK - NO STREET LIGHTS 5 - DUSK	
76. HAZARDOUS MATERIALS CODE THE 4 DIGIT HAZARDOUS MATERIAL CODE ON THE PLACARD OR SELECT ONE OF THE FOLLOWING CODES TO REPRESENT THE PLACARD. 00 - NOT APPLICABLE 01 - NON-FLAMMABLE GAS 02 - COMBUSTIBLE 03 - ORGANIC PEROXIDE 04 - CORROSIVE 05 - EXPLOSIVES "A" 06 - OXYGEN 07 - POISON 08 - EXPLOSIVES "B" 09 - CHLORINE 10 - OXIDIZER 11 - POISONOUS GAS 12 - FUEL OIL 13 - DANGEROUS 14 - RADIOACTIVE 15 - FLAMMABLE SOLID "W" 16 - FLAMMABLE 17 - FLAMMABLE GAS 18 - FLAMMABLE SOLID 19 - GASOLINE 20 - BLASTING AGENT 98 - OTHER/NOT SIGNED 99 - UNKNOWN OR CODE THE 1 DIGIT HAZARDOUS MATERIAL CODE ON THE PLACARD	80. ACTIVE RESTRAINT TYPE - BLOCK E 0 - NONE OR PEDESTRIAN 1 - SHOULDER HARNESS ONLY 2 - SEAT BELT ONLY 3 - COMBINATION (HARNESS & BELT) 4 - CHILD RESTRAINT DEVICE 7 - HELMET 8 - OTHER 9 - UNKNOWN	80. INJURY INFORMATION SOURCE - BLOCK K N - NOT APPLICABLE A - OBSERVATION OF OFFICER B - STATEMENT FROM INDIVIDUAL C - MEDICAL/PARAMEDICAL PERSONNEL	82. WEATHER 0 - NO ADVERSE CONDITIONS 1 - RAINING 2 - SLEET, HAIL, FREEZING RAIN 3 - SNOWING 4 - FOG, SMOKE 5 - RAIN AND FOG	
	80. ACTIVE RESTRAINT USAGE - BLOCK F 0 - NOT APPLICABLE 1 - IN USE 2 - NOT IN USE 9 - UNKNOWN	80. EJECTION/EXTRICATION - BLOCK L 0 - NOT APPLICABLE 1 - TOTALLY EJECTED 2 - PARTIALLY EJECTED 3 - PARTIALLY EJECTED REQUIRING EXTRICATION 4 - EXTRICATION BY PERSONS UNKNOWN 5 - EXTRICATION - TWO OR MORE TYPES 6 - EXTRICATION BY AMBULANCE OR RESCUE PERSONNEL 7 - EXTRICATION BY POLICE 8 - EXTRICATION BY SELF 9 - UNKNOWN EJECTION OR EXTRICATION	83. ROAD SURFACE CONDITIONS 1 - DRY 2 - WET 3 - MUDDY 4 - SNOW COVERED 5 - ICE COVERED 6 - PLOWED SNOW 7 - SALTED & CINDERED 8 - ICE PATCHES	91. PROBABLE USE (ALCOHOL OR DRUGS) 0 - NONE 1 - ALCOHOL 2 - CONTROLLED SUBSTANCES 3 - OTHER DRUGS 4 - BOTH ALCOHOL AND DRUGS 9 - UNKNOWN
	80. PASSIVE RESTRAINT TYPE - BLOCK G 0 - NONE OR PEDESTRIAN 1 - AIRBAG (DEPLOYED) 2 - AIR BAG (NOT DEPLOYED) 3 - AUTOMATIC SEAT BELT 8 - OTHER 9 - UNKNOWN	80. INJURY SEVERITY - BLOCK H 0 - NO INJURY 1 - DEATH 2 - MAJOR INJURY 3 - MODERATE INJURY 4 - MINOR INJURY 9 - UNKNOWN	80. INJURY TRANSPORTATION - BLOCK M 0 - NOT APPLICABLE 1 - AMBULANCE (CONT'D ABOVE)	92. TYPE TEST 0 - NOT APPLICABLE /NO TEST GIVEN 1 - BLOOD 2 - BREATH 3 - URINE 4 - TEST REFUSED 8 - OTHER 9 - UNKNOWN
				93. RESULTS (ALCOHOL TEST) CODE ACTUAL TEST RESULT E.G. 197 GRAMS = 0.20% (MOVE 3 DECIMAL PLACES AND ROUND)

COUNTY OF YORK, PENNSYLVANIA

UNIFORM SUPPLEMENTAL REPORT

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 4
6. CRIME Homicide by Vehicle		7. DATE OF CRIME 04/11/2003		8. VICTIM - NEW ADDRESS		
9A. NEW CRIME IF CHANGED		7A. PA STATUTE PAVC 3732		40. STATUS CRIME felony 3		90. STATUS CASE not cleared / continuing
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE
ADDITIONAL VALUE STOLEN PROPERTY	45A CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____						

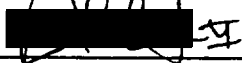
ORIGIN AND DETAILS OF COMPLAINT: On 4/11/2003 at 1536 hours, Officers Ames-Brooker, Siggins, and Chief Childs were dispatched to a motor vehicle accident involving injuries at the intersection of Church St. (SR 3008) and Main St (SR 216 / 616) in Glen Rock Borough, Glen Rock, PA. Officers arrived at the scene at 1544 hours to find a (5) vehicle accident and (3) pedestrians struck. EMS units and FD units attended to the patients and involved vehicles. Chief Childs requested YCC to contact Detective Goodfellow and myself shortly after he arrived on scene.

I arrived at the scene just prior to EMS transporting the last patient from the scene (Fletcher). I was briefed by Detective Goodfellow and Chief Childs. I was advised that the accident involved (5) vehicles, three juvenile pedestrians that were struck by a vehicle(s), and two fatalities. I approached the scene and the area with the vehicles had already been secured with crime scene tape. The area containing the passenger vehicles and accident scene was secured and a crime scene log was initiated. I was informed by Chief Childs that Officer Ames-Brooker located and secured a dump truck that witnesses reported was the first vehicle to impact with the other involved passenger vehicles. I briefly viewed the scene and requested that Officer Miller begin to obtain statements from witnesses. I also was informed that Trooper Kravizcki was on scene and assisting with obtaining statements from witnesses. Chief Childs already requested a PSP MCSAP Trooper and the York County Forensic Unit was requested for evidence collection and accident reconstruction. I then left the scene and responded to York Hospital. While en route to York Hospital, I requested that YCC 911 contact the on-call Asst. DA.

I arrived at the York Hospital Emergency Department. I was advised by the ED Patient Representative that (2) juveniles are in the trauma room and are being transferred to Hershey Medical Center due to critical injuries. They were identified as Sarah Wantz and Dustin White. I was advised that Kyle Wantz was treated and released, Karen Majka was going to be admitted to YH, and that the driver of the dump truck was in room 1347 of the ED critical care area. York Co. Detective Scott James and York Co. ADA Scott McCabe arrived in the ED. I briefed James and McCabe on the incident.

I made contact with the nurse taking care of the driver of the dump truck (Theresa Tomlinson). She advised me that the driver is in x-ray. I then went to x-ray and made contact with the driver (Jaysen Nathaniel Newton). I was wearing a police jacket that displayed a badge and I identified myself by name and as the police officer from Southern Regional Police Department that was investigating the accident. I advised him that I would like to obtain blood and urine from him for drug and alcohol testing, and that he is not required to submit to the tests. I advised him that the tests would be voluntary and again told him that he did not have to give the blood or urine. He stated, "I understand and I want to give the blood and urine." He gave verbal consent and I told him that I would have him sign a voluntary consent form when he returned to the ED. I returned to the ED and requested that Nurse Tomlinson contact the lab and have a lab technician come to the ED to collect the blood and urine specimen. While I was talking to ED staff, Newton returned to the ED via litter and a male lab technician drew the blood at 1814 hours and left the ED. I then made contact with Newton. Newton signed the voluntary consent form after I read the form to him with the changes made to it for blood and urine for drug and alcohol testing. I then advised Tomlinson that we needed the lab technician to return to collect the urine (that he did not collect) and also to collect more blood for alcohol and drug testing.

-----CONTINUED ON PAGE 5-----

57 TYPE NAME Darryl Struck II	58 BADGE NUMBER 4216	59 DATE OF REPORT 04/16/2003	
Signature 		60 REVIEWED BY	61 DATE REVIEWED

COUNTY OF YORK, PENNSYLVANIA

UNIFORM SUPPLEMENTAL REPORT

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 5
6. CRIME Homicide by vehicle		7. DATE OF CRIME 04/11/2003		8. VICTIM - NEW ADDRESS		
9A. NEW CRIME IF CHANGED		7A. PA STATUTE PAVC 3732		40. STATUS CRIME felony 3		90. STATUS CASE not cleared / continuing
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE
ADDITIONAL VALUE STOLEN PROPERTY	45A. CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____						

CONTINUATION FROM PAGE 4:

The lab advised Tomlinson that the lab technician was busy so Nurse Tracey Embry volunteered to draw the legal blood. Embry drew the blood at 1833 hours. The blood was sealed with evidence tape and signed by Embry.

I introduced County Detective Scott James and ADA Scott McCabe to Newton. I informed Newton of their positions and that they were assisting with the investigation. I asked Newton if we could talk to him about the accident and he began to talk about the accident. I stopped him and told him that I needed to read him his Miranda Warnings before we talked to him and asked him questions. I read Newton the Miranda Warnings from the SRPD Miranda Consent form and Newton again agreed to talk to us about the accident. Newton signed the Miranda Consent form at 1840 hours. We began to speak to Newton and a female lab technician (Lori Kauffman) arrived and obtained the urine specimen from Newton at 1855 hours. York Co. Detective James continued with the interview while I spoke to Kauffman. I explain to Kauffman that the blood and urine would be sent out to another lab and requested that the York Hospital Lab secure both blood and urine specimen until next week. Kauffman took custody of the blood and urine and reported that she would secure them with the other blood previously taken.

