

FMCSA Office of Communications
No 1136

NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs

- C1. California, Redlands 1 fatality (California Highway Patrol motorcycle officer, in high-speed pursuit of stolen car, collided with big rig at intersection)
- C2. California, Los Angeles 2 (boys aged 5 and 15, fell of big rig driven by their father at truck washing facility)
- C3. California, Long Beach 1 (car lost control, struck a parked tractor-trailer at 2:19 a.m.)
- C4. S. Carolina, Greenville County 1 (motorcycle and a box truck collide)
- C5. S. Carolina, Orangeburg C 1 (SUV sideswiped another SUV at 5:10 a.m., vehicles struck by Freightliner on I-95 bridge; first SUV driver DUI)
- C6. Wisconsin, Chippewa County 1 (Pontiac GTO struck rear of semi-tractor at 2:30 a.m. on County T; speed and alcohol believed factors in crash)
- C7. Wisconsin, Jefferson County 1 (63-year-old pedestrian ran into roadway, struck by semi tractor at 10:30 a.m.)
- C8. Idaho, Jerome County 1 (pickup truck crossed center line into oncoming traffic, collided with tractor-trailer)
- C9. Louisiana, Sabine Parish 1 (diesel fuel tanker, lost control on curve on State Highway 174, vehicle rolled, driver was ejected)
- C10. Louisiana, Morehouse Parish 2 (tractor trailer crossed middle of road, sideswiped pickup truck, ran off road, struck tree on U.S. 425)
- C11. Iowa, Scott County 1 (car traveling eastbound in westbound lanes of I-280 at 3:45 a.m., collided head-on with semitrailer)
- C12. Florida, Lake County 1 (car driver crossed center line into path of semi-truck at 5:10 a.m. on State Route 19)
- C13. Connecticut, New Haven 1 (21-year-old Honda Civic driver rear ended tractor-trailer stopped for traffic at 11:30 p.m. on I-95)
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- C15. Georgia, Mitchell County 1 (semi truck, pulling out on Highway 97, struck in rear by pickup truck at 10:30 p.m.)
- C16. Georgia, Walton County 1 (car traveling in the wrong lane collided with large truck on Highway 11)
- C17. Missouri, Marion County 1 (76-year-old driver of pickup truck failed to yield, collided with Freightliner at intersection of Route K and U.S. 36)
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C1. Riverside (California) Press Enterprise; Sunday, June 13, 2010

HEADLINE: Murder alleged in chase that killed CHP motorcycle officer in Redlands



Photo Caption: California Highway Patrol officers stand and pray over the flag-draped body of Officer Tom Coleman Friday June 11, 2010, at the intersection of Alabama Street and W San Bernardino Avenue in Redlands. Coleman, a seven-year veteran, died in a fiery crash during a high-speed chase in Redlands after he tried to pull over a motorist for an unknown violation, but the driver sped away. The CHP said four people were in the vehicle. Ontario (California) Inland Valley Daily Bulletin; Friday, June 11, 2010.



Photo Caption: Tom Coleman, 33.

Byline JEFF HORSEMAN, The Press-Enterprise

The driver of a vehicle that led a California Highway Patrol officer on a chase Friday in Redlands that ended in the officer's death has been booked on suspicion of murder, auto theft and DUI.

Richard Perez III, 20, of Redlands, drove a stolen vehicle that sped away from Officer Thomas Philip Coleman, 33, after he tried to pull the vehicle over for traffic infractions, according to a CHP news release issued Saturday.

Besides murder and felony DUI, Perez also was booked Saturday on suspicion of felony evading a police officer while proximately causing injury or death. He is being held without bail at West Valley Detention Center in Rancho Cucamonga.

The vehicle's three passengers were also jailed in connection with the two-minute chase during which Coleman's motorcycle slammed into the side of a big rig around 6:29 a.m. at San Bernardino Avenue and Alabama Street.

The front seat passenger, Timothy McElroy, 27, of Redlands, was booked on suspicion of auto theft, possession of a stolen vehicle and being under the influence of a controlled substance.

One backseat passenger, Joseph Robert Carlisle, 21, of Highland, was booked on suspicion of auto theft, possession of a stolen vehicle and being under the influence of a controlled substance.

The fourth passenger, Bobby Joe Fogelquist, 25, of Highland, was booked on suspicion of auto theft and possession of a stolen vehicle.

Fogelquist, Carlisle and McElroy were being held on \$50,000 bail each for the stolen vehicle charges.

Carlisle and McElroy also have bail amounts of \$1,000 for the controlled substance charges. Fogelquist and Carlisle were in the West Valley jail Saturday while McElroy was housed at the Central Detention Center in San Bernardino.

On Saturday, mourners continued to stop by a roadside memorial set up where Coleman died. Coleman's body was taken from the scene draped in an American flag.

CHP spokesman Daniel Hesser said Coleman, a seven-year veteran, probably didn't know the vehicle was stolen. The vehicle's theft had not been previously reported, according to the news release.

Coleman, a married father of two small children, first told dispatchers he was chasing the vehicle northbound on Mountain View Avenue just north of Interstate 10. The vehicle crashed into a curb in front of the Citrus Plaza shopping center on Lugonia Avenue moments after Coleman's crash.

Perez is the only one to be accused of murder because he was in control of the car, said Hesser, adding that the arrests came after each suspect was questioned.

The CHP hopes to present the case to the San Bernardino County district attorney's office on Monday for the filing of charges, Hesser said. The DA has the final say on who is charged with what.

