

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

15-JUL-2014

Repository ☐Reference No.
10610795**OWNER INFORMATION (Type or Print)**Name Address

City MELROSE

State NM

Zip Code Daytime Telephone Number E-mail Address Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

3N1BC13E68L Make
NISSANModel
VERSAModel Year
2008

Date Purchased

Dealer's Name and Telephone Number

Engine:
No: Cylinders

Fuel Type:

Original Owner
☐

Dealer's City

State

Zip Code

Transmission Type

☐ Antilock Brakes

Powertrain

Multiple Failure:

Incident Date(s)

16-SEP-2013

☐ Cruise Control**FAILED COMPONENT(S)/PART(S) INFORMATION**

Vehicle Component Codes: BRAKES (PWS), 140000 AIR BAGS, 980000 UNKNOWN OR OTHER

Failure Mileage

Failure Speed
69**ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE**

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTM19ABC036)

☐ Original Equipment
☐ Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash

☒ Yes ☐ No

Fire

☐ Yes ☒ No

Number of Persons Injured

2

Number of Deaths

1

Reported to Police

Y

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

TL* THE CONTACT OWNS A 2008 NISSAN VERSA. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 69 MPH, THE DRIVER LOST CONTROL OF THE VEHICLE AND CRASHED INTO A TREE. THE CONTACT STATED THAT THE AIR BAG POSSIBLY DEPLOYED INADVERTENTLY AND STARTLED THE DRIVER, LEADING TO A CRASH. THE CRASH RESULTED IN ONE FATALITY AND TWO PASSENGERS SUSTAINED INJURIES THAT REQUIRED MEDICAL ATTENTION. A POLICE REPORT WAS FILED OF THE INCIDENT. THE FAILURE MILEAGE WAS NOT AVAILABLE.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

From: [REDACTED]
To: [Chan, Steve \(NHTSA\)](#)
Subject: Re: Your report to NHTSA (ODI #10610795); Ref: 2008 Nissan Versa Airbag Inadvertent deployment
Date: Wednesday, November 19, 2014 7:37:15 PM

Dear Steve

In reference to the 2008 Nissan Versa Hatchback my ODI#10610795, I also wanted to let you know that the vehicle year model reference here does have the accelerator problems that is described NHTSA# PE14018. I have personally experienced my foot being trapped between the brake peddle and gas peddle in this vehicle and have had to turn my leg to the side and pull my foot out in order to apply the brakes or such.

Also I wanted you to know that on the vehicle search tool I am only able to review the problems on Nissan versa sedan and not the Hatchbacks!

Thank you,
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2. Please email me pictures of the post-crashed vehicle's exterior and interior (mainly the dash).
3. Please email me a copy of the police report, if available.
4. Email me the crash event recorder data, if available.
5. How are you related to the deceased (I presume the driver?)
6. What were the ages of the vehicle occupants, including the driver?

Thank you.

Steve Chan

Safety Defects Engineer

Office of Defects Investigation / NHTSA

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To: [Chan, Steve \(NHTSA\)](#)
Subject: Re: Your report to NHTSA (ODI #10610795); Ref: 2008 Nissan Versa Airbag Inadvertent deployment
Date: Wednesday, November 19, 2014 5:09:16 PM

STEVE; PLEASE LET ME KNOW IF YOU RECEIVED ALL THE INFO. AGAIN SINCE THE POLICE REPORT THERE IS INFORMATION ON POLICE REPORT THAT HAS BEEN PROVEN INACCURATE. PLEASE GIVE ME A CALL ASAP @ [REDACTED]
THANK YOU; [REDACTED]

On Wednesday, November 19, 2014 11:53 AM [REDACTED] <[REDACTED]> wrote:

Dear Steve;

in reference to your email November 7, 2014 questions concerning my NHTSA ODI # 10610795. I am working on my reply but have been running into problems on trying to e-mail u the police report, I believe it is way to long to email reason is that the accident report is over 2" thick. There is a lot of information that I would like to give to you and would be best if there was any way you might could call me @ [REDACTED] please!

to answer a couple of your questions you have asked:

#5) How am I related to the deceased (you presumed the driver) The driver is my brother, he barely survived the crash. The passenger was my DAD which is the deceased Fatality due from Multiple Blunt Force Trauma. The Occupant SRS failed. The seatbelt webbing had came all the way out of the retractor and was caught in the D-ring due to faulty design. ref. NHTSA #10010097! Passenger door curtain airbag and seat airbag did not deploy. The front airbag did deploy however the top dash board center covered it up. im trying to send you the pictures. Showing what happened to better understand the incident.

1) What led me to believe that the airbags possibly deployed inadvertently? When the car left the highway and entered the bar ditch there were no indications or signs of braking or over correcting the steering to try to get back on highway. The car traveled along the highway in the bar ditch for over a quarter of a mile in the straightest line driven before hitting a fixed object. Again there was no signs or evidence of over correcting or braking. Witness confirmed that he saw no brake lights before the car hitting the tree. The only thing my brother (driver) can recall is the Driver side Curtin airbag hitting him on his left side of head temple area.

Correct me if im wrong, but after long indepth hours of research, once the airbags deploy you lose all steering and braking capabilities or of such electrical functions? The officer thought my brother might had fallen to sleep. I disagree with his beliefs. My dad which wears a hearingaide had just finished up a phone call using the Bluetooth over headspeaker with my cousin and trust me nobody could had fallen asleep on how loud my dad speaks. Plus 20 minutes prior to the wreck my brother had got out at allsup's and bought a drink. Both brother and my dad had received over

8 hours sleep the nite before. My brother has been on the volunteer fire department for over 25 years and have received numerous awards for ambulance volunteered EMT for State of New Mexico. There is no way anybody fell asleep is my theory! FYI: however the DPS officer stated it was as if someone turned the vehicle off even though ignition switch was in the on position. Everybody has tried to locate the car battery and has yet been found.

Because of the SRS failure my dad hit windshield full force! In recoil the Passenger seat broke resulting in full force energy sudden stop hitting wind shield and thrown backwards snapping the set . Again I am trying to email pictures but no luck so far. You requested pictures of dash board. The faulty Seat Belt Warning light is illuminated or is on if that helps in anyway.

4) you asked for the copy of the crash event data recorder print out. It has yet to be read. The DPS officer got a search warrant for the black box and the District Attorney in Lubbock Texas thought he knew someone that could download the information but that individual did not try. Chris the D.A. stated he still has it in the bottom drawer of his desk locked up and has yet to be able to locate someone that can read the Event Data Recorder.

FYI: I have my dads 2008 Nissan Versa Hatchback in my garage to be investigated for possible answers on what caused the wreck. I will keep trying to e-mail the report and pictures to you however it my be faster to mail them to you. If you could please give me a call at the phone number I provided above. Thank you for your time and efforts in this matter. As of to date it is still unknown what the cause of the accident was.