I then returned to the interview with Newton which James was conducting and ADA McCabe was present. I entered the room as Newton was talking about a minor accident that he had this week on 4/8/03 with the same truck he was driving today. Newton reported that he was traveling East on Rt. 851 and "tapped" a small gray Volkswagen that was stopped at the light on the Stewartstown side of I-83. Newton reports very minor damage to the both vehicles and no police were contacted. Newton reports that the driver of the car was "Dena" but he could not remember her last name. He stated that she was stopped and he was unable to stop, thus striking the rear of her car. Newton reports that they pulled into the Tom's Mobil parking lot and exchanged information. Newton reported that he was experiencing brake problems and had to "stand on the brakes" to get the truck to stop. Newton reported that the "orange brake light" was flashing just prior to the accident and after the accident. Newton reports that he took the driver of the Volkswagen back to the truck and showed her the flashing brake light so "she and Todd" would believe him about a brake problem. Newton reported that he had (7) scoops which equals (7) yards of "unscreened top soil" on the truck during the accident on 4/8/2003. Newton stated that he went back to Blossom Valley and told Todd about the accident and that there was a problem with the truck's brakes. Todd advised Newton that the dump truck should never be filled with more than (5) scoops of dirt. Newton stated that he told Todd and Jerry many times every day that he drove the truck that the truck had brake problems but Newton stated that he got the impression that Todd did not believe him.

Newton stated that he started at Blossom Valley Farms 2-3 weeks ago. Newton stated that he began driving a small red truck that was (2) months past inspection and he began to drive the white dump truck (truck involved in accident today) approx. four days ago. Newton stated that the driver "Randy" who usually drives the white dump truck was going to Massachusetts, the red truck was going to Todd's new house under construction, and he was told to drive this white dump truck. Newton stated that he asked Todd and Jerry if he needed a CDL and Todd told him that he would "check into it." Newton stated that he was told to watch for an red brake

-----CONTINUED ON PAGE 6-----

57 TYPE NAME Darryl Spruck II Signature	58 BADGE NUMBER 4216	59 DATE OF REPORT 04/16/2003
		60 REVIEWED BY
		61 DATE REVIEWED

COUNTY OF YORK, PENNSYLVANIA

UNIFORM SUPPLEMENTAL REPORT

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 6
6. CRIME Homicide by Vehicle		7. DATE OF CRIME 04/11/2003		8. VICTIM - NEW ADDRESS		
9A. NEW CRIME IF CHANGED		7A. PA STATUTE PAVC 3732		40. STATUS CRIME felony 3		90. STATUS CASE not cleared / continuing
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE
ADDITIONAL VALUE STOLEN PROPERTY	45A CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____						

CONTINUED FROM PAGE 5:

light and it flashed almost constantly when he drove the truck the last several days. Newton stated that he noticed that the brakes were not working right intermittently when he drove the white dump truck over the last 3-4 days. Newton stated that he told Jerry and Todd at least (7) times a day about the brake problems on the white dump truck and he received no significant comments from Todd or Jerry. Newton stated that he remembered asking Randy if he needed a CDL and Randy replied, "No, I don't think you need one. I am pretty sure you do not need one."

Newton stated that he started at 0800 am today and his first delivery was 8 yards of mulch to an address in Parkton MD off of Kauffmanville Rd. Newton stated that he didn't think the brakes were not working right but he did not report it to anyone today since Todd was not at work today. Newton then delivered (4) yards of Mulch to another address in Parkton, MD. Newton stated that he noticed problems again on the second delivery. Newton's third delivery was (2) yards of Red Mountain Stone delivered to the Dubbs residence in Parkton, MD. On his way back from the third delivery, Newton stopped at the McDonald's Restaurant in Shrewsbury. Newton returned to Blossom Valley, sat in his truck, and ate his food while "Jerry" loaded the truck with unscreened top soil. Newton reported that this delivery was a day late and was for (14) yards of dirt. Newton was aware that this delivery should consist of (3) trips and questioned Jerry about how many scoops he put on the truck and if the people will get billed for one or three deliveries. Newton reported that Jerry gave him a sign of (7) scoops with his hand and Newton stated that he told Jerry that he was uncomfortable with making (7) scoops. Newton reported that Jerry told him that he wanted to get out early today and "just make the delivery, it's your job." Newton then stated that he left and began to follow the directions on the invoice. He traveled North on the Susquehanna Trail to Church St. He turned left onto Church St and began to travel towards Glen Rock and continued to eat his french fries. Newton admitted that he saw the "local delivery 3/4 ton limit" sign but continued because the directions told him to go that way and he thought he was a local delivery. Newton reported that he traveled Church St. at approx. 35-45 and a car(s) behind him were blowing its horn(s). Newton reported that he slowed down to (1) MPH near the top of the hill and came to a complete stop near the water tower and the electrical sub-station. Newton stated that he began pump his brakes as he started down the hill and the truck began to speed up. He reports that he was approx. 1/4 way down and the truck lost its brakes. Newton stated that he was traveling 25 mph and the brake light began to flash. He reported that he then knew he had a brake problem because Randy and Todd told him that he did not have enough pressure if the light flashed. Newton denied wearing a seatbelt and recalls hanging out the window yelling "no brakes, get out of the way" around Center St. Newton stated that he was unable to stop the dump truck and he saw kids and cars at the bottom of the hill. He stated that he then struck the back of a black car and believes that he went airborne. He reports that events after the initial impact are vague but he remembers coming to a stop and the red brake light flashing on the dash. Newton stated that he didn't know if the truck was going to blow up so he "flopped" out of the truck and a young male juvenile ran up to him and asked him if he was ok. Newton stated that he remembers telling people that it was not his fault and something is wrong with the brakes. Newton estimated his speed at the time of impact as 40-45 mph.

Newton had early told us that there was going to be drugs in his system. I asked him about his statement about the drugs and he stated, "I want to be totally honest." Newton stated that he began to work at the Safeway Bakery in Bel Air MD on 10/09/2002 and he began to use drugs after being hired. He admitted that he began to snort 1 oz of Cocaine in three days, and he also used Marijuana

----- CONTINUED ON PAGE 7-----

57 TYPE NAME Darryl Smuck N		58 BADGE NUMBER 4216	59 DATE OF REPORT 04/16/2003	
signature		60 REVIEWED BY		61 DATE REVIEWED

COUNTY OF YORK PENNSYLVANIA

UNIFORM SUPPLEMENTAL REPORT

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 7
6. CRIME Homicide by Vehicle		7. DATE OF CRIME		8. VICTIM - NEW ADDRESS		
9A. NEW CRIME IF CHANGED		7A. PA STATUTE PAVC 3732		40. STATUS CRIME felony 3		90. STATUS CASE not cleared / continuing
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE
ADDITIONAL VALUE STOLEN PROPERTY	45A CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____						

CONTINUED FROM PAGE 6:

Heroin, rock Cocaine, and Hydrocodone. Newton stated that he went "insane" from October to January. Newton stated that "I am sure you will find cocaine in my blood." Newton stated that he smoked marijuana approx. (2) weeks ago and used Cocaine approx. (3) weeks ago. I asked him about the Hydrocodone and he admitted that he stole them from his grandmother in the past but not recently. However, Newton stated that we will probably find Hydrocodone in his system. When asked again about the time frames, Newton then admitted that he used Marijuana (2) days ago with "Chuck's dad in Stewartstown." Newton reports that he is friends with Chuck and Lisa and he smoked a bowl with Chuck's dad. He stated that it was Wednesday night 4-9-2003 around 2030 hours that he smoked marijuana. Newton then stated that he probably used Cocaine (2) weeks ago but denied using any controlled substances on this date.

The patient representative then brought Newton's parents to the room. I introduced myself as the investigating officer and have them my name and department phone number / extension. The mother began to tell us her concerns about her son driving the large truck. I advised Mr. And Mrs. Newton that I would contact them when I knew more about the investigation. Mr. Newton gave his cell phone to be contacted [REDACTED] (PARENTS: Thomas and Loretta Newton)

Officer Siggins and I then went to Duty Magistrate Miner's Office in Penn Twp. and applied for a search warrant to have a PSP MCSAP Trooper inspect the vehicle at the scene and to have the truck impounded. The search warrant was signed by Magistrate [REDACTED]. The search warrant was executed and PSP Trooper Alexander Tesluk and Special Agent Robert Kettenheim of the US DOT assisted with inspecting the dump truck. The dump truck was then towed and impounded to Gordon's Body Shop, 16367 Caprice Ct., Shrewsbury, PA 17361. The truck was towed by Gordon's Body Shop. The truck impounded is a 1995 Ford dump truck with PA VIN # 1FDWF80CXSA66171, PA REG YFT5292, Labeled "Blossom Valley Nursery and Landscape Supply." The truck is registered to Todd F. Sachs of 12506 Susquehanna Trail South, New Freedom, PA 17349. The truck was secured inside the body shop building and was not accessible by the public. The four passenger cars involved in the accident were also impounded to Gordon's Body Shop, same address, and were secured to the rear of the building inside the secured impound lot.

Evidence and pictures were collected at the scene by the York County Forensic Unit, other assisting agencies, and Detective Goodfellow. This evidence will be entered into the Southern Regional Police Department evidence room.

Responding EMS agencies / patients:

Glen Rock Ambulance transported Dustin White

New Freedom Ambulance transported Sarah Wantz and Kyle Wantz

Seven Valleys Ambulance transported Karen Majka

Jacobus Ambulance transported William Fletcher II



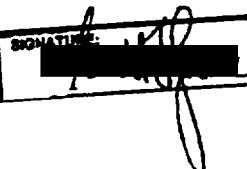
Audra Taylor, Alesha Thompson, and Ashley Thompson signed AMA at the scene.