Police are still seeking witnesses to what happened. Anyone with information is asked to call Investigator William Bozyk or Investigator Daniel Perez at 951-637-8000.

End.

C2. KABC-TV7 ABC (Los Angeles); Sunday, June 13, 2010

HEADLINE: 2 boys die after being run over by big rig

WILMINGTON, Calif. (KABC) -- Authorities said two boys have died after being accidentally run over by a big rig driven by their father in Wilmington on Sunday.

Police said the boys, ages 5 and 15, were with their father at a truck washing facility at 1320 E. Lomita Blvd. at the time of the accident. The boys were playing on the back of a semi without a container attached. When the father moved the truck, police said the boys fell off, and the father ran over them.

The 15-year-old was declared dead at the scene. The 5-year-old was rushed to a local hospital, where he later died. Their names have not been released.

There are no charges being investigated at this time. Police are treating the incident as a terrible accident.

End.

C3. Long Beach (California) Press-Telegram; Sunday, June 13, 2010

HEADLINE: Compton man dies after car crashes into tractor-trailer

Byline: Kelly Puente, Staff Writer

A 27-year-old Compton man died Sunday after being thrown from a car that crashed into a parked tractor-trailer, authorities said.

Long Beach Police Lt. Paul LeBaron said the accident was reported at 2:19 a.m. at the corner of Santa Fe Avenue and 12th Street, just south of Anaheim Street. LeBaron said two men, both 27, were traveling in the vehicle when it spun out of control and crashed into the tractor-trailer, which was empty. One man was taken to a hospital, where he died. The other man, a Long Beach resident, suffered non-life-threatening injuries.

LeBaron said investigators are trying to figure out which victim was driving the vehicle because one man was ejected into the street and the other was ejected into the car's back seat. Authorities are investigating whether speed or alcohol was a factor in the incident, he added.

Anyone with information is urged to contact LBPD's Accident Investigations Detail at 562-570-7355.

End.

C4. Greenville (South Carolina) News; Monday, June 14, 2010

HEADLINE: 19-year-old Greenville woman killed in motorcycle wreck

BEREA – A 19-year-old Greenville woman died Sunday afternoon following a motorcycle accident in Berea, a Greenville County deputy coroner said.

Maddison Painter of 7 Curtis Road died of blunt force trauma at Greenville Memorial Hospital, said the deputy coroner, Scott Ramsey.

Sgt. R. K. Hughes, a spokesman for the state Highway Patrol, said the fatality occurred after a 2002 Kawasaki motorcycle and a 2004 Chevrolet box truck collided on Watkins Road, near Sulphur Springs Road.

Painter, a passenger, was thrown from the motorcycle shortly before 4 p.m., Ramsey said. She was not wearing a helmet, Hughes said.

The driver of the truck was wearing a seatbelt and was not injured. The driver of the motorcycle was not wearing a helmet. He was taken to Greenville Memorial.

No charges had been filed Sunday, Hughes said. The wreck is still being investigated.

Painter's death will be ruled an accident, Ramsey said.

End.

C5. Orangeburg (South Carolina) Times & Democrat; Monday, June 14, 2010

HEADLINE: Unrestrained infant dies after I-95 crash

Byline: RICHARD WALKER, T&D Staff Writer

SANTEE - An infant thrown into Lake Marion after a three-car crash on the I-95 bridge has died.

A charge against a Barnwell woman of driving while intoxicated was upgraded Sunday after the child expired.

"As a result of this, the driver has been charged with felony driving under the influence involving death," said SCHP Lance Cpl. Billy Elrod.

Tonya Sue Thornton, 33, of Barnwell, was transported to the Regional Medical Center following the crash.

Officials say she will be given a bond hearing upon her release.

The coroner's office could not be reached Sunday for the name of the female infant, believed by emergency workers to be about eight months old.

Investigators say the fatal crash happened around 5:10 a.m. Saturday when Thornton's 2003 Toyota Sequoia sideswiped a 2002 Ford Explorer being driven by Rosario Cardoso, 45, of Kipton, Ga.

The collision sent both vehicles into a guard rail on the I-95 bridge over Lake Marion just north of Santee.

A 2003 Freightliner, driven by David Royster of Nash, NC., then struck the two vehicles.

The child was then ejected from Cardoso's Explorer, went over the railing and landed in the lake.

Elrod said the child was unrestrained.

Santee Fire Chief Edward Barnett said two military personnel believed to be Navy servicemen went into the lake to recover the child.

The child was unresponsive when recovered but was later said to have regained vital signs. She was then airlifted to Palmetto Health Richland.

According to investigators, the child passed away around 12:30 p.m. Sunday.

Three persons trapped in the Explorer were extricated by a emergency personnel on scene.

Thornton, Cardoso, and the child, and five others from Cardoso's vehicle were taken to hospitals from Columbia to the Charleston area.

Elrod said 24-year-old Mirian Cardoso and 16-year-old Jose Cardoso were also transported to health care facilities.

The names of the three remaining persons in Cardoso's Ford were unavailable Sunday.

Royster was not injured in the collision.

End.

C6. Chippewa (Chippewa Falls, Wisconsin) Herald; Saturday, June 12, 2010

HEADLINE: One killed in Wheaton crash; names of others involved released

One person was killed in a two-car and semi-trailer crash early Saturday in the town of Wheaton, and speed and alcohol were factors in the crash.

The name of the deceased passenger has yet to be released, pending notification to family.