Thank you
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Date: Wednesday, November 19, 2014 5:05:53 PM
Attachments: [REDACTED] [FATALITY CRASH PHOTOGRAPHY.docx](#)
[Crash Packet \[REDACTED\] - PHOTO LOG 57-81.xls](#)
[Crash Packet \[REDACTED\].xls](#)
[\[REDACTED\] er Memo.docx](#)
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FATALITY CRASH **PHOTOGRAPHY**

PHOTO #1



PHOTO DEPICTING UNIT 1'S LEFT SIDE

PHOTO #2



PHOTO DEPICTING UNIT 1'S LEFT SIDE (ANGLED)

PHOTO #3



PHOTO DEPICTING UNIT 1'S LEFT SIDE/ FRONT END DAMAGE

PHOTO #4



PHOTO DEPICTING UNIT 1'S FRONT END AND DAMAGE

PHOTO #5



PHOTO DEPICTING UNIT 1'S REAR VIEW

PHOTO #6



PHOTO DEPICTING UNIT 1'S RIGHT (PASSENGER) SIDE

PHOTO #7



PHOTO DEPICTING UNIT 1'S REAR VIEW AND DRIVER SIDE

PHOTO #8



PHOTO DEPICTING UNIT 1'S REAR VIEW AND PASSENGER SIDE

PHOTO #9



PHOTO DEPICTING UNIT 1'S PASSENGER SIDE & WINDOWS

PHOTO #10



PHOTO DEPICTING UNIT 1'S DRIVER SIDE AND WINDOWS

PHOTO #11



PHOTO OF UNIT 1 DEPICTING UNIT 1'S INTERIOR

PHOTO #12



PHOTO OF UNIT 1 DEPICTING UNIT 1'S AIR BAG DEPLOYMENT & DRIVER SAFETY BELT

PHOTO #13



PHOTO OF UNIT 1 DEPICTING SIDE AIR BAG DEPLOYMENT & CUT SAFETY BELT

PHOTO #14



PHOTO OF UNIT 1 DEPICTING BLOOD ON DRIVER AND PASSENGER SEATS, AS WELL AS ON THE DRIVER AIR BAG

PHOTO #15



PHOTO OF UNIT 1 DEPICTING STEERING COLUMN AND TURN SIGNAL INDICATOR

PHOTO #16



PHOTO OF UNIT 1'S STEERING WHEEL DEPICTING BLOOD EVIDENCE

PHOTO #17



PHOTO OF UNIT 1'S INSTRUMENT PANEL DEPICTING NO POWER & LACK OF SPEED INDICATION

PHOTO #18



PHOTO OF UNIT 1'S INSTRUMENT PANEL DEPICTING NO POWER & LACK OF SPEED INDICATION

PHOTO #19



PHOTO OF UNIT 1'S RADIO / TEMPERATURE CONTROLS DEPICTING LOSS OF POWER & HEATING / COOLING LEVELS

PHOTO #20



PHOTO OF UNIT 1'S CENTER CONSOLE INDICATING DAMAGE TO INTERIOR OF VEHICLE AND TRANSMISSION GEAR PLACEMENT

PHOTO #21



PHOTO OF UNIT 1'S GEAR SHIFT DEPICTING GEAR PLACEMENT

PHOTO #22



PHOTO OF UNIT 1'S DRIVER SIDE SAFETY BELT DEPICTING WHERE IT WAS CUT BY
EMERGENCY SERVICE PERSONNEL

PHOTO #23



PHOTO OF UNIT 1'S DRIVER SIDE SEAT BELT ANCHOR

PHOTO #24



PHOTO OF UNIT 1'S EMERGENCY BRAKE HANDLE DEPICTING LOCATION OF BLOOD EVIDENCE
AND DRIVER SAFETY BELT ANCHOR

PHOTO #25



PHOTO OF UNIT 1'S PASSENGER SIDE SAFETY BELT & ANCHOR

PHOTO #26



PHOTO OF UNIT 1'S PASSENGER SIDE AIR BAG DEPLOYMENT

PHOTO #27



PHOTO OF UNIT 1'S WINDSHIELD DAMAGE & REAR VIEW MIRROR DISPLACEMENT

PHOTO #28



PHOTO OF UNIT 1'S BACK SEAT DEPICTING NON-USE OF SAFETY BELTS AND VEHICLE CONTENTS

PHOTO #29



PHOTO OF UNIT 1'S BACK SEAT DEPICTING NON-USE OF SAFETY BELTS AND VEHICLE CONTENTS

PHOTO #30



PHOTO OF UNIT 1'S DRIVER SIDE FLOOR BOARD DEPICTING PEDAL PLACEMENT POST CRASH & INTRUSION INTO THE VEHICLE

PHOTO #31



PHOTO OF UNIT 1'S DRIVER SIDE STEERING COLUMN DEPICTING DAMAGE TO VEHICLE CONTROLS & STEERING COLUMN

PHOTO #32



PHOTO OF UNIT 1'S DRIVER SIDE DOOR PANEL DEPICTING THE DOORS UNLOCKED POSITION

PHOTO #33



PHOTO OF UNIT 1'S FLOOR BOARD AREA DEPICTING BLOOD EVIDENCE & DAMAGE TO THE CENTER CONSOLE

PHOTO #34



PHOTO OF UNIT 1'S DRIVER SIDE HEAD LAMP DEPICTING ITS DISPLACEMENT FROM THE VEHICLE

PHOTO #35



PHOTO OF UNIT 1'S WINDSHIELD WASH SYSTEM RESERVOIR DEPICTING ITS DISPLACEMENT FROM THE VEHICLE

PHOTO #36



PHOTO OF UNIT 1'S WINDSHIELD WASHER SYSTEM RESERVOIR DEPICTING ITS PLACEMENT IN REFERENCE TO UNIT 1

PHOTO #37



PHOTO OF UNIT 1 DEPICTING ITS POSITION IN RELATIONSHIP TO THE TREE IT STRUCK

PHOTO #38



PHOTO OF THE DAMAGE THE TREE INCURRED DUE TO THE COLLISION

PHOTO #39



PHOTO OF UNIT 1'S FRONT BUMPER AND DAMAGE TO TREE DUE TO THE COLLISION

PHOTO #40



PHOTO OF UNIT 1 DEPICTING ITS RELATIONSHIP TO THE STRUCK TREE

PHOTO #41



PHOTO OF UNIT 1 DEPICTING COLLISION DAMAGE FROM SIDE ANGLE VIEW

PHOTO #42



TOP VIEW OF UNIT DEPICTING DAMAGE TO UNIT 1'S FRONT END

PHOTO #43



TOP VIEW OF UNIT 1 DEPICTING UNIT 1'S REAR END

PHOTO #44



TOP VIEW OF UNIT 1'S DRIVER SIDE AREA

PHOTO #45



TOP VIEW OF UNIT 1'S PASSENGER SIDE AREA

PHOTO #46



TOP VIEW OF UNIT 1'S FRONT END DEPICTING DAMAGE TO ITS RIGHT FRONT SIDE

PHOTO #47



TOP VIEW OF UNIT 1'S FRONT END DEPICTING DAMAGE TO ITS LEFT FRONT SIDE

PHOTO #48



VIEW OF DAMAGE TO TREE FROM A HIGH LEVEL ANGLE

PHOTO #49



TOP VIEW OF UNIT 1 IN REFERENCE TO IT LOCATION TO THE TREE

PHOTO #50



VIEW OF UNIT 1'S FRONT END DAMAGE FROM A LOWER LEVEL ANGLE

PHOTO #51



PHOTO OF UNIT 1'S LEFT FRONT TIRE AND WHEEL DEPICTING TYPE, SIZE, AND DAMAGE TO WHEEL WELL