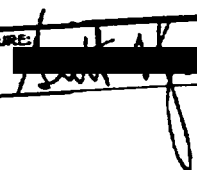
York Hospital ALS assisted with pt. Care.

Glen Rock Fire Department, Shrewsbury Fire Co, New Freedom Fire Co., and Loganville Fire Co. were on the scene.

CASE STATUS: Not cleared / investigation continuing

57 TYPE NAME [Signature] Barry Smick II	58 BADGE NUMBER 4216	59 DATE OF REPORT 04/16/2003	
60 REVIEWED BY [Signature]		61 DATE REVIEWED	

 York County Detective Bureau SUPPLEMENT (Complaint Report) York County District Attorney's Office 28 East Market Street York, Pennsylvania 17401 Phone (717) 771-9600				CASE NO.
CRIME: Fatal Accident		DATE CRIME REPORTED: 04-11-03	LOCATION: Church St., Glen Rock	
INVESTIGATING DEPARTMENT: Southern York PD		INVESTIGATING OFFICER: Officer Daryl Schmuck		
VICTIM'S NAME - LAST, FIRST, MIDDLE (FIRM IF BUS.): multiple		ADDRESS: <input type="checkbox"/> RESIDENCE <input type="checkbox"/> BUSINESS	PHONE:	
SUSPECT'S NAME - LAST, FIRST, MIDDLE: Newton, Jaysen Nathaniel		ADDRESS: <input checked="" type="checkbox"/> RESIDENCE <input type="checkbox"/> BUSINESS	PHONE:	
<p>On 04-11-03 at 1650 hours I responded to York Hospital to assist Off. Schmuck with a fatal accident he was investigating. The accident had occurred at appx. 1534 hours this date and involved several vehicles. Off. Schmuck advised that there were two fatalities and several others in critical condition. The driver of the dump truck, Jaysen Newton, SS# [REDACTED] was currently being examined in the emergency room. The extent of his injuries were unknown. I was able to get in touch with ADA Scott McCabe, and he also responded to the hospital. Off. Schmuck, ADA McCabe and myself worked on obtaining a consent form for Newton to sign to have blood and urine drawn for chemical testing. I ran Newton's information through York County Control: Class C Maryland drivers license (class C in Maryland is equivalent to Pennsylvania's Class C), OLN# [REDACTED] expiration [REDACTED], no suspension. York Hospital wanted to know the weight of the vehicle operated by Newton. I made several phone calls and this information was not known yet. At appx. 1745 hours nurse Theresa Tomlinson advised she had administered 4mg's of morphine to Newton at appx. 1715 hours. I informed Off. Schmuck of same.</p> <p>Off. Schmuck obtained a consent to search form and I witnessed Off. Schmuck explain the form to Newton, and Newton signed same. At 1833 hours I witnessed nurse Tracy Embry draw blood from Newton. Prior to blood being drawn I informed Newton that I was there to witness the draw. During the draw Newton advised me that "there gonna find drugs in my system, I smoked marijuana two weeks ago and did coke last month". I informed Newton that the testing that will be done will show this. After the blood was drawn I witnessed the urine sample taken.</p> <p>Off. Schmuck read Newton his Miranda warnings, which Newton signed. Newton waived same. I attempted to begin the interview when Newton asked me "I needed a CDL for that dump truck, didn't I? I don't have a CDL. It has air brakes, it's a big pick up truck, it's not your ordinary pick up truck. My mom told me I need a CDL for that truck, but they (work) told me I didn't need one". Newton went on to tell me about an accident he had with the same truck 04-08-03. Newton advised he was traveling east on 851 and close to the underpass of I83 he "tapped" another vehicle in the rear. Newton advised that police were not contacted, but information was exchanged with the other driver. Newton advised that he had seven buckets of dirt in the pick up truck at the time. Newton advised that he attempted to "stand on the brakes" but the truck would not stop. He went back to work and advised the owner, Todd, of the incident. Newton informed Todd that there was a problem with the brakes in this dump truck. Todd advised Newton that this dump truck should never be filled with more than 5 buckets of dirt, anything more was too much.</p> <p>Newton advised he works as a delivery man for Blossom Valley Farms on the Susquehanna Trail. Newton has worked there for a few weeks (2 to 3). The business is owned by Todd, last name unknown. Newton advised that when he started there he drove more of a pick up truck type vehicle, but this vehicle was two months out of inspection, and he was asked to use the truck he was in today. Newton addressed his concern about needing a CDL to drive this truck, but was told by Todd, owner, Jerry, manager and Randy, office staff, that a CDL was not needed for this truck. Newton started his work day at 0800 hours this date. Newton first trip was a delivery of 8 yards of mulch to Parkton, MD. Newton advised that he knew right away that the brakes "were not acting right". Newton then advised that he has told Todd at least 7 times that there is a problem with the brakes in this truck. Since Todd was not working this date he did not address his concerns about the brakes with anyone. Newton then had another load of mulch, 4 buckets, to Parkton, MD. Newton advised that "everytime you pressed on the brakes, the left one would grab, and cause the truck to swerve or vira".</p>				
REPORTING OFFICER: Det. Scott James		SIGNATURE: 	NO. 14-09	DATE AND TIME: 04-14-03
FURTHER ACTION: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		ACTION RECOMMENDATION:		
REVIEWED BY:		DATE AND TIME:		

 York County Detective Bureau SUPPLEMENT (Complaint Report) York County District Attorney's Office 28 East Market Street York, Pennsylvania 17401 Phone (717) 771 - 9600		CASE NO.	
		PAGE: 2 OF 2	
CRIME: Fatal Accident	DATE CRIME REPORTED: 04-11-03	LOCATION: Church St., Glen Rock	
INVESTIGATING DEPARTMENT: Southern York PD	INVESTIGATING OFFICER: Officer Deryl Schmuck		
VICTIM'S NAME - LAST, FIRST, MIDDLE (FIRM IF BUS.): multiple	ADDRESS: <input type="checkbox"/> RESIDENCE <input type="checkbox"/> BUSINESS	PHONE:	
SUSPECT'S NAME - LAST, FIRST, MIDDLE: Newton, Jaysen Nathaniel	ADDRESS: <input checked="" type="checkbox"/> RESIDENCE <input type="checkbox"/> BUSINESS White Hall, MD 21161	PHONE:	
<p>Newton's third load was 2 yards of Red Mountain Stone delivered to Parkton, MD. On the way back from this delivery Newton stopped at McDonalds and got food. Newton returned to Blossom Valley Farms for his fourth delivery. Newton knew that John Parlapap, Glen Rock, needed 14 yards of dirt delivered because this delivery was not made on 04-10-03. Newton pulled the truck in to be loaded and remained in the cab to finish eating his lunch. The truck was loaded by Jerry. Newton got out of the cab to ask how much was loaded. Jerry hand signaled 7, meaning 7 buckets, and Newton headed out. Newton knows the dirt is extra heavy when wet, and he knew the dirt that was loaded was very wet. Newton was following the directions provided to him and it called for him to take Church St. (Newton advised that the directions will be found in the cab of the truck). Newton advised he got to the peak of the hill on Church St. and came to a near stop to go down the hill. He began down the hill as slowly as he could and advised he was OK until he reached 25 MPH. Newton felt he was 1/4 way down the hill when he reached 25 MPH. Newton advised that when he hit 25 MPH "she got away from me" and Newton knew he would not be able to stop. Newton recalled yelling out the window "No brakes, get out of the way". Newton advised he was not wearing his seatbelt. Newton advised there was no place for him to go and he hit the black car. Newton was fairly certin he became airborne after hitting the black car. Newton did not recall what happened after that but did recall drifting to a stop. Newton was asked how he knew he was going 25 MPH when he lost control and Newton advised that 25MPH was the last time he looked at the speedometer. Newton estimated he was doing 40-45 MPH upon impact. Newton recalled his head hit the roof of the cab.</p> <p>Newton was questioned about his statement that there would be drugs in his system. Newton advised that he wanted to be totally honest. Newton advised he did powdered cocaine, rock cocaine, marijuana, heroin and hydrocodine all in the last year. Newton advised "I'm sure you will find cocaine in my blood". Newton was asked when he last did any drugs. Newton advised he wanted to be honest and advised that he smoked marijuana last week with a friend and did cocaine three weeks ago. Newton was asked if he was certin about the timeframes and Newton advised he had smoked marijuana 2 days ago (04-09-03) at appx 2030 hours. "As best as I can remember", and used cocaine 2 weeks ago (date unknown). Newton advised that he did not use any drugs this date. The interview ended at this time.</p> <p>Off. Schmuck was going to get other paper work done and I advised him that I would be available if anything further was needed. I advised Off. Schmuck I will find out where our office wants the chemical testing done.</p> <p>No further action by this detective unless requested by Off. Schmuck or his department.</p>			
REPORTING OFFICER: Det. Scott James	SIGNATURE: 	NO. 14-09	DATE AND TIME: 04-14-03
FURTHER ACTION: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	ACTION RECOMMENDATION: 		
		REVIEWED BY: 	
		DATE AND TIME: 	



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

☒ REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

INCIDENT NUMBER		ACCIDENT DATE 04/11/2003		COUNTY CODE 66		MUNICIPAL CODE								
PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES														
A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE

ACCIDENT RECONSTRUCTION SUPPLEMENTAL FACTS AND SYNOPSIS:

This was a five (5) vehicle accident on Church Street (SR 3008) near Main Street (SR 0216/0616) in Glen Rock Borough, York County. Church Street is a two-laned paved roadway, with a steep slope, separated by double yellow lines. Unit #5 was a 1997 Pontiac Grand Prix stopped facing West downhill in the Westbound lane of Church Street at a properly posted Stop Sign at Main Street, followed by Unit #4, a 1996 Mazda, stopped to the rear of the Pontiac. Unit #3, a 1987 Chevrolet Nova, which was stopped to the rear of Mazda, followed by Unit #2, a 1993 Chevrolet Camaro. Unit #1 was a 1995 Ford Dump Truck traveling West in the Westbound lane of Church Street approaching the rear of Units #2-5 stopped in the line of traffic. The Ford Dump Truck struck the rear of the Chevrolet Camaro overriding the bumper and onto the top of the trunk/hatch area. The Camaro was pushed forward and to the right causing the Camaro to strike the right rear of the Nova. The Camaro then continued up a cement curb and onto the Westbound sidewalk where it struck children (pedestrians) walking uphill. The Camaro continued forward and impacted into a steel railing. At the same time, the Nova was pushed forward and counter-clockwise facing South when it was struck by the Ford Dump Truck in the left side. The Dump Truck plowed the Nova in a Westerly direction continuing downhill into the Mazda. The impact sandwiched the Nova between the Dump Truck and the Mazda while shoving the Mazda forward into the Pontiac. The Dump Truck continued West pushing all three vehicles through the intersection and across Main Street.