The crash was reported at 2:27 a.m., according to the Chippewa County Sheriff's Department. A 2005 Pontiac GTO, driven by James C. Heath, 26, of Milwaukee, was traveling south on County T at an extremely high rate of speed. The GTO then struck the rear of a semi-tractor that was also going south on County T. Jay D. Vokovan, 37, of New Auburn, was driving the semi.

The collision caused the Pontiac to travel left of the center line, striking a northbound 2004 Mazda MX3 nearly head-on. The Mazda was driven by Lance A. Girard, 27, of Chippewa Falls, and Ashley M. Stobb, 22, of Colfax, was a passenger.

The Pontiac caught fire. Heath, the driver, was able to exit the vehicle and was taken to Luther Hospital in Eau Claire. But his passenger was trapped in the vehicle and was pronounced dead at the scene by the Chippewa County coroner.

Girard and Stobb were also injured and transported to Sacred Heart Hospital Eau Claire. Vokovan drove his semi-tractor to its destination, Midwest Manufacturing, though it had major damage.

The crash remains under investigation. The sheriff's department is being assisted by Wisconsin State Patrol Crash reconstruction unit and their Motor Carrier Inspection Division.

End.

C7. Watertown (Wisconsin) Daily Times; Saturday, June 12, 2010

HEADLINE: Man hit by semi

TOWN OF COLD SPRING - A man who ran into the road was killed Friday morning when a semitrailer struck him, according to the Jefferson County Sheriff's Department.

At about 10:30 a.m. a 2006 Kenworth semitrailer owned by Reeb Transport of Whitewater, was traveling north on County Highway N, south of Carnes Road, in the town of Cold Spring, when a man ran into the roadway and was struck by the semitrailer.

Glen A. Schulz, 63, was pronounced dead at the scene by deputy coroner Carol Anderson.

The driver of the semitrailer, Casey Kelleher, was not injured.

An inspection of the tractor-trailer was completed by the Jefferson County Motor Carrier Enforcement team. The unit passed inspection with no mechanical violations noted.

The crash was investigated by the Jefferson County Sheriff's Office Major Accident Investigation Team and the investigation is continuing.

Jefferson County Sheriff's Department, Whitewater EMS and Whitewater Fire Department responded to the scene.

End.

C8. Twin Falls (Idaho) Times News; Sunday, June 13, 2010

HEADLINE: Twin Falls man dies in head-on crash

A Twin Falls man died after a head-on collision with a tractor-trailer near the Hansen Bridge Saturday in Jerome.

James Sorenson, 61, of Twin Falls was traveling south on Highway 50 in a 2006 Dodge Ram when, for reasons still being investigated, his vehicle crossed left of the center line into oncoming traffic and collided with a commercial tractor-trailer, driven by Harold Wittman, 52, of Ballantine, Montana.

Sorenson was pronounced dead at the scene, according to the Idaho State Police, while Wittman sustained minor injuries but was not transported to the hospital.

Lanes of Highway 50 were partially blocked for about four hours while officers investigated the collision.

The crash is still under investigation.

End.

C9. Shreveport (Louisiana) Times; Saturday, June 12, 2010

HEADLINE: Texas man killed in Sabine Parish crash



Photo Caption: A Longview, Texas, man died today when he lost control of his diesel fuel truck on state Highway 174 near Converse.

Byline: Vickie Welborn

NEAR CONVERSE – A diesel fuel truck driver died this morning when he lost control of his rig and was ejected as it rolled several times along state Highway 174 about 2 miles east of Converse, authorities said.

The driver, Jadarion Montez Taylor, 26, of Longview, Texas, was pronounced dead at the scene, Sabine Parish Deputy Coroner Ron Rivers said.

The crash that was reported around 7:40 a.m. prompted the closure of one lane of the highway for several hours as crews cleaned up the spilled diesel fuel. Taylor was hauling 5,000 gallons of fuel in a 2010 International truck and was en route to a location in Pleasant Hill.

He apparently entered a slight left hand curve in the highway and ran off of the road to the right and began traveling in the ditch. The truck then turned sideways and started rolling, ultimately coming to rest on the driver's side in a pasture.

An autopsy has been ordered and routine toxicology tests will be performed. State police and the Sabine coroner's office are continuing their investigation.

End.

C10. Monroe (Louisiana) News Star; Saturday, June 12, 2010

HEADLINED: 18-wheeler, truck collide in Morehouse, grandfather and grandson killed

Byline: Matthew Hamilton

A grandfather and grandson died in a Morehouse Parish crash Friday afternoon.

Randal Welch, 51, of Bastrop and 12-year-old Devon Taylor were pronounced dead at the scene of the wreck.

According to a news release by Louisiana State Troopers, Welch was driving a 2007 tractor-trailer north on U.S. 425 between Oak Ridge and Mer Rouge around 3 p.m. Friday. For unknown reasons, the vehicle crossed the middle of the road and sideswiped an oncoming 2003 Chevrolet truck. The tractor trailer then ran off the road, struck a large tree and was engulfed in flames.

Welch and Taylor, a passenger in the vehicle, died as a result of their injuries.

The Chevrolet truck, driven by William Barham III, 39, of Oak Ridge, ran off the west side of the road into a ditch. Barham received minor injuries in the crash.

In 2010, Louisiana State Troopers have investigated 16 fatal crashes involve 17 deaths in northeastern Louisiana.

End.

C11. Quad City Times (Davenport, Iowa); Saturday, June 12, 2010

HEADLINE: Burlington man killed in Interstate 280 crash

A Burlington, Iowa, man was killed early Saturday when his vehicle collided head-on with a semitrailer on Interstate 280 in Davenport.