PHOTO #52



PHOTO OF UNIT 1'S LEFT REAR TIRE AND WHEEL DEPICTING TYPE AND SIZE

PHOTO #53



PHOTO OF UNIT 1'S LEFT REAR TIRE DEPICTING THE TIRE SIZE

PHOTO #54



PHOTO OF UNIT 1'S LEFT REAR TIRE DEPICTING THE TIRES "DOT" NUMBER

PHOTO #55



PHOTO OF UNIT 1'S RIGHT REAR TIRE DEPICTING THE VEHICLES TIRE TYPE, SIZE, AND "DOT" NUMBER

PHOTO #56



PHOTO OF UNIT 1'S RIGHT REAR TIRE DEPICTING THE VEHICLE'S "DOT" NUMBER

PHOTO #57



PHOTO OF UNIT 1'S RIGHT REAR TIRE DEPICTING THE VEHICLE'S TIRE SIZE

PHOTO #58



PHOTO OF UNIT 1'S FRONT RIGHT TIRE DEPICTING THE VEHICLES TIRE TYPE, SIZE, AND "DOT" NUMBER

PHOTO #59



PHOTO OF UNIT 1'S FRONT RIGHT TIRE DEPICTING TYPE AND STYLE OF TIRE

PHOTO #60



PHOTO OF UNIT 1'S FRONT RIGHT TIRE DEPICTING THE TIRE'S "DOT" NUMBER

PHOTO #61



PHOTO OF UNIT 1'S FRONT LEFT TIRE DEPICTING LUG NUT PLACEMENT AND LACK OF DAMAGE

PHOTO #62



PHOTO OF UNIT 1'S FRONT LEFT TIRE DEPICTING THE TIRE'S "DOT" NUMBER

PHOTO #63



VIEW OF UNIT 1, LOOKING EAST, AT FINAL REST

PHOTO #64



PHOTO OF UNIT 1, LOOKING EAST, DEPICTING AREA OF IMPACT AND EVIDENCE OF VEHICLE TRAVEL

PHOTO #65



PHOTO OF UNIT 1, LOOKING EAST, DEPICTING PATH OF VEHICLE TRAVEL

PHOTO #66



PHOTO OF UNIT 1, LOOKING EAST, DEPICTING ROLLING TIRE INDICATION AND STRUCK FENCE POST

PHOTO #67



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #68



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #69



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #70



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #71



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #72



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #73



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #74



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #75



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AND PATH OF VEHICLE

PHOTO #76



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AS IT TRAVELS OFF OF THE ROADWAY AND INTO THE SOUTH DITCH OF U.S. HIGHWAY 84

PHOTO #77



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AS IT TRAVELS OFF OF THE ROADWAY AND INTO THE SOUTH DITCH OF U.S. HIGHWAY 84

PHOTO #78



VIEW OF UNIT 1'S ROLLING TIRE INDICATION AS IT LEAVES THE ROADWAY

PHOTO #79



VIEW OF U.S. HIGHWAY 84, EASTBOUND, DEPICTING NO SKID MARKS AND ONLY ROLLING
TIRE INDICATIONS MADE BY UNIT 1

PHOTO #80



VIEW OF U.S. HIGHWAY 84, EASTBOUND, DEPICTING NO SKID MARKS AND ONLY ROLLING
TIRE INDICATIONS MADE BY UNIT 1

PHOTO # 81



VIEW OF U.S. HIGHWAY 84, EASTBOUND, DEPICTING THAT UNIT 1 DID NOT TRAVEL OFF OF THE ROADWAY, INTO THE CENTER MEDIAN, PRIOR TO ITS LEAVING THE ROADWAY IN THE SOUTH DITCH OF U.S. HIGHWAY 84.

END OF PHOTOGRAPHY

DRIVER EXAMINATION REPORT

Page 1 of 3

DRIVER UNIT # 1

DRIVER UNIT # _____

PHYSICAL CONDITION

MISSING LIMBS - VISION PROBLEM - HEART CONDITION -
FAINTING SPELLS, DIABETES, DEAF, ETC.

MISSING LIMBS - VISION PROBLEM - HEART CONDITION -
FAINTING SPELLS, DIABETES, DEAF, ETC.

Driver has no medical problems other than a recent hip replacement which occurred 15 days prior the crash. Driver has high blood pressure which is controlled by meds. Driver states he is in good health. Driver does not faint. Driver does not have Diabetes, Epilepsy, and is not Deaf. No brain deficiencies.

MENTAL CONDITION

ANGRY, FAMILY FIGHT - GRIEF - HURT FEELINGS -
ELATION - ANTICIPATION - FEAR, ETC.

ANGRY, FAMILY FIGHT - GRIEF - HURT FEELINGS -
ELATION - ANTICIPATION - FEAR, ETC.

Driver states that he was not in a state of anger, fighting, grief, hurt feelings, elation, anticipation, or fear. Driver described his family relationships as good. Driver states that he maintains his happiness and has a positive outlook on life. Driver states he has no mental problems, confirmed by family members.

TRIP INFORMATION

LEFT FROM, TIME, DESTINATION, ELAPSED TIME,
TRIP DISTANCE, IS THIS MOST DIRECT ROUTE

LEFT FROM, TIME, DESTINATION, ELAPSED TIME,
TRIP DISTANCE, IS THIS MOST DIRECT ROUTE

Unit 1 was en route to Lubbock TX, coming from Melrose NM. Driver left Melrose at approximately 7:30 AM. Driver stated that he traveled approximately 2 1/2 hours prior to the crash. Driver states he was not speeding, confirmed by witness information and speed computations. Driver stated this is the most direct route of travel between Lubbock and Melrose. Unit 1 traveled approximately 103 miles prior to the crash. Driver's father riding to Lubbock with driver for company. Both were wearing their seat belts.