Meanwhile after the Camaro struck the guide rail, the unit spun clockwise downhill and subsequently struck the posted Stop Sign on the NE corner of the intersection and came to rest in the Northbound lane of Main Street facing East. After climbing the curb along the Southbound lane of Main Street, both the Pontiac and the Mazda came to rest in the parking lot of the Getty station facing in a Southwest direction with the Pontiac slightly in front and to the left of the Mazda. The Nova came to rest across the Southbound lane of Main Street facing East. After disengagement with the Nova, the Dump Truck continued in a Western direction through the trafficway, entrance/exits, of the Getty Station and onto Water Street. The Dump Truck climbed the cement curb at the NW corner of Water Street and the Rail Trail and struck the street sign, which was found embedded in the right front wheel well of the Truck at rest. The Dump Truck continued across the railroad tracks and turned slightly to the right where it continued North in a trafficway along the railroad tracks. The Truck then came to rest facing North in the trafficway.

89. VIOLATIONS INDICATED					90. SECTION NUMBERS (ONLY IF CHARGED)					TC NTC			
UNIT 1										<input type="checkbox"/> <input type="checkbox"/>			
UNIT 2										<input type="checkbox"/> <input type="checkbox"/>			
91. PROBABLE USE		92. TYPE TEST		93. RESULTS		91. PROBABLE USE		92. TYPE TEST		93. RESULTS		94. INVESTIGATION COMPLETE?	
UNIT 1				0. %		UNIT 2				0. %		YES <input type="checkbox"/> NO <input type="checkbox"/>	
				<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK						<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK			



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

☒ REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

INCIDENT NUMBER	ACCIDENT DATE 04/11/2003	COUNTY CODE 66	MUNICIPAL CODE
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PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE

The aforementioned detail of events was determined through evidence of corresponding damage and paint transfer between vehicles along with position at rest to wit: the white/black Dump Truck exhibited fresh paint transfer from a black vehicle, Unit #2 - the Camaro, along the front and right side of cargo box area indicating direct contact. In addition, a large amount of blue paint transfer from the Nova, Unit #3, was visible along the front of the Dump Truck, again - evidence of direct contact. No distinguishing transfer evidence was apparent on the Nova (Unit #3) due to extensive crush on both the left and right sides, however, contact damage to the right rear was consistent with that from the left front of the Camaro (Unit #2) - coupled with the blue paint transfer on the left front of the Camaro. The entire rear of the Mazda (Unit #4) showed blue paint transfer from (Unit #3) the Nova. This occurred when the Nova was wedged between the Dump Truck and Mazda. Contact damage was then matched between the Mazda (Unit #4) to the Pontiac (Unit #5). This information later concurred with statements of operators and witnesses. Gouge, scrape, and tire marks found in/on the pavement of Church, Main and Water Streets indicated impact points and direction of vehicular travel post impact. This was also corroborated by mulch debris from the bed of Unit #1, the Ford Dump Truck, in the shape of a funnel flowing outward from East to West, downhill, on Church Street towards Main Street. Medical remains/supplies and blood-soaked clothing and blankets marked the positions of the pedestrians at rest. No skidmarks were visible prior to impact.

See Forensic Scene Mapping for detailed diagram and scale measurements.

VEHICLE CONDITION: Unit #1, Ford Dump Truck

A MCSAP inspection was completed on-scene by the PA State Police and reviewed prior to this analysis. (See report attached.)

<<Cite braking adjustment problems, etc.>>

The NTSB, PennDot, and USDOT provided informational support.

OPERATOR #1 CONDITION:

<<If any>>

STATEMENTS REVIEW: (Paraphrased for Relevance)

The operator of Unit #5 stated

89. VIOLATIONS INDICATED				90. SECTION NUMBERS (ONLY IF CHARGED)				YC	NYC
UNIT 1									
UNIT 2									
UNIT 1	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	UNIT 2	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	94. INVESTIGATION COMPLETE?	
			<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK				<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	YES <input type="checkbox"/> NO <input type="checkbox"/>	



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

☒ REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

INCIDENT NUMBER	ACCIDENT DATE 04/11/2003	COUNTY CODE 66	MUNICIPAL CODE
-----------------	--------------------------	----------------	----------------

PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE

The operator of Unit #4 said ...

The operator of Unit #2 stated ...

The operator of Unit #1 said/stated ...

No statement was received from the occupants of Unit #3 (DOA).

The occupant(s) of Unit #2, #4 or #5 (if any) concurred with the operator, etc etc ...

Witness <<Insert Names>> stated he/she saw

RESULTS OF CALCULATION:

coefficient of friction of .55 to .57 for Church Street in the impact areas was determined through the use of a drag sled weighing 45 lbs and 50 lbs respectfully. The first figure was the result of a recreation of conditions on 27 April 2003 during completion of Forensic Mapping. The latter measurement was taken on the date of the accident at approximately 2000 hrs. The Point of Possible Perception distance prior to initial impact with Unit #2, the Chevrolet Camaro was XXX feet XX inches. Skid to stop distance/speed formulas based on the posted speed limit of 25 mph using the pre-determined coefficient of friction and a braking efficiency of xx% provided by the NTSB after calculating the out of adjustments, heating and depletion of air through pumping, etc. revealed a distance of XXX feet XX inches/speed. These figures show the dump truck had to be in excess of xx mph in order for it to have 'drifted to a stop' based on where it actually came to rest. This estimation is only exasperated when considering the number of and extent of crush damage actually displayed throughout the events of this accident. However, if the vehicle was at the proper braking efficiency of 60% with all the other factors remaining the same, the Dump Truck would have stopped well within avoidance of impact figures from the Point of Possible Perception. In addition, a lateral movement formula based on normal and increased speed conditions lent consideration that while it was not conclusive for the Dump Truck to have steered away to avoid all of the aspects of this accident, it was possible to have done so and thus may have subsequently avoided some if not all of the events of this incident.

FINAL ANALYSIS - CONCLUDING SUMMARY OF CAUSATION AND CONTRIBUTING FACTORS:

89. VIOLATIONS INDICATED				90. SECTION NUMBERS (ONLY IF CHARGED)				YC	NTC
UNIT 1								<input type="checkbox"/>	<input type="checkbox"/>
IT 2								<input type="checkbox"/>	<input type="checkbox"/>
91. PROBABLE USE	92. TYPE TEST	93. RESULTS	<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE UNK	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE UNK	94. INVESTIGATION COMPLETE? YES <input type="checkbox"/> NO <input type="checkbox"/>	
UNIT 1				UNIT 2					



COMMONWEALTH OF PENNSYLVANIA
PAR CONTINUATION SHEET

(XX) REFER TO OVERLAY SHEETS

REPORTABLE ☒ NON-REPORTABLE ☐

PENNDOT USE ONLY

INCIDENT NUMBER	ACCIDENT DATE 04/11/2003	COUNTY CODE 66	MUNICIPAL CODE
-----------------	--------------------------	----------------	----------------

PERSON INFORMATION-USE OVERLAY #2 SHEET FOR CODES

A	B	C	D	E	F	G	NAME	ADDRESS	H	I	J	K	L	M

87. NARRATIVE

It is the opinion of this Accident Reconstructionist that the following factors contributed to the causation of the fatal accident in question. First and foremost, there was a documented problem with the braking system that was known to not only the operator involved, but through inference to the owner of the vehicle as well. <This was evident by the operator's own statement, a prior accident only days before, and the statements of as many as two (2) additional company employees.> In addition, a failure to properly repair said defect before further operation was known to both. Second, the Ford Dump Truck was loaded over the weight specifications for safe operation of the vehicle in normal conditions. (See post-accident weight - MCSAP.) Third, the operator failed to obey clear and concise signage restricting vehicles in excess of 3/4 ton to use the roadway, Church Street (SR 3008). Fourth, the driver of said truck was inexperienced and was not properly trained in the use of vehicle operations with air braking systems. Although no legal requirement is necessary for the operation of such vehicles, the operator only knew that a flashing warning light on the dash was indicative of a braking problem. The operator's conscious decision to pump the brakes on a vehicle equipped with an air braking system only depleted the already limited braking efficiency of the overweight truck on a steep decline. Based on previously stated calculations, had the Dump Truck been traveling at the speed limit of 25 mph with a normal braking efficiency of 60%, the vehicle would clearly have come to a stop prior to impact. In factoring such calculations, P/R times/distances were considered. Furthermore, lateral movement calculations provided evidence of an ability on the operator's part for the vehicle to have avoided impact within given speed parameters. In concluding, the aforementioned contributing factors and apparent conscious decision of knowledge on the part of the operator of Unit #1, the Ford Dump Truck, further demonstrated an intention to forego obvious warnings, which in the totality of circumstances superceded not only carelessness, but equal to recklessness and resulted in the causation of this accident and subsequent fatalities of two people.