The accident occurred at 3:45 a.m. at Mile Marker 7, just south of the U.S. 61 exit ramp, police said. A 1998 Chevrolet Cavalier driven by Charles Wayne Leffel, 57, was eastbound in the westbound lanes when the accident occurred, police said.

The semitrailer was driven by Jason P. Schulz, 36, of Neenah, Wis. Schulz, who was driving for Lakeville Motor Express of Appleton, Wis., was treated and released from Genesis Medical Center, East Rusholme Street, Davenport.

Police said it is not known why Leffel was traveling the wrong direction on the interstate highway.

End.

C12. Orlando (Florida) Sentinel; Saturday, June 12, 2010

HEADLINE: Altamonte Springs man killed in Lake County crash

Byline: Gary Taylor, Orlando Sentinel

A 53-year-old Altamonte Springs man was killed early today in a two-vehicle crash in Lake County.

Marcus O. Parramoure was killed in the 5:10 a.m. crash at State Road 19 and County Road 445A, the Florida Highway Patrol said.

Parramoure was northbound on S.R. 19 in a 2002 Daewoo when he crossed the center line into the path of a semi truck driven by Willie E. Wall, 61, of Lynden, Ontario, Canada, state troopers said. It is not known why Parramoure crossed the center line. He was dead at the scene.

End.

C13. Connecticut Post (Bridgeport, Connecticut); Saturday, June 12, 2010

HEADLINE: I-95 driver dies after rear-ending truck

A 21-year-old man was killed shortly after 11:30 p.m. Friday when his vehicle rear-ended a tractor-trailer truck was stopped for traffic on I-95 in New Haven.

State Police said Miguel Castillo, of New Haven, suffered massive head injuries after his vehicle struck the truck operated by Charles Williams, 52, of Irvington, N.J. Police said Williams was stopped for traffic in the left lane, between exit 46 and the off ramps.

They said after Castillo's 1994 Honda Civic slammed into Williams' truck, it came to an "uncontrolled final rest in the left lane."

Castillo was pronounced dead at the scene by a New Haven Fire Department paramedic, in what police described as "an obvious massive head injury."
Williams was not injured, police said. Williams' tractor-trailer has no visible damage, but Castillo's Civic was totaled.

The case is under investigation by the State Police's Troop G barracks in Bridgeport. Anyone with information is asked to call (203) 696-2500.

End.

C14. Hattiesburg (Mississippi) American; Saturday, June 12, 2010

HEADLINE: 1 killed in wreck on Interstate 59

One person was killed in a wreck Friday night on Interstate 59 near the 61 mile marker.

According to a news release from the Hattiesburg Police Department, a black BMW was traveling northbound in the southbound lane of I-59 around 11 p.m. when it collided head on with an 18-wheeler.

The driver of the car was pronounced dead at the scene. Identity is being withheld pending notification of family.

The driver and passenger of the 18-wheeler were transported to Forrest General Hospital for moderate injuries.

It is unknown what caused the car to travel on the wrong side of the road. The incident is still under investigation.

End.

C15. WALB-TV10 NBC (Albany, Georgia); Sunday, June 13, 2010

HEADLINE: Man dies after crashing into semi truck



Byline: Tayleigh Davis

MITCHELL COUNTY, GA (WALB) - A wreck involving a semi truck left one man dead in Mitchell County. It happened in Hopeful near Camilla around 10:30 Friday night.

WALB News Ten's Tayleigh Davis spoke with friends who had just seen the victim earlier that day. They say he was on the way to their house when he died.

"The only thing I can say is it's devastating and it's shocking," said Crystal Yates who knew Lewis.

Yates and her sister are still at a loss for words after they saw Carlton Lewis' Ford pickup truck tangled at a paint and body shop lot. Yates says Lewis, also known as Suncoast, had just gotten off work near Bainbridge when he was heading to her sister's house in Camilla.

An employee at Hopeful Truck Ice says the driver of the semi was pulling out heading north on Highway 97 when the driver of the truck hit the back of the tractor trailer.

This is a busy time for Hopeful Truck Ice. Employees say trucks cycle through all day with loads of crops. One worker sprays ice on sweet corn to keep it from drying out on the road. With trucks coming and going, it's one more reason for people to pay extra attention on this road.

"I really don't want to talk about it anymore. It really gets to me the more I think about it," Yates said.

Witnesses say it took more than an hour to cut Lewis out of the truck. He died on the way to the hospital. As friends take one last look at his truck, they'll try to remember Lewis the way they saw him just hours before the accident. No charges have been filed. GSP is still investigating the wreck.

End.

C16. Walton County (Georgia) Tribune; Sunday, June 13, 2010

HEADLINE: Residents seek help after deadly crash

Byline: David Clemons, The Walton Tribune

Published June 13, 2010

CAMPTON — The second fatal traffic accident here in 2010 has residents concerned about highway safety.

Officials think a car was driving in the wrong lane on Highway 11 early Friday morning when it collided with a northbound truck hauling chickens. The driver of the car died at the scene and the truck driver was injured.

The drivers' names were not immediately available.

William Casper was in a shed drinking his morning coffee at about 5:15 when he heard what sounded like a blowout.

"It sounded like a clap of thunder," Casper said a few hours after the crash as the car was removed from an embankment.

He said traffic on Highway 11 and nearby trees make it difficult to get out on the roadway.