ANY OTHER CONCERNING THE DRIVER

LAST SLEPT, TYPE OF JOB, LAST WORKED, LAST STOPPED (THIS TRIP).

LAST SLEPT, TYPE OF JOB, LAST WORKED, LAST STOPPED (THIS TRIP).

Driver stated that he last slept the night prior to the crash for approximately 7 hours. Driver states that he is employed by Finny Farms out of Ft. Sumner, NM as a truck driver. Driver last stopped in Muleshoe, TX to utilize the bathroom. Driver last worked in October of 2012 in preparation for his hip replacement surgery.

DRIVER EXAMINATION REPORT

Page 2 of 3

DRIVER UNIT# _____

DRIVER UNIT# _____

PHYSICAL CONDITION

MISSING LIMBS - VISION PROBLEM - HEART CONDITION -
FAINTING SPELLS, DIABETES, DEAF, ETC.

MISSING LIMBS - VISION PROBLEM - HEART CONDITION -
FAINTING SPELLS, DIABETES, DEAF, ETC.

MENTAL CONDITION

ANGRY, FAMILY FIGHT - GRIEF - HURT FEELINGS -
ELATION - ANTICIPATION - FEAR, ETC.

ANGRY, FAMILY FIGHT - GRIEF - HURT FEELINGS -
ELATION - ANTICIPATION - FEAR, ETC.

TRIP INFORMATION

LEFT FROM, TIME, DESTINATION, ELAPSED TIME,
TRIP DISTANCE, IS THIS MOST DIRECT ROUTE

LEFT FROM, TIME, DESTINATION, ELAPSED TIME,
TRIP DISTANCE, IS THIS MOST DIRECT ROUTE

ANY OTHER CONCERNING THE DRIVER

LAST SLEPT, TYPE OF JOB, LAST WORKED, LAST
STOPPED (THIS TRIP).

LAST SLEPT, TYPE OF JOB, LAST WORKED, LAST
STOPPED (THIS TRIP).

NOTIFICATION OF NEXT OF KIN

Page 3 of 3

NAME OF PERSON NOTIFIED: [REDACTED]
ADDRESS: [REDACTED]
CITY, STATE & ZIP: Melrose, New Mexico [REDACTED]
TELEPHONE NUMBER: [REDACTED]
RELATIONSHIP TO DECEASED: Daughter
TIME NOTIFIED: 4:30 P.M.
HOW NOTIFIED: In Person
NAME OF DECEASED: [REDACTED]
ADDRESS: [REDACTED]
CITY, STATE & ZIP: Melrose, New Mexico [REDACTED]
NAME OF PERSON THAT MADE NOTIFICATION: Mary Ellen Holland, Nurse Supervisor, University Medical Center

LOCATION OF DECEASED: [REDACTED], Lubbock Texas [REDACTED]
DECEASED PERSONAL EFFECTS LOCATION: [REDACTED], Lubbock Texas [REDACTED]

NAME OF PERSON NOTIFIED: _____
ADDRESS: _____
CITY, STATE & ZIP: _____
TELEPHONE NUMBER: _____
RELATIONSHIP TO DECEASED: _____
TIME NOTIFIED: _____
HOW NOTIFIED: _____
NAME OF DECEASED: _____
ADDRESS: _____
CITY, STATE & ZIP: _____
NAME OF PERSON THAT MADE NOTIFICATION: _____

LOCATION OF DECEASED: _____
DECEASED PERSONAL EFFECTS LOCATION: _____

PHOTOGRAPH LOG**NAME OF PHOTOGRAPHER:****Trooper J. Bratcher**

Photo #	Description of Photograph
1	PHOTO DEPICTING UNIT 1'S LEFT SIDE
2	PHOTO DEPICTING UNIT 1'S LEFT SIDE (ANGLED)
3	PHOTO DEPICTING UNIT 1'S LEFT SIDE/FRONT END DAMAGE
4	PHOTO DEPICTING UNIT 1'S FRONT END AND DAMAGE
5	PHOTO DEPICTING UNIT 1'S REAR VIEW
6	PHOTO DEPICTING UNIT 1'S RIGHT (PASSENGER) SIDE
7	PHOTO DEPICTING UNIT 1'S REAR VIEW AND DRIVER SIDE
8	PHOTO DEPICTING UNIT 1'S REAR VIEW AND PASSENGER SIDE
9	PHOTO DEPICTING UNIT 1'S PASSENGER SIDE AND WINDOWS
10	PHOTO DEPICTING UNIT 1'S DRIVER SIDE AND WINDOWS
11	PHOTO OF UNIT 1 DEPICTING UNIT 1'S INTERIOR
12	PHOTO OF UNIT 1 DEPICTING UNIT 1'S AIR BAG DEPLOYMENT & DRIVER SAFETY BELT
13	PHOTO OF UNIT 1 DEPICTING SIDE AIR BAG DEPLOYMENT & CUT SAFETY BELT
14	PHOTO OF UNIT 1 DEPICTING BLOOD ON SEATS, AS WELL AS ON THE DRIVER AIR BAG
15	PHOTO OF UNIT 1 DEPICTING STEERING COLUMN AND TURN SIGNAL INDICATOR
16	PHOTO OF UNIT 1'S STEERING WHEEL DEPICTING BLOOD EVIDENCE
17	PHOTO OF UNIT 1'S INSTRUMENT PANEL DEPICTING NO POWER AND LACK OF SPEED INDICATION
18	PHOTO OF UNIT 1'S INSTRUMENT PANEL DEPICTING NO POWER AND LACK OF SPEED INDICATION
19	PHOTO OF UNIT 1'S RADIO/TEMPERATURE CONTROLS DEPICTING HEATING AND COOLING LEVELS
20	PHOTO OF UNIT 1'S CENTER CONSOLE INDICATING TRANSMISSION GEAR PLACEMENT
21	PHOTO OF UNIT 1'S GEAR SHIFT DEPICTING GEAR PLACEMENT
22	PHOTO OF UNIT 1'S DRIVER SIDE SAFETY BELT DEPICTING WHERE IT WAS CUT
23	PHOTO OF UNIT 1'S DRIVER SIDE SEAT BELT ANCHOR
24	PHOTO OF UNIT 1'S EMERGENCY BRAKE HANDLE, BLOOD EVIDENCE, AND SEAT BELT ANCHOR
25	PHOTO OF UNIT 1'S PASSENGER SIDE SAFETY BELT AND ANCHOR
26	PHOTO OF UNIT 1'S PASSENGER SIDE AIR BAG DEPLOYMENT
27	PHOTO OF UNIT 1'S WINDSHIELD DAMAGE AND REAR VIEW MIRROR DISPLACEMENT
28	PHOTO OF UNIT 1'S BACK SEAT DEPICTING NON-USE OF SEAT BELTS AND VEHICLE CONTENTS

TEXAS DEPARTMENT OF PUBLIC SAFETY

INTEROFFICE MEMORANDUM

To: Bill Robles, Sergeant, TX DPS HP – 5A04

Date: December 17, 2013

From: Jared Bratcher, Trooper II, TX DPS HP – 5A04

Division: THP/HP

Subject: Fatality Crash Investigation involving [REDACTED] and [REDACTED], which occurred on September 16, 2013.