RECOMMENDATION ON VIOLATIONS:

Inspection violations (2) - MCSAP report - braking systems and overweight
Obedience to Traffic Control Devices - PA MVC 3111(a) - 3/4Ton Signs
Borough Ordinance Violations - 3/4 ton Restricted Roadway
~~Driving Vehicle at Safe Speed - PA MVC 3361~~
Careless Driving - PA MVC 3714
Reckless Driving - PA MVC 3736(a)
~~Stop Signs and Yield Signs - PA MVC 3323(b)~~
2 Counts - Homicide by Vehicle - PA MVC 3732

89. VIOLATIONS INDICATED				90. SECTION NUMBERS (ONLY IF CHARGED)				YC	NYC
UNIT 1									
IT 2									
UNIT 1	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	UNIT 2	91. PROBABLE USE	92. TYPE TEST	93. RESULTS	94. INVESTIGATION COMPLETE?	
			<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK				<input type="checkbox"/> NO TEST <input type="checkbox"/> REFUSE <input type="checkbox"/> UNK	YES	NO

MOTOR CARRIER ENFORCEMENT VEHICLE WEIGHT RECORD

TEAM H-2VEHICLE TYPE: SINGLE VEHICLE ☒ COMB. ☐CONFIGURATION 1-1REG. GROSS WEIGHT 11,000WEIGHED: SINGLE DRAFT ☒ MULTIPLE DRAFT ☐LOCATION CODE 16 226COUNTY YORKTWP. Greenbush TwpRT, SR, or ST. 17DATE 1/12/17TIME 10:00 AMTYPE SCALE 10,000DATE SCALE CERT. 1/12/17

AXLES FROM FRONT TO REAR

	AXLE No. 1	AXLE No. 2	AXLE No. 3	AXLE No. 4	AXLE No. 5	AXLE No. 6	AXLE No. 7	AXLE No. 8
DISTANCE	0'							
LEFT SIDE WEIGHT	41950	41100						
RIGHT SIDE WEIGHT	41300	41150						
TOTAL WEIGHT	91250	82250						
IF APPLICABLE	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03
TOLERANCE								
AXLE WEIGHT LESS 3%								

DISTANCE BETWEEN AXLES:

OUTER BRIDGE _____ INNER BRIDGE _____ OTHER (AXLES NO. &) _____

	AXLE WEIGHTS	SCALE I.D.	
		LEFT	RIGHT
AXLE NO. 1	91250	71	72
AXLE NO. 2	17350	73	74
AXLE NO. 3			
AXLE NO. 4			
AXLE NO. 5			
AXLE NO. 6			
AXLE NO. 7			
AXLE NO. 8			
GVW	261600		
-3%	1798		
	251802 lbs.		

VIOLATION CODE _____

GROSS WEIGHT OR
AXLE(S) WEIGHT LESS 3% _____ LBS.ALLOWED GROSS OR
AXLE(S) WEIGHT _____ LBS.

GROSS OR AXLE(S) OVERWEIGHT _____ LBS.

\$ _____ FOR FIRST _____ LBS.

\$ _____ FOR ADDITIONAL _____ LBS.
(OR _____ FOR EACH 500 LBS.)
(OR PART THEREOF IN EXCESS OF BASE.)

\$ _____ EMS

\$ _____ CAT

\$ _____ TOTAL FINE Greenwich Township\$ _____ JUDICIAL FEE 7.00

\$ _____ COSTS

\$ _____ GRAND TOTAL

CITATION NUMBER _____ W/W ☐OFFICER David H. Smith

DRIVER'S NAME _____

OPERATOR NO. & STATE _____

(CIRCLE ONE)

TRK. OR TT. REG. NO. & STATE YFT 5090 PAMAKE & COLOR Ford F150

TRL. REG. NO. & STATE _____

MAKE & COLOR _____

MOTOR CARRIER ENFORCEMENT OFFICERS

David H. Smith
Tpr. L. B. Smith

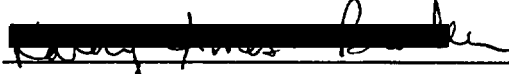
NOTES & FIGURES

1st Class weighed for 26,600 lbs.
 Southern Regional RD. 27800
 1/12/17
 26

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 12	
6. CRIME HOMICIDE BY VEHICLE		7. DATE OF CRIME 04/11/03		8. VICTIM - NEW ADDRESS			
6A. NEW CRIME IF CHANGED		7A. PA STATUTE		40. STATUS CRIME		90. STATUS CASE	
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE	
ADDITIONAL VALUE STOLEN PROPERTY	45A CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS	
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____							

On 04/11/03, @ approximately 1536 hrs. this Officer was dispatched to the above location for a class four accident with injuries. I was busy on a call at the time, but immediately broke free and responded to the scene. 4215/Siggins and 4201/Chief Childs were also dispatched to the call and responded also. Enroute there I was advised that this was believed to be a hit and run accident and that the striking vehicle was believed to have left the scene. I was advised that it was a white dump truck headed in an unknown direction. I requested YCEC put out a general broadcast to be on the lookout for the vehicle until such time as I determined if it had actually left the scene or not. Upon my arrival to the scene @ 1544 hrs, I could tell that it was a serious accident with two to three vehicles appearing to have been pushed up into the parking lot of the Getty Mart Gas Station almost into the pumps. Another (damaged) vehicle was somewhere in the middle of the intersection near the stop sign at the bottom of Church St. As I was making my way to these vehicles, I was immediately approached by a witness who advised me that the striking vehicle (a white dump truck with unknown writing on the side) had left the scene by going down Water Street in the direction of Hanover St.

Siggins and Childs arrived immediately after I did and took control of the scene while I went to look for the truck. As I proceeded down Water Street, I was pointed in the direction of the truck by bystanders who pointed North in the area East of the Enterprise building along the rail trail. I then saw the truck stopped in the alley between the Enterprise building and the rail trail. I pulled up behind the truck and called out with the vehicle giving Pa. Registration # YFT5292 and my location to York County Emergency Control. I exited my vehicle and made contact with two people I saw on the Driver's side of the vehicle. One was a male in his 20's who was seated on the ground to the left of the truck. The other was an unknown female who was holding an umbrella over the head of the male and appeared to be comforting him. Upon contact with the male I noted that he was obviously emotionally distraught and was rocking back and forth holding his right arm, rib area and leg. He appeared to be in pain but when I asked if he was hurt, he said not to be concerned about him. He admitted that he was the driver of the truck and that he had been involved in the nearby accident. He stated that his brakes gave out as he was going down the (Church St.) hill and that he was unable to stop at the bottom. He stated that he struck several cars at the stop sign at the bottom of the hill sending them into the intersection and across the road. He stated that his truck proceeded through the parking lot of the Getty Mart just North of, or to the right of the gas pumps before the truck lost momentum and stopped at it's present location. He said that he did not mean to "do it" and that he was trying to warn people the whole way down the hill by yelling out his window to "look out". He was rambling on and on and admitted (without being asked) that he knew the truck was overweight which I initially assumed he meant overweight for the roadway he was traveling on. I soon came to realize that he was saying that his load was overweight and he knew about it as he stated that "they" (meaning his employers) had loaded 7 loads of dirt instead of 5 onto the truck at his place of work. This, I assumed, was Blossom Valley Farms as that is what the lettering on the truck said. He also admitted that he knew it was wrong to drive the truck overloaded, but that (Continued)

57 TYPE NAME Kathy Ames-Brooker		58 BADGE NUMBER 4213	59 DATE OF REPORT 04/26/2003	
Signature 		60 REVIEWED BY		61 DATE REVIEWED

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 13
6. CRIME HOMICIDE BY VEHICLE		7. DATE OF CRIME 04/11/03		8. VICTIM - NEW ADDRESS		
6A. NEW CRIME IF CHANGED		7A. PA STATUTE		40. STATUS CRIME		90. STATUS CASE
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE
ADDITIONAL VALUE STOLEN PROPERTY	45A CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____						

(Continued) "they" had told him to do so, so he had done it. He also said that they had told him which way (route) to go to make his delivery and that he was not comfortable with this route especially when he realized what a steep hill it was. He continued to ramble on and on but by that time I had decided that I had better call an ambulance for him as he appeared to be in pain. I requested an ambulance and asked the driver if he had his information cards with him asking where they were located. He indicated that his Driver's license was in the back pocket of his jeans and after telling him not to move, I asked if I could remove his wallet from his pants pocket to get it out. I did this with his consent and then asked if the registration and insurance card was in the glove box of the truck which he stated should be there. I asked if I could enter the vehicle to obtain this information and was told yes, but was advised that the passenger side door did not open and I would have to enter via the driver's side. Upon entering the vehicle, I noticed that it was still running with the keys in the ignition. I immediately shut the vehicle off but left the keys in the ignition. I estimate that the vehicle was running for approximately ten minutes after my arrival before I even realized that it was running and shut it off.

Emergency medical personnel were beginning to arrive and began checking out the driver so I took a minute to check the information cards and run the information through the system to be sure everything was 10-4. Everything appeared to be 10-4 with all the cards up to date and no warrant in the system for the driver. I quickly wrote down the pertinent information and then assisted medical personnel with packaging and loading the patient onto a back board and into an ambulance that had arrived. Once the ambulance left with the patient inside, I was told to secure the scene with Police Line tape by my Sgt (4241/Geary). I did not let anyone into or near the truck other than investigators who arrived later and documented who went in and out until such time as I was relieved from the scene. No one other than this Officer touched or entered the truck after my arrival on scene with the vehicle. While inside the vehicle obtaining the information cards and shutting it off, I did not see or note anything unusual in the vehicle nor did I search the vehicle. I noted nothing to make me suspect the driver was under the influence of anything such as alcohol or drugs nor did I detect any odor of alcoholic beverage about the driver's person or appearance or behavior conducive to drug abuse. This Officer stood by and controlled the scene until relieved by 4201/Childs @ approximately 1830 hrs. A short while after my arrival (approximately fifteen minutes) a Glen Rock Fire Policeman by the name of Doug Claiborne also stood by the area of the truck to assist keeping bystanders out of the controlled area. He was later relieved by another Glen Rock Fire Policeman whose name I do not remember but will find out. This Officer later ascertained that the name of this person was Dave Shreve.