"You can't see anything around that curve until you get right on it," he said, pointing to a curve just north of Shoal Creek Road.

"You come out of his driveway (and) you've got to drive like you're on a racetrack," Casper's brother-in-law Roger Coker said.

Ernie Greene, who lives around the corner from where the accident occurred, said the collision's impact shook his house.

"It sounded like the truck exploded, and we could feel it in the ground," he said.

Hope Conner, a neighbor, said she remembered a Feb. 22 accident in which a man traveling west on Shoal Creek Road failed to stop at Highway 11 and went off the road.

He died after hitting the embankment.

"We need a caution light right in the center of Campton," Greene said. "This is the second person that's been killed here in the past two or three months."

Georgia State Patrol, county fire and sheriff's officials and Coroner Joe Page were on the scene Friday.

Officials from the state Department of Agriculture were expected since poultry was involved.

End.

C17. Quincy (Illinois) Herald-Whig; Sunday, June 13, 2010

HEADLINE: Hunnewell driver killed in accident on U.S. 36

MONROE CITY, Mo. -- A Hunnewell driver was killed Friday afternoon after a two-vehicle crash on U.S. 36 about five miles west of Monroe City.

Missouri State Highway Patrol troopers said Darrell Large, 76, was pronounced dead at the scene at the intersection of Route K and U.S. 36.

Troopers said Large was in a vehicle in the median of where the two roads intersect when the vehicle failed to yield on an oncoming Freightliner driven by Jeffrey Ervin, 55, of Council Bluffs, Iowa.

The crash took place at 4:05 p.m. Troopers said Large, who was not wearing a seat belt, was ejected from his vehicle. His Ford pickup was totaled, and the truck driven by Ervin had major damage.

Large's body was taken to the Garner Funeral Home in Monroe City.

End.

C18. KKCO-TV11 NBC (Grand Junction, Colorado); Saturday, June 12, 2010

HEADLINE: Man killed on HWY 6&50 identified; The Mesa County Coroner's Office has identified the man that was killed Friday in a crash on HWY 6&50.

VIDEO: <http://www.nbc11news.com/home/headlines/96219234.html>

GRAND JUNCTION, Colo. (KKCO) The Mesa County Coroner's Office has identified the man that was killed Friday in a crash on HWY 6&50.

The coroner's office says 63-year-old Robert 'Bob' P. Bivins died of multiple blunt force injuries and the manner of death is accident. Alcohol and drugs are not considered factors in the crash but toxicology tests have been ordered. Bivins was from Grand Junction.

Bivins was killed just before 2 p.m. at the intersection of F Road and HWY 6&50. According to Grand Junction Police Spokeswoman Kate Porras, Bivins was driving a pickup truck and was stopped behind a car at the stop sign on F Road when he moved into the oncoming lane to pull in front of the car, then turned left onto the Highway.

Porras says the Bivins pulled in front of a Waste Management trash truck which was also heading westbound. The trash truck hit the driver's side of the pickup.

Grand Junction Fire Department crews worked to extricate Bivins but say he was already dead at the scene.

The driver of the trash truck wasn't injured but was taken to the hospital for routine testing.

Police closed the stretch of Highway 6&50 for more than four hours to investigate the accident.

End.

C19. Roseburg (Oregon) News-Review; Saturday, June 12, 2010

HEADLINE: Trucker has heart attack on I-5

A 59-year old Idaho man died from an apparent heart attack Friday morning while driving his commercial truck on Interstate 5 in the Canyonville area, Oregon State Police have reported.

The man's name is being withheld pending notification of his next of kin, according to an OSP news release.

At 9:22 a.m., an OSP trooper responded to a report of a commercial vehicle crash near Milepost 99 northbound of the freeway. When he arrived, he found a commercial truck pulling a semitrailer stopped in the center median with no apparent damage.

Douglas County Fire District No 2 ambulance personnel were giving CPR to the truck's driver. The driver was then transported to Mercy Medical Center in Roseburg. He was pronounced dead at the hospital about an hour later.

The man was driving for Motorwest Inc. out of Caldwell, Idaho.

The OSP Roseburg office will be completing the investigation with the help of the Douglas County Medical Examiner.

End.

C20. Billings (Montana) Gazette; Saturday, June 12, 2010

HEADLINE: 2 killed in wreck near Thermopolis

Two people died Thursday in a three-vehicle crash near Thermopolis, Wyoming.

According to the Wyoming Highway Patrol, 56-year-old Robert R. Kesterson was driving a Ford pickup truck southbound on Highway 20 when, about 11 miles north of Thermopolis, the truck veered into the oncoming traffic lane. It is not clear why the truck veered.

The Ford sideswiped a northbound semitrailer and crashed head-on into a northbound Jeep Liberty driven by 59-year-old Maxine K. Andersen, of Spokane, Wash., the highway patrol said.

Kesterson, who was not wearing a seat belt, and Andersen were both declared dead at the scene. Injuries to the semitrailer's driver, 61-year-old Devon Bivens, of Worland, were not immediately available, but a report from the highway patrol said he was not hospitalized.

The highway patrol said there was heavy rain and wet roads at the time of the crash.

End.

C21. Chicago Sun Times; Thursday, June 10, 2010

HEADLINE: Cement truck flips; driver killed

A truck driver was killed Thursday when his cement mixer flipped over as he exited the Bishop Ford Freeway, causing wet cement to spill onto the 111th Street ramp.

The truck was southbound on the Bishop Ford and going too fast for the ramp to westbound 111th Street. The truck hit a compact van, then rolled over about 12:45 p.m., Illinois State Police Master Sgt. S. Nowak said.