DRIVER #1, VEHICLE #1, AND PASSENGER INFORMATION

The driver of vehicle #1 was identified as: [REDACTED]; New Mexico Driver License Number: [REDACTED]. [REDACTED] was born on [REDACTED] and was [REDACTED] years of age at the time of the crash. [REDACTED] is a white male, approximately 5'9" tall and weighs approximately 170 pounds. [REDACTED] has Brown hair and Blue eyes. [REDACTED] holds a current address at [REDACTED] Mel Rose, New Mexico, [REDACTED]. [REDACTED] is a surviving occupant in this crash and was not employed at the time of the crash. [REDACTED] was said to have been traveling to Lubbock, Texas for a doctor's appointment.

Vehicle #1 was identified as a 2008 year model, black in color, Nissan Versa passenger car bearing New Mexico Registration: [REDACTED]; VIN: 3N1BC13E68L[REDACTED]. Vehicle #1 had an unknown number of miles driven on it at the time of the crash. Vehicle #1 was owned by and registered to a [REDACTED] of [REDACTED], Mel Rose, New Mexico, [REDACTED].

[REDACTED] was the only passenger seated in Vehicle #1 at the time of the crash. [REDACTED] was seated in the right front passenger seat. There were no other passengers located or identified as riding in, on, or around vehicle #1 at the time of the crash.

VEHICLE #1 DAMAGE

Vehicle #1 sustained severe damage during the crash. Vehicle #1 has one damage rating which is described as: 12-FD-4. Vehicle #1 received damage to the following articles equipped in and on the vehicle during the crash:

- Left Front Quarter Panel
- Severe Hood Damage
- Engine Compartment
- Left Front Fender Well

- Left Front Bumper
- Driver Side Mirror
- Left Vent Window
- Driver Side Door
- Driver Side Window
- Windshield
- Windshield Wiper System
- Left Head Lamp
- Left Turn Signal Lamp
- Front Left Tire & Wheel
- Grill Area
- License Plate Brackett
- Under Carriage
- Door Frame
- Top of Vehicle
- Right Front Quarter Panel
- Right Front Fender Well
- Right Engine Compartment
- Right Hood Area
- Right Windshield Area
- Right Front Bumper
- Right Door & Frame
- Right Side Mirror
- Rearview Mirror
- Front Right Tire & Wheel

ROAD AND WEATHER CONDITIONS

The road on which this crash occurred is located in Hockley County Texas. This crash occurred on U.S. [REDACTED] in and around [REDACTED]. [REDACTED] is a two way roadway that allows for south/southeast and north/northeast travel.

[REDACTED] is divided into marked lanes of travel and directions of travel are separated by a center median with no dividing lines or barriers. The part of the roadway where the crash occurred is straight and level; however, as the roadway extends east, there is a slight downgrade as the roadway follows the terrain.

The roadway was dry and it is constructed of black asphalt. The posted speed limit on this roadway is 75MPH at all times. This speed limit is posted by official signage. There are clearly marked lanes of travel for each direction on the divided highway, indicating the correct direction of travel.

The weather on the day of this crash was warm and humid. There was slight cloud cover and a slight breeze. There was no water on the roadway. The flow of traffic on [REDACTED] was moderate and normal.

DETAILS OF THE INCIDENT

On Monday, September 16, 2013, at approximately 11:10 A.M., I was on duty and conducting routine traffic enforcement in Hockley County. I received a call for service in reference to a motor vehicle crash.

The crash was described to have been located on [REDACTED], east of Anton Texas. Levelland Police Dispatch described the crash as a one vehicle involved crash verses a tree.

I responded to the crash and arrived at approximately 11:41 A.M. When I arrived on scene, I observed a multitude of emergency service personnel; identified as, the Anton Fire Department and Littlefield EMS.

I also observed Troopers Adrian Briseno and Jason Redman on scene and assisting with the crash. As I approached the crash, I made contact with Trooper Briseno. Trooper Briseno advised me that a small black passenger car had been traveling eastbound on [REDACTED] ran off the roadway, and struck a tree.

Trooper Briseno, who had already approached the crashed vehicle, also advised me that there were two occupants in the vehicle and they were severely injured. Trooper Briseno had identified the passengers and provided that information to me.

The driver was identified as: [REDACTED], New Mexico Driver License Number: [REDACTED], Date of Birth: [REDACTED]

The right front seat passenger was identified as: [REDACTED], New Mexico Driver License Number: [REDACTED], Date of Birth: [REDACTED]

As I approached the crashed vehicle, I observed the fire and EMS personnel loading one individual into the back of an ambulance, I later learned this individual was the driver, [REDACTED]. The other individual, [REDACTED], was to be taken to the hospital via AeroCare Helicopter.

Trooper Briseno maintained the crash scene while I stopped traffic on [REDACTED] to allow a space for the helicopter to land. After loading [REDACTED] into the helicopter, I began to conduct an investigation into the crash.

I observed a black in color passenger car sitting in the south ditch of [REDACTED] facing a northwestern direction. I observed the vehicle to have yellow license plates and was registered in the State of New Mexico, license plate number: [REDACTED]

This vehicle is registered to the right front seat passenger, [REDACTED] and will be referred to as unit 1 for the remainder of this memorandum. The vehicle is best described as a 2008 year model, black in color, Nissan Versa Passenger Car.

As I collected information for the crash report, I observed that unit 1 was only approximately six feet south of a pair of large trees growing alongside [REDACTED] I also observed the tree that had been struck was broken in half and the roots completely unearthed from the ground.

I observed unit 1 sustained severe damage to its outside body and extensive damage to the vehicle's interior. Unit 1's interior was displaced its engine compartment had intruded into the cabin area of the vehicle. All of the front seat air bags, including the steering wheel, dash board, and side air bags had deployed.

I observed unit 1 to have a broken windshield and bent steering wheel. Unit 1's gas / brake pedal were bent and pushed inward toward the center console. Unit 1's emergency brake was in the down position and had not been used to the best of my knowledge. Unit 1's emergency brake is equipped in the center console area of the vehicle.

I observed both front seat belts to have been used and the driver side seat belt was cut by EMS personnel in order to remove [REDACTED]. I observed a large amount of blood splatter in the following areas of the vehicle: Steering wheel, driver air bag, driver door, windshield, driver seat, driver floor board, driver safety belt, dash board, radio console, center console, emergency brake, passenger seat, passenger seat belt, passenger air bag, and passenger door.