57 TYPE NAME Kathy Ames-Brooker		58 BADGE NUMBER 4213	59 DATE OF REPORT 04/26/2003	
Signature <i>Kathy Ames-Brooker</i>		60 REVIEWED BY		61 DATE REVIEWED

1. DEPARTMENT Southern Regional Police Department		2. CODE 410	3. UCR CODE 4010	5. CASE NUMBER 030924		Page No: 14
6. CRIME Homicide by Vehicle		7. DATE OF CRIME 04/11/2003		8. VICTIM - NEW ADDRESS		
6A. NEW CRIME IF CHANGED		7A. PA STATUTE PAVC 3732		40. STATUS CRIME felony 3		90. STATUS CASE not cleared / continuing
				45A. ADDITIONAL STOLEN PROPERTY VALUE		45A. ADDITIONAL RECOVERED PROPERTY VALUE
ADDITIONAL VALUE STOLEN PROPERTY	45A. CURRENCY	45A. JEWELRY	45A. FURS	45A. CLOTHING	45A. AUTO	45A. MISCELLANEOUS
ACCUSED: 51 NO. ACCUSED _____ 51A NEW ACCUSED _____ 52A ADULT _____ 53A JUVENILE _____ 54A RACE _____ 55A SEX _____ 56A DATE OF BIRTH _____						

On 04/12/2003, a search warrant was completed by Officer Smuck and signed by Duty Magistrate Haskell at his office. The search warrant control number is 030924(b). The search warrant was to have the truck and contents (minus driver's weight) weighed by Pennsylvania DOT portable scales and to search for documents inside the vehicle. The search was conducted at the impound lot, which is Gordon's Body Shop, 16367 Caprice Ct., Shrewsbury, PA 17361.

The truck was weighed by PA DOT Officer Robert Brodhead and PSP Trooper Byrd. The truck and its contents weighed 26,600 pounds on the portable scales.

Detective Goodfellow and I searched the truck for documents. The following documents were located in the cab and seized as evidence: (1) packing slip invoice # 24654 for Mr. and Mrs. Dubs, (1) four paged stapled document (packing slip, notepad listing, invoice), two paged map from New Freedom to Griffin PA, and (1) McDonald's receipt dated 04/11/2003. Photographs were taken and entered as evidence. The "issuing officer copy" of the Penn DOT Motor Carrier Enforcement vehicle weight record was also entered as evidence.

Detective Goodfellow and I made contact with Todd Sachs in the afternoon of 04/12/2003. We advised him that we were investigating the accident involving the dump truck yesterday and he stated that he was advised by his "corporate attorney" not to speak to the police. Sachs supplied me with the name of his attorney, which is David Preller of Maryland.

57 TYPE NAME Darryl Smuck II		58 BADGE NUMBER 4216	59 DATE OF REPORT 04/12/2003	
Signature _____		60 REVIEWED BY		61 DATE REVIEWED

Summary

Supplemental Summary

SUPPLEMENTAL 04/14/2003 4216 PTL DARRYL SMUCK II

In the afternoon of 04/14/2003, Todd Sachs (president of Blossom Valley Farms) and his corporate attorney David J. Preller Jr. appeared at the police station.

Detective Goodfellow and I spoke to Sachs and Preller. Attorney Preller stated that they were here to help with the investigation. When I began to ask Sachs questions, Preller replied, "I already asked him questions and I will answer them for him." Attorney Preller then began to make comments about Jaysen Newton and things that Newton did as an employee. I informed Attorney Preller that we wanted to discuss issues about the business and he agreed to allow us to speak to Todd Briefly.

I asked Todd about the truck being placed out of service on 04/10/2002 and he relied, "oh that was for a fire extinguisher." Todd adamantly denied having any knowledge about brake problems on 04/10/2002 and reiterated that it was a fire extinguisher problem and that there was no other problems.

I discussed documents that we would like to review and Attorney Preller and Todd stated that they would copy them and contact us when the documents are ready to be picked up.

We asked questions about the loading procedure and Todd stated that "they" conducted there own tests with their products and they know how many scoops of each product go on each truck.

Todd adamantly denied having any knowledge of the white dump truck having brake problems prior to the accident. I also asked about "Mike" and he said that he would supply me with "Mike's" phone # (ex-employee). Todd stated that Mike (Ruth) worked there for one day and quit. Todd stated that he had no knowledge that Mike would have been upset about the condition of the trucks and that Mike actually came back Monday after he quit and "begged" for his job back.

Todd asked some questions about the accident and I supplied him with a PD-129. The accident was briefly discussed.

Attorney David J. Preller Jr., Preller and Preller, Suite 302, 102 W. Pennsylvania Avenue, Towson, MD 21204-5007 [REDACTED] office
[REDACTED] fax #

SOUTHERN REGIONAL POLICE DEPARTMENT

ORI: PA0674800

Incident Investigation Report

20030426M8455-A (04)**Summary****Supplemental Summary**

SUPPLEMENTAL 04/15/2003 4216 PTL DARRYL SMUCK II

I received a phone call from Robert Rose, Service Manager at Carl Beasley Ford in York today. HE called a day after NTSB was at their business requesting information of the ford dump truck owned by Blossom Valley Farms.

He stated, "I have something I have to get off my chest." Rose stated that he received a phone call on 4/7 or 4/8/2003 prior to the accident in Glen Rock from a male subject from Blossom Valley Farms stating that they have a truck that needed to get in as soon as possible for repairs. Rose stated that it was a rainy week and they were really busy. Rose stated that he told the male subject that the next day was the earliest he could get the truck in and the male subject hung up the phone. Rose reported that a female subject called from Blossom Valley Farms approx. one hour later and requested to have a truck in for repairs as soon as possible. He again told the female subject that tomorrow was the earliest he could get the truck in and she hung up the phone. Rose reported that he believed the females name was "Stephanie." When asked if it may have been "Leslie", he replied "it may have been Leslie." Rose stated that he was unaware of which truck needed repairs or what kind of repair.

Robert Rose, Beasley Carl Ford Inc., 1801 Whiteford Rd., York, PA

[REDACTED]

Officer: PTL DARRYL SMUCK II

Badge: 4216

Page: 1

Case Status: FURTHER INVESTIGATION

Case Disposition:

Date Printed: 20 May 2003 09:47

By: Darryl Smuck

(31)

Summary**Supplemental Summary**

SUPPLEMENTAL 04/15/2003 4216 PTL DARRYL SMUCK II

While in the process of attempting to locate "Dena" who was involved in a minor accident with the 1995 Ford dump truck on 04/08/2003, Dena Hare called the police station. I made contact with Hare and she was interviewed at the Gordon's Body Shop.

Hare reported that she was traveling East on Rt. 851 at I-83 and was stopped at a red light under I-83. Hare reports that a dump truck stopped behind her completely (5 to 6 feet) and was completely stopped for one minute. Hare reports that the truck then struck her car and her foot slipped off the clutch, pushing her into the intersection. They pulled into the Tom's Mobil parking lot and exchanged information. Hare reports that they assessed her car and the damage was minimal.

Hare reports that Newton then began to "profusely apologize" and stated that his brakes "gave out." She reports that Newton began to tell her that his brakes haven't been working properly and that he has only been driving it for three days. He also stated that he has been telling his employer that he wasn't comfortable with driving the truck and that he doesn't have his "CDL".

Hare reported that Newton never asked her to look at a flashing light on the dash and he never mentioned anything to her about the brake light flashing. Hare stated that Newton just kept repeating that his brakes went out and that they haven't been working properly. Hare reports that she did turn the claim into her insurance company.

WRITTEN STATEMENT SUPPLIED

Dena Kay Hare, [REDACTED], Stewartstown, PA 17363

DOB: [REDACTED]

SOUTHERN REGIONAL POLICE DEPARTMENT

ORI: PA0674800

Incident Investigation Report

20030426M8455-A (04)**Summary****Supplemental Summary**

SUPPLEMENTAL 04/20/2003 4216 PTL DARRYL SMUCK II

On 04/14/2003, a search warrant (control # 030924c) was completed and executed. This search warrant was to have the truck towed and weighed at BARMAC (York Building Products) on Mt. Airy Rd. The truck was also inspected by Special Agent Dennis McGee of the United States Department of Transportation. Photographs were taken.

The truck was weighed on a certified stationary scale by Mike Gemmill of BARMAC and weighed 26,540 pounds.

The original weigh document was entered into evidence (series "E") and a duplicate copy is attached.

