

## Interview with Gerald Harrison

This is the Georgia State Patrol Specialized Collision Reconstruction Team tape-recorded witness statement of Mr. Gerald Harrison. Date of birth is 1965. Georgia driver's license is 051-844-037. Social Security number is... Telephone number is 912-531-5037. Work phone number is 478-494-2185. Today's date is 4-28-2016. The time is 1146 a.m. We're located in Summertown, Georgia on State Route 56. My name is Chuck Hardy of the Georgia State Patrol. This statement that we are prepared to take is to be recorded. For the purpose of voice identification, I will ask that all others present identify themselves at this time and state your affiliation. Give me your name. Yes, I am Jerry Harris. And you were traveling on 297, 292 on the 11th of April, early in the morning. Yes, sir, I was. Mr. Harrison, do you understand the statement's being recorded? Yes, sir. Okay. Would you state your full name and spell it for me? Gerald Harrison. G-E-R-A-L-D-H-A-R-R-I-S-O-N. Okay. Give me your full address, please.

6586 Kennedy Bridge Road, Register, Georgia, 30452. That's Register? Yes. Your telephone number, please. 912-531-5037. Employer's name and telephone number. Russ Yeomans. Yeomans Wood and Timber 494-478, I mean. 478-494-2185. 0185, okay. Date of birth and age? 50 years old. 65. Social Security number, please. Driver's license number and state? 0151844037, Georgia. What is the highest level of education completed? 11. Okay. All right. We're talking about the morning of April 11, 2016, approximately 740 to 745 in the morning. On that date, it was after the weekend. Can you tell me what you were doing that morning or where you were coming from? Yes, sir, I was coming from... Mark and Mike calling the shop on 121 right outside of Cop Town. With a load of poles that I had loaded up prior to that Friday. And, uh, It was closed. Really, I couldn't make it to the mill that Friday. So I was taking that Monday morning, and they don't usually open until 7 o'clock. I think I left about 7, 10 or 7, something like that, cop town, headed to Bali.

When you left cop town, tell me about your route that you took going to the mill. Yes, I got on 121, the shops on 121. I made a left on 121, went to the caution right there, the cop town, made a right on 152. Went into Lyons, and that's where 292 and 152 come together. Yes, sir. And went on through the light there, crossed number one, and I guess, you know, that's when I went on past Chattis, but got divided into the first red light there and made that right at 297, and about a mile at a time that we crossed the railroad track where the old... Handy, shandy, whatever that place was. They made that right right there and go down to Cox. So you did go to Cox Industries that morning? Yes, sir. All right. And you remember about what time you got there? I think like right at 8 o'clock or 5, 10 minutes still. It was right around 8. You normally, that's a normal for y'all to maybe not get to make a load on Friday and it be already loaded and ready to go on Monday. Yes. Is that something normal? Yes.

All right. Going to that particular wood mill, is that a regular route for you? Yes. When that happens, you have to take 292 to get there? Yes, that's the only way I could go. Besides going toward the interstate, you can go in the collars and get on 292. So the traffic's always pretty bad in the mornings there? Yes, it's pretty thick, yes. Do you remember anything special about the traffic that morning? No, sir. I mean, it was like it used to be. I mean, there's a lot of traffic special right through there by that tobacco warehouse right there. A lot of cars be turning out on the road. Once you pass Chattel, I don't know what's back up in there, but there's a lot of traffic going in there. But other than that, I don't remember anything. Remember anything particular that morning, maybe somebody walking on a

bicycle or anything that you've seen between, say, the lines, city limits, the lines, Vidalia city limits past the Parker store there on 292 and getting to the mill? No, sir. I would have remembered because I had to get over in order to miss them, but I don't remember anybody walking around in the back.

But there was... Other traffic coming from eastbound. You were going westbound toward 297. Yes. And there was plenty of traffic coming eastbound. Right. You probably couldn't even see, but do you remember anything behind you, any vehicles behind you once you passed, once you got on 292 off of, or come through the red light at 1 and 292, do you remember any vehicles behind you, anything you noticed? Other than cars and trucks, I remember vehicles being mine. As far as what color, I don't know. You just remember seeing lots of them for several years? Yes, yes. After you passed, say, where they were hauled pig pens, Chevrolet, you've seen where he's got his signs up? out there in that big open field on 292, the field that sits between 292 and US 30 or 280, or Georgia 30. After you passed through that particular intersection, did you maybe look in your mirror and see cars stopping or notice anything? No. You just went on to the mill? Yes, I went on to the mill. I said, no. I don't think...

I even came back that way. No, I know I didn't because we were cutting in Wrightsville when I came out of the mill. I got on 297 and went back towards... So you come out of the mill and took a right and just went 297 out of town? That's right. I went 297 back and got on 86, I think, and went over to Blackville and went up through Adrian, back to Wrightsville. Okay. Has anybody else approached you about an interview, anything about that particular day? No, sir. The first time I heard about it. Nobody at all? No, sir. And that truck that you were in, that's your normal truck that you normally drive? Yes, sir. How about the trailers? Are y'all dropping hook? No, I usually pull a low-boy most all the time, but yeah, that's the only trailer I pull that nobody else pulls. It's 04, and the truck is 06. What year model's the trailer? You remember it off? Same as the number, 04? No, no, it's 2015. 2015, brand new? Yeah, it's a year old, and the truck's 08. Okay. No defects or nothing? No. All, everything's working? Yes.

Have you been back through there any since the 11th? I think I've been back through there one time. I think I went back week before last. I think it might have been last week. I think week before last, I think I went about the end of the week, I think. Mm-hmm. Because, like I said, we got three crews, and I always move. I'm steady moving the crews and the bulldozers. I don't even pull about two or three of those logs a week. So you run the little blowboy most of the time? Yes, sir. Moving equipment? Mm-hmm. All right. You think of anything that I may not have asked you at any point that you remember from that morning? No, sir. As bright as it would be at quarter to eight in the morning, I mean, I think I remember seeing somebody in the middle of the road and me having to get over the missile. Yes, sir. All right. What I'm going to get you to do is write your name in here and just read that statement for me so it's on here. Then I'll get you to sign it, and I'll tell you what time it is, and then I'll do my signing at the bottom there for you.

Roger Harrison, declarer. Facts stated on this tape are true and correct to the best of my knowledge. My statement has been made freely, voluntarily, and without threats or promises of any kind. Okay. Just sign it there for me, and I'll give you the time when you get through signing it. Our time is 1156 a.m. The time is now 1156 AM and this concludes this statement on case number SCRTF 011-16.