There was no power to the vehicle and the vehicle's instrument panel displayed no lights or needle movements. All of the needles equipped in the gauges looked as if the vehicle was just turned off and at a far low or left position on the gauge. There was no speed locked on the speedometer.

The vehicle's transmission was the "drive" gear. The air conditioner was being utilized. It is unknown whether the radio was being utilized due to a lack of power. The vehicle was not equipped with any auxiliary lights, radios, radar detectors, or cigarette plug adaptors.

Unit 1's rearview mirror was displaced and I observed a disabled permit on the dash board. There was a walking device, miscellaneous travel equipment, and personal items in the vehicle's rear seat and floor board.

Unit 1's door locks were in the "unlocked" position; however, the driver's door was jammed shut during the crash. The driver side window had been completely shattered out of the window frame.

As I continued to document evidence from the crash, I observed the vehicle's right side headlamp had become displaced when the vehicle struck the tree and came to final rest approximately 39.92 feet east of the final resting area of unit 1.

Unit 1's windshield washing reservoir had also become displaced and came to final rest in the same approximate area as the vehicle's head lamp.

I also observed all four tires and wheels of the vehicle. I observed that the two rear tires and wheels had no damage and were in good repair. The tread depth was good and the wear pattern was normal. These two tires had approximately 30 pounds of air pressure in them at the time of the crash.

The two front tires and wheels were also in good repair. The tread depth was good and the wear pattern was normal. Both tires had approximately 30 pounds of air pressure in them at the time of the crash.

I continued to document evidence of the crash through the use of field notes and field photography. I took approximately 81 photos of the crash scene and they are included with this investigation for further review.

I observed a set of tire marks in the south ditch of [REDACTED], leading from the area where unit 1 impacted the tree, up to [REDACTED] eastbound improved shoulder. I measured these tire marks and observed there was 970' 1" of tire marks in the ditch.

These tire marks were generally straight and consisted of no braking or very slight disruption in the grounds surface as the vehicle traveled over it.

I followed these tire marks and observed where they left the roadway. Through the course of my investigation, I observed that unit 1 was traveling eastbound on [REDACTED], veered off of the roadway to the right, entered the south ditch, and began traveling straight in the ditch until it struck the tree.

I documented these tire marks utilizing yellow marking flags. I photographed the tire marks before and after marking the path of travel.

I collected all pertinent information from the scene of the crash and recorded it through the use of photography and/or field notes in the Major Vehicle Crash Inspection Report.

I also viewed the roadway prior to the tire marks and crash. I observed that the road was clearly marked and displayed the correct lane markings for [REDACTED]

There was no skid marks, tire marks, gouge marks, or scrapes on the roadway. I also observed that there was nothing on the roadway which would cause [REDACTED] to take evasive action to avoid.

The roadway was dry and the flow of traffic was moderate and normal for that time of day on that particular roadway.

I made a written inventory of the contents of the vehicle and contacted the on-call wrecker service to respond and take possession of the vehicle. Wright's Wrecker responded to the scene and took possession of the vehicle at approximately 1:30 P.M.

I was later contacted by University Medical Center personnel and advised that [REDACTED] had died at approximately 12:58 P.M. I learned that [REDACTED] daughter, [REDACTED], had been notified of her father's death by the UMC Nurse Supervisor, Mary Ellen Holland.

At approximately 3:45 P.M., Troopers Billy Fairchild, Robert Smith, Ole Rodriguez, Cpl. Larry Campbell, and I responded back to the scene of the crash and took measurements of the scene for the use of forensic mapping.

I composed a scale diagram of the crash, including measurements of the tire marks, vehicle final rest, headlight and windshield washer reservoir; it is included with this investigation.

I later responded to University Medical Center Hospital in Lubbock and made contact with [REDACTED]. I spoke with [REDACTED] and learned that he and his father were traveling to UMC Hospital from their residence in Mel Rose, New Mexico.

[REDACTED] [REDACTED] advised that he previous had hip replacement surgery approximately 15 days prior to the crash and was going to the hospital for a checkup. [REDACTED] advised he had no medical problems prior to the crash other than high blood pressure which is controlled by medications and his hip replacement surgery.

[REDACTED] also stated that he does not remember falling asleep or fainting prior to hitting the tree. [REDACTED] stated that he does not remember anything from the crash other than traveling through the city of Anton and then waking up to the air bag deployment.

[REDACTED] advised he does not have any medical problems that would hinder his driving abilities. [REDACTED] states that he does not have diabetes, epilepsy, or other diseases. [REDACTED] claims to have good hearing and no brain deficiencies.

[REDACTED] stated that he was not angry with anyone nor did he have any hurt feelings or mental disabilities. [REDACTED] states that he is in good mental and physical health.

[REDACTED] stated that he and his father left Mel Rose at approximately 7:30 A.M. that morning en route to UMC Hospital. [REDACTED] stated that they had traveled approximately 2 and ½ hours prior to being involved in the crash and that they travel that route regularly.

This direction of travel between Mel Rose, New Mexico and Lubbock Texas is the most direct route of travel between the two cities. [REDACTED] stated that his father, [REDACTED], was simply riding along with him for company. As stated prior in this memorandum, [REDACTED] confirmed both men were wearing their safety belts.

[REDACTED] advised that he and his father only made one stop in the city of Muleshoe for a bathroom break prior to the crash.

[REDACTED] stated that he last slept the night prior to the crash for approximately seven (7) hours. [REDACTED] has not worked since October of 2012, but drives truck driver when he is employed.

[REDACTED] was unable to provide a written statement due to his lack of memory of the events which occurred on the day of the crash.

Due to the fact that [REDACTED] had recently had hip replacement surgery, I questioned him further as to if he had possibly passed out due to pain or due to the use of prescribed medications.

[REDACTED] [REDACTED] stated that he had not taken any prescribed medication for several days prior to the crash and stated that he took over the counter medication when needed.

██████████ also stated that he did not experience any type of stroke or brain aneurysm. ██████████ stated that he never received a note or verbal order from his doctor indicating or telling him not to drive.

Understanding that ██████████ cannot remember details of the crash and claims that his hip replacement surgery or medications take before, after, or during his trip could have contributed to the crash; I have requested, through the Hockley County District Attorney's Office, a subpoena for ██████████ Medical Records.

Once those records become available to me, they will be reviewed for evidence and any pertinent information added at a later date.

After speaking with ██████████ I spoke with ██████████, ██████████ sister, in reference to her father's physical and mental conditions.

██████████ stated that her father wore glasses and has high blood pressure. ██████████ was also diabetic and extremely deaf. ██████████ was said to have had no other medical problems.

██████████ was described to have a healthy mental condition, noting no problems or diagnoses, and was generally happy all of the time.