The driver of the Ozinga cement mixer truck was pinned in and rescued by firefighters, fire department spokesman Larry Langford said.

The 59-year-old man was taken to Roseland Community Hospital, where he was pronounced dead, fire spokesman Question Curtis said.

The Cook County medical examiner's office was not releasing the man's identity pending family notification, a spokesman said. He is believed to be from Chicago, police said.

The driver of the van suffered minor injuries, police said.

The truck lost its load of wet cement, which spilled onto the ramp, Nowak said.

End.



1. Transport Topics; week of June 14, 2010, issue

EDITORIAL HEADLINE: Truck Safety on Display

Despite occasional hyperventilation from advocacy groups and some politicians, trucking's safety performance is steadily improving and the industry's dedication to playing its part in keeping America's highways safe should be unquestioned.

Proof of the pudding is in the eating, and the number of fatalities per miles traveled in accidents involving big trucks has fallen most of the years since the federal government began collecting data in 1975. The rate of highway deaths — that's the number per 100 million miles travelled — fell for the fourth year in a row in 2008, the most recent year for which information is available.

And trucking's record is bound to get better. Advanced safety equipment such as anti-rollover, lane departure, blind spot and collision warning systems is improving and the industry's investment in that equipment is increasing.

On top of that, American Trucking Associations and other organizations have long advocated limiting highway speeds. ATA is pushing for truck speed governors set at 65 mph, a practice that has been standard at many of the nation's largest fleets for years. ATA is also seeking a national speed limit of 65 mph for both cars and trucks.

That commitment to safety is why we welcome last week's Roadcheck, a nationwide truck inspection effort cosponsored by the **Federal Motor Carrier Safety Administration** and the **Commercial Vehicle Safety Alliance**, the North American organization of state, county and federal vehicle inspectors.

Roadcheck pulled over trucks at more than 2,000 locations in North America, going over them with a fine-toothed comb. Most trucks get waved along after going through the inspection wringer, but inspectors during the first day of the kick-off event along Interstate 95 in Maryland placed 26% out of service.

"It's just a remarkable level of effort and commitment — and, frankly, planning — to pull something like this off and be safe and get everybody safer as a result," said Anne Ferro, who heads FMCSA. She is a former administrator of the Maryland Motor Vehicle Administration and former president of the Maryland Motor Truck Association.

The declining truck-involved highway fatalities are a result of the industry's emphasis on safety, Ferro said.

"The numbers are showing that we're having an impact, and it's really through CVSA's leadership and our frontline leadership with enforcement around the country and . . . high quality safety inspectors."

End.

2. Transport Topic; week of June 14, 2010, issue

HEADLINE: 2010 Roadcheck Pulls Over 2,000 Trucks to Promote Safety in U.S., Canada, Mexico

Byline: Michele Fuetsch, Staff Reporter

LANDOVER, Md. — Their hands covered with black grease, inspectors spent hours on their backs under truck chassis, listened for air leaks in brake lines and squinted over countless driver certifications at Roadcheck this year.

For three days, commercial vehicles were pulled over for inspection at 2,000 sites across North America during the annual event, which formally kicked off June 8 at FedEx Field here.

Shortly after dawn that day, Maryland State Police began pulling trucks — 900 in all — off Interstate 95/495.

Even as the trucks were rolling into the stadium parking lot, they were undergoing inspection by state police officers with handheld thermal imagers measuring the heat in the wheels.

“If a brake’s working, it has to be hot,” said State Police Capt. Bill Dofflemyer, commander of commercial vehicle enforcement.

Most of the trucks were dismissed after quick checks, but 411 were subjected to the meticulous, grill-to-cargo-door inspections that Anne Ferro, head of the **Federal Motor Carrier Safety Administration**, has watched for years.

“They never get old,” said Ferro, who also is a former head of the Maryland Motor Vehicle Administration and former president of the Maryland Motor Truck Association.

FMCSA co-sponsors Roadcheck with the Commercial Vehicle Safety Alliance, a national organization of state, county and federal commercial vehicle inspectors.

“It’s just a remarkable level of effort and commitment — and, frankly, planning — to pull something like this off and be safe and get everybodysafer as a result,” Ferro said.

She thrust her head under trucks along with the inspectors.

“My gosh, look at that,” she said, peering at a small bald spot on an inside back trailer tire.

Nationwide, crash fatalities involving trucks have declined four years in a row, and last year’s Roadcheck event set records for safety-belt and overall driver compliance.

“The numbers are showing that we’re having an impact,” Ferro said, “and it’s really through CVSA’s leadership and our frontline leadership with enforcement around the country” that is getting the message through to carriers that are not operating as safely, while also recognizing the fleets that are.

For drivers, roadside inspections can be proud or stressful occasions.

Driver Alfonso Parra of Pocatello, Idaho, beamed after inspectors checked his rig, which was hauling hazardous materials from Boston to Texas.

“We didn’t find any violations, and we had quite a team on this guy,” said inspector Brian Cosgrove of the Maryland Department of Environment, who works with the state police.

Parra received a special 2010 Roadcheck sticker.

“When they give you a sticker,” he said, “it means you pass everything with flying colors.”

Parra also said he has been driving for 22 years and has never been cited.

“It’s not about luck,” he said. “It’s about paying attention, slowing down, not getting in a hurry.”

Driver Pavel Kalinovskiy appeared nervous as he climbed down from his cab.