Officer: PTL DARRYL SMUCK II

Case Status: FURTHER INVESTIGATION

Badge: 4216

Case Disposition:

Page: 1

Date Printed: 20 May 2003 10:58

By: Darryl Smuck

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STATEMENT

SOUTHERN REGIONAL POLICE DEPARTMENT

LOCATION (WHERE STATEMENT IS MADE) <u>[REDACTED], York</u>	DATE <u>4-23-03</u>	TIME <u>12:00</u>	INCIDENT NUMBER <u>[REDACTED]</u>
LAST NAME, FIRST NAME, MIDDLE NAME <u>MORLEY LESUE T.</u>		SOCIAL SECURITY NUMBER <u>[REDACTED]</u>	DATE OF BIRTH <u>[REDACTED]</u>
ADDRESS <u>[REDACTED], York, PA 17404</u>			TELEPHONE NUMBER <u>[REDACTED]</u>

(PLEASE USE BLACK PEN)

I, LESUE T. MORLEY, WISH TO MAKE THE FOLLOWING STATEMENT:

I WAS EMPLOYED AT BLOSSOM VALLEY FARMS, INC FROM MAY 2002 UNTIL APRIL 17, 2003 AS ADMINISTRATIVE ASSISTANT TO PRESIDENT (TODD SACHS). APPROXIMATELY THE LAST WEEK OF MARCH 2003 TO BEGINNING OF APRIL 2003, RANDY CONAWAY ^{UM} ~~SAF~~ MENTIONED TO ME THAT HE THINKS THE BRAKES SHOULD BE CHECKED ON THE BIG WHITE DUMP TRUCK. I SPECIFICALLY TOLD RANDY TO TELL TODD SACHS ABOUT THE BRAKES BECAUSE I WAS BUSY AT THE TIME. TODD SACHS NEVER CAME TO ME TO SET UP AN APPOINTMENT FOR THE TRUCK SO I ASSUMED THAT TODD HAD RIKKI S. OR CONNIE WISE SET UP THE APPOINTMENT.

I LATER LEARNED OF THE ACCIDENT IN GLEN ROCK. TODD CAME TO ME ON TUESDAY, APRIL 15, 2003 AND ASKED ME IF I KNEW ANYTHING ABOUT THE BRAKES. I TOLD TODD THAT I TOLD RANDY TO TELL YOU (TODD) DIRECTLY ABOUT THE BRAKES. RIGHT AFTER OUR CONVERSATION, TODD SACHS ASKED ME FOR RANDY'S CELL PHONE NUMBER. I THEN HEARD TODD ON THE PHONE CALLING RANDY BY HIS NAME. I HEARD TODD ^{UM} ~~SAF~~ ASK RANDY ABOUT DID HE (RANDY) TELL HIM (TODD) ABOUT THE BRAKES. I THEN HEARD TODD SAY NO YOU DID NOT, TWICE. AFTER THE CONVERSATION WAS OVER TODD SACHS CAME BACK TO ME AND TOLD ME RANDY NEVER TOLD HIM. ON APRIL 16, 2003, RANDY CONAWAY WALKED INTO THE GIFT SHOP AT BLOSSOM VALLEY FARMS AFTER TALKING TO

EXHIBIT	INITIALS OF PERSON MAKING STATEMENT <u>UM</u>	PAGE 1 OF <u>2</u> PAGES
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ADDITIONAL PAGES MUST CONTAIN THE HEADING "STATEMENT OF _____ DATED _____ CONTINUED." THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT AND BE INITIALED AS "PAGE _____ OF _____ PAGES."

Summary**Supplemental Summary**

SUPPLEMENTAL 04/25/2003 4216 PTL DARRYL SMUCK II

On 04/25/2003, Detective Goodfellow and I interviewed Jerry Snedden, an employee of Blossom Valley Farms. Snedden came on station voluntarily and did not wish to have an attorney present. Snedden stated that he went through divorces and that he knows how they operate and cost. Snedden stated, "I didn't do anything wrong and I don't need any scum bag attorney to sit next to me and tell me to keep my mouth shut." Snedden told us that Attorney Preller told him not to talk to the police and Todd Sachs encouraged him not to speak to us without Sach's attorney present.

Snedden stated that he interviewed Jaysen Newton and he hired Newton. Snedden stated that he made a photocopy of Newton's driver's license and asked him about traffic violations, but he was not aware if a driver's history was conducted by Blossom Valley Farms. Snedden reported that Newton was hired for general work and to make deliveries. Snedden reported that he trained Newton on the Bob Cat and briefly on the red dump truck. Snedden reported that he was off Wednesday 04/09/2003 and returned to find Newton driving the white dump truck. Snedden reported that Newton never drove the truck prior to 04/09/2003 and must have been trained by Randy the day Snedden was off work.

Snedden did state that Newton told him about a brake light flashing on the red Chevrolet dump truck and that truck was taken out of service. Snedden denied Newton ever telling him about brake problems with the 1995 white dump truck involved in the accident.

When asked if he was told by Todd Sachs to speak to Newton about his driving, Snedden replied, "On Thursday before the accident I told Jaysen to slow down because Todd saw him driving fast." Snedden reported that Sachs saw Newton driving fast "a bunch of times" and he was told by Sachs to have a talk with Newton.

Snedden admitted that he knew the red truck's inspection was two months expired. He also stated that he loaded the truck for Jaysen Newton on 04/11/2003 just prior to the accident. Snedden stated that he put (7) scoops of unsifted top soil on the truck and it was raining outside. He confirmed that Newton was inside the truck when he loaded the truck. Snedden also stated that he was never informed about any "testing" that Blossom Valley conducted to determine how many scoops of each product could be loaded on each truck.

Snedden reported that Newton was an enthusiastic "kid" and he told me that he had experience driving farm equipment. Snedden stated that he knew

Summary

Supplemental Summary

Newton did not have any experience but he was "enthusiastic." Snedden stated that he would hire him back and that Newton was going to come back this coming Monday 4/28/2003.

Snedden reported that he had no loyalty to Todd Sachs or anyone else at the business. He stated that he doesn't need the money and the only things that he is loyal to is "the 247,000 plants" that he manages.

Jerry Steven Snedden, [REDACTED], Railroad, PA 17355 [REDACTED]

Summary

Supplemental Summary

SUPPLEMENTAL 04/27/2003 4216 PTL DARRYL SMUCK II

Pete Kotowski, Detective Goodfellow, and I interviewed Douglas Orr on 04/27/2003. Orr reported that he worked part-time for Blossom Valley Farms from July or August of 2002 until "slow season" winter time of 2002. Orr reports that he is a full time truck mechanic for Kinsley Construction and a state certified inspection mechanic. He reports that he has over 20 years experience as a truck mechanic.

Orr stated that he operated the 1995 Ford dump truck most of the time while he was employed. He stated that the truck "didn't stop well with a heavy load." Orr stated that he adjusted the automatic slack adjusters 3-4 times while he was employed by Blossom Valley Farms and that the 1995 Ford truck was "harder to stop then most trucks."

Orr stated that he was operating the 1995 Ford Dump truck on 04/10/2002 when the truck was placed out of service by Maryland State Police on I-83 just over the PA / MD line. Orr reported that the truck was placed out of service for brake adjustments and no fire extinguisher. Orr stated that Todd Sachs was aware of the brake problem because Orr called him when he was placed out of service. Orr told Sachs about the brake problem and the fire extinguisher. Sachs brought wrenches and a fire extinguisher to Orr at the inspection station and Orr adjusted the automatic slack adjusters. The truck was re-inspected and Orr drove the truck away from the inspection station.

Orr stated that he conducted most of the repairs for Blossom Valley while he was employed by Blossom Valley Farms.

Douglas Orr, [REDACTED], Glen Rock, PA 17327 [REDACTED]

STATEMENT

SOUTHERN REGIONAL POLICE DEPARTMENT

LOCATION (WHERE STATEMENT IS MADE) <u>ATTORNEY JEFF MARSHALL'S OFFICE</u>	DATE <u>6-30-03</u>	TIME <u>7:15 PM</u>	INCIDENT NUMBER <u>030924</u>
LAST NAME, FIRST NAME, MIDDLE NAME <u>CONWAY RANDY A</u>		SOCIAL SECURITY NUMBER <u>[REDACTED]</u>	DATE OF BIRTH <u>[REDACTED]</u>
ADDRESS <u>[REDACTED] YORK PA 17403</u>			TELEPHONE NUMBER <u>[REDACTED]</u>

(PLEASE USE BLACK PEN)

I, RANDY A CONWAY, WISH TO MAKE THE FOLLOWING STATEMENT:

I HAD 8 YDS ON TRUCK AND COULD NOT STOP GOOD ENOUGH I CAME BACK TO SHOP DUMPED 5 OFF AND WENT TO MAKE DEL. AGAIN. BUT DUMP BROKE SO I RETURNED TO SHOP LATER THAT DAY I TOLD TODD I COULD NOT STOP GOOD ENOUGH WITH TRUCK AND HE ASK ME WHAT I HAD ON AND I TOLD HIM AND HE GAVE ME NGLL AND TOLD ME NOT TO PUT MORE THAN 4¹/₂ 5 YDS OF TOP SOIL ON TRUCK. I NEVER KNEW I COULDN'T I KNEW IT WAS A 12yd TRUCK.

THE DAY BEFORE ACCIDENT JASON AND I WERE COMING BACK FROM HAND. AND I PAST CHURCH ST. AND WHEN WE GOT BACK JASON ASK ME WHY I DIDN'T COME UP. I TOLD HIM TO NEVER GO ~~ON~~ ON CHURCH ST- WITH ANY TRUCKS. IT WAS A ~~23~~ 34 TON LIMIT - AND I TOLD HIM NEVER TO PUT MORE THAN 4 yds ON TRUCK. I TOLD HIM ABOUT THE TIME I WAS OVER WEIGHT
THE INCIDENT WITH THE 8 YDS WAS ABOUT ONE WEEK BEFORE ACCIDENT IN GLEN ROCK

EXHIBIT	INITIALS OF PERSON MAKING STATEMENT <u>RC</u>	PAGE 1 OF <u>1</u> PAGES
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THE BOTTOM OF EACH ADDITIONAL PAGE MUST BEAR THE INITIALS OF THE PERSON MAKING THE STATEMENT AND BE INITIALED AS "PAGE ____ OF ____ PAGES."