██████████ advised his father last slept the night prior to the crash; however, he was unsure of how long. ██████████ and ██████████ both described their father to sleep well and stated that he performed odd jobs as he wanted or needed. ██████████ was not employed officially but worked on a farm. ██████████ was also described as having a habit of going to bed early.

In order to determine a speed unit 1 was traveling prior to the crash I utilized a measurement taken from the distance unit 1's headlamp was displaced during the crash.

When unit 1 struck the tree, its headlamp was displaced approximately 39.92 feet east of the tree's location. I used this measurement in the Air Borne Object or Fall Formula and determined the speed of unit 1 prior to impact to be 69 miles per hour.

To better explain this formula it's is as follows: Velocity squared is equal to gravity divided by two, multiplied times the distance the headlamp flew squared, divided by the distance the headlamp flew, multiplied times the cosine and sine of the departure angle plus the height the headlamp fell multiplied times the cosine of the angle squared.

$$V^2 = G/2 * D^2 / D * \text{Cosine}\theta * \text{Sine}\theta + \text{Distance of fall} * \text{Cosine } \theta^2$$

This speed is accurate as long as the headlamp did not strike any tree limbs when the vehicle impacted the tree and was not moved prior to final rest.

Based on the speed of unit 1, using the time and average time formula I was able to determine the average time for this crash to occur was approximately 0.395 seconds.

The average time formula is as follows: Time equals the Distance divided by Velocity multiplied by the Cosine of the Angle; or $T = D / V * \text{Cosine } \theta$

To confirm or verify the speed unit 1 was traveling prior to impact, I secured a search warrant and authorization from District Judge William Sowder, to remove the vehicle's Airbag Control module from unit 1 and have it downloaded by a qualified technician.

My department does not have the software nor is it available to be purchased at this time to be able to download, analyze, or read the information contained in the vehicle's airbag control module.

I have visited with Hockley County District Attorney, Chris Dennis, on multiple occasions and he feels that he may have the resources to have the module analyzed. I have turned the airbag control module and authorization to download the data over to his office.

If and when that information is available it will be added to this investigation for further review.

On the day of the crash I spoke with one witness by the name of [REDACTED] of Vanburen Arkansas. [REDACTED] witness statement was taken at the Lubbock DPS office on 10/24/2013 at approximately 10:42 A.M.

[REDACTED] advised he was traveling behind unit 1 and observed the crash. [REDACTED] advised that he observed unit 1 obey all traffic laws and travel the speed limit while in front of him.

[REDACTED] also advised he observed the vehicle veer off of the roadway to the right (south), travel straight in the ditch, and strike the tree. [REDACTED] advised he never saw unit 1's break light prior to it hitting the tree.

[REDACTED]'s statement is included with this investigation for further review.

After [REDACTED] death he was transferred to the Lubbock County Medical Examiner's office to await an autopsy.

I spoke with Jade Bailey, who is employed by the Lubbock County Medical Examiner's Office. Bailey advised that an autopsy was conducted on [REDACTED]. From that autopsy report that Dr. Natarajan prepared he concluded that [REDACTED] died as a result of injuries sustained in a motor vehicle crash.

Specifically, [REDACTED] died from multiple blunt impact injuries due to a motor vehicle crash verses a fixed object. A copy of Dr. Natarajan autopsy report will be included with this investigation for further review when it is available.

CONCLUSION

Based on my investigation, I determined that unit 1 was traveling eastbound on [REDACTED] driven by [REDACTED]. Unit 1 veered right, traveling off of the roadway and into the south ditch of [REDACTED].

██████████ for an unknown reason. Unit 1 traveled east in the ditch for approximately 970 feet and 1 inch prior to colliding head on with a free standing tree. Unit 1 came to final rest upright facing a northwest direction approximately 6 feet south of the tree in the ditch of eastbound ██████████. Unit 1's right front seat passenger died as a result of the crash.

Due to ██████████ loss of memory coupled with his admittance to having hip replacement surgery it is the opinion of this investigator that ██████████ fell asleep while driving, took a faulty evasive maneuver, or was possibly utilizing some type of medication which caused him to lose the use of his mental and physical faculties.

Respectfully,

Jared Bratcher, Trooper II
Texas Department of Public Safety
Texas Highway Patrol Division
1310 Ave H
Levelland, Texas 79336
(806) 894-4385



AIRBORNE OBJECT FORMULA

FLIP VAULT FORMULA				
$V^2 = 16.1 \times \{D^2 / [(D \times \cos \Phi \times \sin \Phi) + (H \times \cos \Phi^2)]\}$ (Enter D, H, & Angle of Takeoff)				
D	39.92	Distance in feet		
H	2.5	Height in feet		
Φ	0	Angle of takeoff	0.000	SIN 1.000 COS
V ²	#####	Velocity (FPS) ²		
V	101.31	Velocity (FPS)		
S	69.10	Speed (MPH)		

LANDING LOWER THAN TAKEOFF

FALL FORMULA

FALL FORMULA (level takeoff)		
$S = 2.74 \times D / \text{SQRT of } H$		
D	39.92	Distance in feet
H	2.5	Height (Distance fell)
S	69	Speed(MPH)