The Russian-immigrant driver relaxed, however, after inspectors said his certification, medical documents and cargo records were in order.

Kalinovskiy was on his way back to his employer’s terminal in Northern California.

“You never know, you drive and something happens while you’re on the road,” he said as inspectors swarmed over his rig.

The truck was cited for a few minor violations, including a nonworking indicator light and a brake air hose that was too close to the frame, but he was allowed to head back onto the highway.

For commercial vehicle safety inspectors, Roadcheck is an opportunity to highlight their public service.

Until three-and-a-half years ago, William Seifert, a civilian state police inspector, was a truck driver himself.

“When you find a vehicle that’s in real bad shape that you wouldn’t want behind your family, it’s a lot of self-recognition to put somebody out of service for that and make them fix it,” Seifert said.

Steven Kirkwood has been an inspector for 13 years.

“When people ask me what I do, I [say I] do public safety,” Kirkwood said. “My primary function is to take unsafe drivers off the road.”

In Maryland, 30% of the trucks inspected annually are put out of service, said Dofflemyer. The percentage is higher than in most states because Maryland is a “target rich environment” due to heavy freight traffic along the eastern seaboard, Dofflemyer said.

At the six-hour inspection kickoff in Maryland, 107 vehicles (26% of the 411 that received intensive inspections) were placed out of service, the state police reported.

Those trucks were not permitted to continue their trips until the violations were fixed. Police said that 136 citations and 320 warnings were issued during the event.

End.

3. Transport Topics; week of June 14, 2010, issue

HEADLINE: Senate Panel Encourages Distracted Driving Bans

Byline: Sean McNally, Senior Reporter

The Senate Commerce Committee last week approved a bill aimed at encouraging states to pass their own distracted driving laws, sending the measure to the Senate floor.

“This is very much an emerging public health epidemic and we have to do something about it,” said Sen. Jay Rockefeller (D-W.Va.), chairman of the Commerce Committee.

The bill introduced by Rockefeller and 10 other senators “includes a grant program for states that enact laws to prohibit texting and handheld cell-phone use while driving and requires the transportation secretary to issue new regulations for commercial drivers and bus drivers to reduce distracted driving,” he said.

The **Federal Motor Carrier Safety Administration** already has issued a proposed rule to ban texting by commercial drivers and is working on follow-up regulations.

FMCSA Administrator Anne Ferro said during a meeting of the agency’s Motor Carrier Safety Advisory Committee in Alexandria, Va., June 9 that the agency was in the final stages of reviewing comments on its texting ban and that a “cell-phone rule is well under development to move to its next phase.”

FMCSA has scheduled the final texting rule for mid-October publication, along with a proposed rule “restricting the use of cell phones while operating a commercial vehicle.”

Sen. Kay Bailey Hutchison (R-Texas), the top Republican on the panel, said, “All would agree that driving while distracted poses serious safety risks not only to the drivers but to passengers, pedestrians and anyone sharing the road.”

“A number of states are already addressing this problem and have enacted laws to regulate motorists’ use of cell phones and text messaging,” Hutchison said, adding that she thought Rockefeller’s approach was the “most appropriate” because it does not threaten to withhold federal funding from states.

An earlier proposal put forward by Sen. Charles Schumer (D-N.Y.), who is also a co-sponsor of Rockefeller’s bill, would have punished states that didn’t implement texting bans by holding back some of their federal transportation money.

The bill passed the committee by a 17-8 vote June 9, with several Republican members raising concerns about the effect the federal legislation would have on states.

“I think there’s a better approach to be taken on distracted driving,” said Republican Sen. Roger Wicker of Mississippi.

“Forty states are working on this very important issue . . . it is being addressed in the laboratory of the states,” Wicker said.

In addition, Sen. Mike Johanns (R-Neb.), said he would vote against the bill because Nebraska’s law would not meet the standards for funding laid out in Rockefeller’s bill and would be “disqualified” from receiving any aid.

While the federal government continued to debate the issue, Transportation Secretary Ray LaHood commended several states for passing their own laws against distracted driving.

Georgia, for instance, became the 28th state to pass a texting ban when Gov. Sonny Perdue (R) signed the Caleb Sorohan Act for Saving Lives by Preventing Texting While Driving.

The bill bans texting while driving and prohibits teenaged drivers from using cell phones while behind the wheel.

“It’s time for Americans to follow Georgia’s lead and just put their devices down. Texting while driving is just too risky,” LaHood said in a June 7 statement.

Georgia’s law, which makes texting a primary traffic offense, goes into effect July 1 and carries a \$150 fine.

LaHood had similar praise for Vermont, where Republican Gov. Jim Douglas also signed a bill banning texting by drivers of all ages and the use of cell phones by teens.

“Everyone on Vermont’s roads will be safer because this ban was signed into law,” LaHood said.

End.

4. Commercial Carrier Journal; Monday, June 14, 2010

HEADLINE: Conference to address commercial driver health, wellness

The Transportation Research Board and the **Federal Motor Carrier Safety Administration** are hosting an International Conference on Commercial Driver Health and Wellness Nov. 8-10 in Baltimore. Conference topics will include impacts of health factors on driver safety and performance, benefits and costs of driver health and wellness programs, and real-world case studies documenting carrier experience with driver health and wellness.

“This conference presents a great opportunity for the industry to share its experience in implementing health and wellness programs, instilling a wellness philosophy as part of the corporate culture, and tips for effective implementation for both large and small carriers,” says Rebecca Brewster, president of the American Transportation Research Institute and a member of the conference organizing committee.