SOUTHERN

ORI: PA0674

Summary

Supplement
SUPPLEMENTInformation
on 07/03Blossom
a close
relative
from M

attach

MARYLAND DRIVER-VEHICLE INSPECTION REPORT

NO. TI- 1133067

MARYLAND MOTOR CARRIER SAFETY PROGRAM
MARYLAND STATE POLICE
901 ELK RIDGE LANDING ROAD SUITE 300
LINTHICUM HEIGHTS, MD 21090
410-694-6100 FAX 410-694-6139

SPECIAL STUDY NO.	CHS INSPECTION TYPE ① 3 5 2 4	INSPECTION DATE 4/10/02	TIME STA. 15
INSPECTION LOCATION #B I-83 @ Scales	LOCATION CODE 015	CD CODE 05	INSPECTION CODE 0140
VEHICLE DEFECT (RANDOM) DEFECT OTHER	TYPE OF FACILITY FIXED ROAD SIDE	U.S. DOT CENSUS NO. 796871	STATE NO.

NAME OF MOTOR CARRIER Blossom Valley Farms ADDRESS 12506 Susquehanna Trail CITY New Freedom PA STATE PA ZIP 17349

DRIVER IDENTIFICATION LAST ORR FIRST Douglas CURVIN DRIVER'S LICENSE NO. [REDACTED] ISSUED BY PA STATE PA

NAME OF SHIPPER Same SHIPPING PAPER NO. None CARGO TANK MC SPEC. DOT EXEMPTION NO. ("E" NO.) F

COMMODITY TRANSPORTED Mulch ORIGIN Shrewsbury CITY PA DESTINATION Baltimore CITY

HAZARDOUS MATERIALS TRANSPORTED				UNIT NO. TYPE YR. MAKE COMPANY NO. LICENSE NO. STATE FULL VIN								
DIVISION 1.1	DIVISION 4.1	CODE	GGT	HWI	1	TR	95	Ford	1	YFT5292	PA	A-66171
DIVISION 1.2	DIVISION 4.2				2							
DIVISION 1.3	DIVISION 4.3				3							
DIVISION 1.4	DIVISION 5.1				4							
DIVISION 1.5	DIVISION 5.2											
DIVISION 1.6	DIVISION 6.1											
DIVISION 2.1	DIVISION 6.2											
DIVISION 2.2	CLASS 7											
DIVISION 2.3	CLASS 8											
CLASS 3	CLASS 9											

A. REPAIRED AT SCENE C. RESTRICTED SERVICE U. UNKNOWN
B. TOWED / ESCORTED D. OTHER

INSPECTOR'S SIGNATURE		DATE	UNIT NO.	OUT OF SVC	DOT DEFECT VERIZ.
NO.		VIOLATION IDENTIFICATION			

1	3	9	6	3	A	1	B	A	1	X	2 of 4, Brakes Exceed Max Stroke
2	3	9	3	9	5	A	1		1		No Fire Extinguisher

ALCOHOL / CONTROLLED SUBSTANCE TEST	Y/N	DRUG INTERDICTION SEARCH	Y/N	DRUG INTERDICTION ARRESTS	Y/N	SIZE AND WEIGHT ENFORCEMENT	Y/N	TRAFFIC ENFORCEMENT
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CITATIONS & SECTIONS		CVSA DECAL ISSUED? Y/N		Do not seal or	
CIT. 8M57433 SEC. 396.3A	CIT. SEC.	CIT. SEC.	CIT. SEC.	WARNING(S) 2	S.E.R.O.(S) 2

☒ Pursuant to authority contained in Title 49, Code of Federal Regulations, Section 396.9, and in accordance with TA 25-111, Annotated Code of Maryland, I hereby certify that the driver named on this report Out of Service. This driver may not and no Motor Carrier may permit or require this driver to drive or operate any Motor Vehicle with defects followed by an "X" in the "Out of Service" column in the violations discovered section of this report Out of Service. No person shall remove the out of service stickers applied to these vehicles, or operate such vehicle(s) until the out of service defects have been repaired and the vehicles have been restored to safe operation.

☐ Pursuant to authority contained in Title 49, Code of Federal Regulations, Section 395.13, and in accordance with TA 25-111, Annotated Code of Maryland, I hereby declare the driver named on this report Out of Service. This driver may not and no Motor Carrier may permit or require this driver to drive or operate any Motor Vehicle.

REPORT PREPARED BY (SIGNATURE)	TIME	COPY RECEIVED BY (DRIVER SIGNATURE)
[Signature]	1610	[Signature]

NOTE TO DRIVER/SHIPPER: This report must be furnished to the motor carrier whose name appears at the top of this report. Please sign the below certification and return this report to the above address within 10 days of the date of this report. All collateral associated with this report must be marked (no per instructions on the back of the citation) to: J.E. Public Roads, 101 River Road, Suite 200, Annapolis, Maryland 21401.

The undersigned certifies that all violations noted on the report have been corrected and action has been taken to assure compliance with the Federal / State Motor Carrier and Hazardous Material Regulations insofar as they are applicable to motor carriers and drivers.

SIGNATURE OF CARRIER OFFICIAL	TITLE	DATE SIGNED
[Signature]		

MSP 24-52 REV (1-98)

MSP FILE COPY

Office
Case
Date Pri

39

Summary**Supplemental Summary**

SUPPLEMENTAL 07/23/2003 13:52 4251 DET ROGER GOODFELLOW REF#:030924

At 1310 Hrs. 07/23/2003, I was present at Gordon's Body Shop when Blossom Valley's truck was weighed again. On this occasion the truck was weighed without a load using portable scales by Penn Dot Motor Carrier Enforcement Officers Broadhead and Doyle. The unladed wight of the truck is 15,450 lbs. This unladen weight is 1,450 lbs. more than the 14,000 unladen weight shown on the registration card. This difference shows that the truck could only legally carry a load of 10,550 lbs. to be at the registered gross weight allowed for the truck. This also shows that the weight of the load at the time of the accident was 11,090 lbs.

A copy of the weight record is attached to this report.

This case is open under further investigation

MOTOR CARRIER ENFORCEMENT VEHICLE WEIGHT RECORD

TEAM 11VEHICLE TYPE: SINGLE VEHICLE ☒ COMB. ☐CONFIGURATION 1-1G. GROSS WEIGHT 56,000 lbsWEIGHED: SINGLE DRAFT ☒ MULTIPLE DRAFT ☐LOCATION CODE 66-~~226~~ 326COUNTY YorkTWP. ShrewsburyRT, SR, or ST. 851DATE 11/30/03TIME 1:30TYPE SCALE 1000 lbDATE SCALE CERT. 02/15/03

AXLES FROM FRONT TO REAR

	AXLE No. 1	AXLE No. 2	AXLE No. 3	AXLE No. 4	AXLE No. 5	AXLE No. 6	AXLE No. 7	AXLE No. 8
DISTANCE	0'							
LEFT SIDE WEIGHT	31300	41750						
RIGHT SIDE WEIGHT	31350	41050						
TOTAL WEIGHT	61650	61800						
IF APPLICABLE	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03	LESS .03
TOLERANCE								
AXLE WEIGHT LESS 3%								

DISTANCE BETWEEN AXLES:

OUTER BRIDGE _____ INNER BRIDGE _____ OTHER (AXLES NO. &) _____

	AXLE WEIGHTS	SCALE I.D.	
		LEFT	RIGHT
AXLE NO. 1	61650	31	32
AXLE NO. 2	61800	33	34
AXLE NO. 3			
AXLE NO. 4			
AXLE NO. 5			
AXLE NO. 6			
AXLE NO. 7			
AXLE NO. 8			
GVW	151450		

VIOLATION CODE _____

GROSS WEIGHT OR
AXLE(S) WEIGHT LESS 3% _____ LBS.ALLOWED GROSS OR
AXLE(S) WEIGHT _____ LBS.

GROSS OR AXLE(S) OVERWEIGHT _____ LBS.

\$ _____ FOR FIRST _____ LBS.

\$ _____ FOR ADDITIONAL _____ LBS.
(OR _____ FOR EACH 500 LBS.)
(OR PART THEREOF IN EXCESS OF BASE.)

\$ _____ EMS

\$ _____ CAT

\$ _____ TOTAL FINE

\$ _____ JUDICIAL FEE

\$ _____ COSTS

\$ _____ GRAND TOTAL

CITATION NUMBER _____ W/W ☒

OFFICER _____

DRIVER'S NAME _____

OPERATOR NO. & STATE _____

(CIRCLE ONE)

TRK. OR TT. REG. NO. & STATE YFT-2292MAKE & COLOR Ford (white)

TRL. REG. NO. & STATE _____

AKE & COLOR _____

MOTOR CARRIER ENFORCEMENT OFFICERS

R. Bedhead
R. Doyle

NOTES & FIGURES

ISSUING OFFICER 46

PENNSYLVANIA STATE POLICE
VICTIM/WITNESS STATEMENT FORM

1. VICTIM/WITNESS: JAMES C. BIDDLE		2. INCIDENT NO.:	
3. ADDRESS: X [REDACTED] Greenville, Pa 17329		TELEPHONE: [REDACTED]	
4. PLACE:		5. DATE/DAY: X 04/11/03 / FRI	6. TIME: X 1600 HRS
7. OFFICER'S NAME/SIGNATURE/BADGE NO.: TRP. JOSEPH KRAWI2CKI		8. PAGE NO./INITIALS: # 7779	

9. STATEMENT:

- ① I followed the dump truck from Snow Trail
- ② It was going around 25-30 mph with tail lights on and Rt blinker light flashing.
- ③ At top of hill truck went much faster
- ④ I did not see any attempt to brake - no brake lights
- ⑤ Truck narrowly missed hitting parked cars as it traveled down the hill
- ⑥ Truck was going very fast as it ran over & pushed cars out of its path
- ⑦ Truck continued out of my sight

NOTICE

Under Section 4904 of the Pa. Crimes Code, Unsworn Falsification to Authorities, a person commits a misdemeanor of the third degree if he makes a written false statement which he does not believe to be true.

10. VICTIM/WITNESS SIGNATURE:

DEPARTMENT HEADQUARTERS

(42)