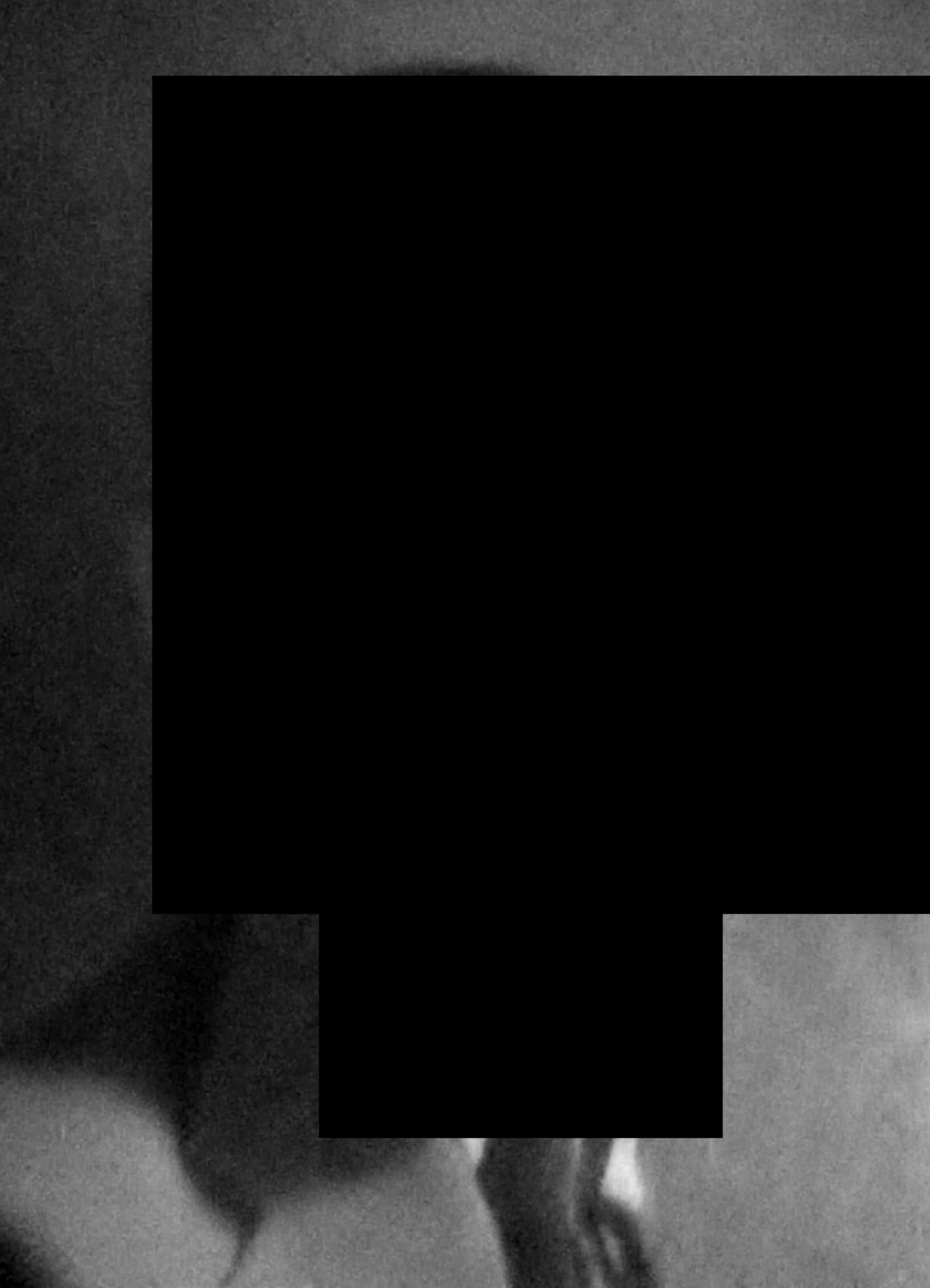
TIME OF CRASH

AIR-BORNE OBJECT		
The time it takes for an object travel in the air		
Enter Distance(Feet), Speed(MPH) & Angle		
$T = D / \cos \times \text{ANGLE}$		
D	39.92	Distance (Feet)
S	69	Speed (MPH)
V	101.154	Velocity (FPS)
ANG	0	Angle of Departure
T	0.395	Time (Seconds)







































































TRUCK
ACCESSORIES

















Commissioners view demolition plans

County Commissioners Joseph Stauder, Dan C. Hockley, and James H. Hockley, Jr. met Tuesday to discuss demolition plans for the old County Jail building. The building, located at 101 S. 1st St., is a two-story structure built in 1911. It is currently owned by the County and is being considered for demolition. The building is in poor condition and is not structurally sound. The Commissioners discussed the costs of demolition and the potential for reuse of the building. They also discussed the impact of the demolition on the surrounding area and the need for a new jail building. The Commissioners agreed to move forward with the demolition plans and to seek funding for a new jail building.

Stauder said he was not opposed to the demolition of the building. He said he was concerned about the cost of the demolition and the need for a new jail building. Hockley said he was also concerned about the cost of the demolition and the need for a new jail building. Hockley, Jr. said he was not opposed to the demolition of the building. He said he was concerned about the cost of the demolition and the need for a new jail building. The Commissioners agreed to move forward with the demolition plans and to seek funding for a new jail building.

The Commissioners also discussed the impact of the demolition on the surrounding area and the need for a new jail building. They agreed to move forward with the demolition plans and to seek funding for a new jail building.

One man killed, another injured in Anton area crash

A fatal crash occurred on Tuesday morning in the Anton area. A car driven by a man from the area crashed into a tree, killing the driver and injuring the passenger. The crash occurred on Highway 175, just north of Anton. The car was a 2008 Ford Focus. The driver was 35 years old and the passenger was 25 years old. The crash occurred at approximately 7:30 a.m. The cause of the crash is still under investigation. The police are looking for witnesses and anyone who saw the crash.



TOUGHERING - A car crash occurred on Tuesday morning on Highway 175, just north of Anton. The car was a 2008 Ford Focus. The driver was 35 years old and the passenger was 25 years old. The crash occurred at approximately 7:30 a.m. The cause of the crash is still under investigation. The police are looking for witnesses and anyone who saw the crash.

Ropesville Resettlement Reunion reflects on earlier era

A reunion of the Ropesville Resettlement community was held on Tuesday. The reunion was held at the Ropesville Resettlement community, which is located in the Ropesville area. The reunion was held to commemorate the 50th anniversary of the resettlement. The reunion was attended by many people, including members of the community and their families. The reunion was a success and was a great day for everyone involved.



COMMUNERATING HISTORY - Billy Glum and his daughter, Elizabeth, are sitting at a table during the Ropesville Resettlement Reunion. The reunion was held to commemorate the 50th anniversary of the resettlement. The reunion was attended by many people, including members of the community and their families. The reunion was a success and was a great day for everyone involved.

The building, which was built in 1911, is in poor condition and is not structurally sound. The Commissioners discussed the costs of demolition and the potential for reuse of the building. They also discussed the impact of the demolition on the surrounding area and the need for a new jail building. The Commissioners agreed to move forward with the demolition plans and to seek funding for a new jail building.



FATAL ACCIDENT - A car crash occurred on Tuesday morning in the Anton area. The car was a 2008 Ford Focus. The driver was 35 years old and the passenger was 25 years old. The crash occurred at approximately 7:30 a.m. The cause of the crash is still under investigation. The police are looking for witnesses and anyone who saw the crash.

Cotton acreage down this year compared to 2012

Cotton acreage in the county is down this year compared to 2012. The county is experiencing a drought, which has led to a decrease in the amount of land that is planted with cotton. The county is also experiencing a decrease in the number of people who are working in the cotton industry. This has led to a decrease in the amount of cotton that is produced in the county.

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Arthur S. Martinez wins Week No. 3 ball contest

Arthur S. Martinez won the Week No. 3 ball contest. The contest was held at the Ropesville Resettlement community. The contest was a success and was a great day for everyone involved. The contest was held to commemorate the 50th anniversary of the resettlement. The contest was attended by many people, including members of the community and their families. The contest was a success and was a great day for everyone involved.



LIVING HISTORY - Ropesville Resettlement community members are gathered for a reunion. The reunion was held to commemorate the 50th anniversary of the resettlement. The reunion was attended by many people, including members of the community and their families. The reunion was a success and was a great day for everyone involved.

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