To learn more about the conference, go to <http://onlinepubs.trb.org/onlinepubs/conferences/2010/DriverHealth/call.pdf>

End.

5. Transport Topics; week of June 14, 2010, issue

HEADLINE: FMCSA Cuts Paperwork Needed for Verification of Driver Logs

Byline: Sean McNally, Senior Reporter

The **Federal Motor Carrier Safety Administration** has proposed reducing the amount of evidence fleets must maintain in order to verify their drivers' hours-of-service logbooks.

Robert Digges, chief counsel for American Trucking Associations, told Transport Topics that the federation was likely to drop a lawsuit it had filed in January, hoping to force FMCSA to publish a final rule spelling out what documents need to be retained.

But Digges added, "If they don't, and they leave some of the things that don't make any sense — that sort of changes the story."

In a notice posted on its website June 4, the agency said it "recognizes that certain documents . . . are not regularly used by enforcement staff to verify the accuracy" of HOS logs and thus "will not require motor carriers to maintain and produce" them.

Among the records carriers no longer will have to keep are:

- Driver call-in records.
- International Registration Plan receipts.
- International Fuel Tax Agreement receipts.
- Trip permits.
- Cash advance receipts.
- Driver fax reports.

The agency said fleets that use electronic communications equipment also no longer will have to maintain:

- Gate-record receipts.
- Weigh/scale tickets.
- Port-of-entry receipts.
- Delivery receipts.
- Toll receipts.
- Agricultural inspection reports.
- Damage reports.
- Examination reports.
- Traffic citations.
- Oversize/overweight reports and citations.
- Carrier pros.
- Credit card receipts.
- Border crossing reports.
- Customs declarations.
- Telephone bills.

The guidance — which the agency will finalize after taking comments through July 9 — in addition to spelling out a number of documents that fleets will no longer need to keep, said, "Motor carriers that use electronic mobile communications/tracking technology, whether or not

such technology is qualifying technology under this policy, must continue to retain data generated by that system in the ordinary course of business.”

However, while those fleets are not required to put those data into a particular format, FMCSA said, they “must retain such reports or communications and provide them to investigators upon demand.”

Digges said ATA is most concerned about those retention requirements.

“The one part that really bothers us is that, if you are a motor carrier and you have electronic data that doesn’t meet their criteria and otherwise therefore relieve you of the greater burden of document retention, you still have to retain it in case they want to use it,” he said. “It doesn’t make any sense.”

In January, ATA sued FMCSA, seeking a final rule about what documents fleets need to retain to verify their drivers’ logbooks.

In a statement, FMCSA spokeswoman Candice Tolliver told TT that the agency was working on the guidance before ATA’s petition, a position Digges said was “arguably . . . accurate.”

“They’ve been telling us for some time that they intended to do something. Whether they ever would have gotten around to it is another matter,” Digges said.

ATA agreed to put its suit on hold, Digges said, pending issuance of the guidance, and now will review the guidance and submit comments to FMCSA on it.

“We’ll wait and see what the final product looks like and then decide from there whether to continue the litigation,” he said.

At a June 9 FMCSA advisory committee meeting, Administrator Anne Ferro said the agency is on track to publish a proposed rule on supporting documents and electronic onboard recorders.

A Department of Transportation report on significant rules said the rule was on pace to go to the Federal Register in late December.

“Strengthening commercial vehicle safety through hours-of-service compliance by carriers and drivers is a top priority for [FMCSA],” Tolliver said.

End.

6. The Trucker; Friday, June 11, 2010

HEADLINE: FMCSA: Drivers may scan logs to make duplicate record of HOS

Byline: BARB KAMPBELL, The Trucker Staff

WASHINGTON — The **Federal Motor Carrier Safety Administration** posted a notice of regulatory guidance June 10, stating that all interstate drivers of commercial motor vehicles may change the way they prepare a duplicate copy of the record of duty status (RODS) for each 24-hour period.

“FMCSA has determined that the current requirement may be satisfied through the preparation of an original handwritten record, and a subsequent electronic submission to the motor carrier of a scanned image of the original record; the driver would retain the original while the carrier maintains the electronic scanned electronic image along with any supporting documents,” the agency stated in the notice of regulatory guidance and is effective immediately.

The change was brought about when FMCSA received an exemption application from a motor carrier requesting relief from the requirement to prepare RODS in duplicate. The motor carrier explained that it plans to implement a new approach for receiving and processing RODS.

Its drivers would complete their RODS and then electronically scan them at one of the carrier’s terminals or at a truck stop that offers the scanning service. The image would then be electronically transmitted to the motor carrier while the driver retains the original paper RODS.

Upon review the carrier’s application for an exemption, FMCSA found that no exemption was necessary, but reworded the existing regulations.

FMCSA stated that the submission of the original, handwritten scanned RODS to the employing motor carrier must be done within 13 days following the completion of the form, while the driver retains the original records for the current day and the previous seven consecutive days.

Motor carriers must maintain the scanned image of the signed RODS and all supporting documents for each driver for a period of six months from the date of receipt.

End.

7. eTrucker.com; Friday, June 11, 2010

HEADLINE: Agency adjusts duty record policy

The **Federal Motor Carrier Safety Administration** June 10 announced the current requirement for interstate commercial motor vehicle drivers to prepare, in duplicate, a record of duty status for each 24-hour period may be satisfied through providing an original handwritten record and subsequent electronic submission to the motor carrier of a scanned image of the original record.

The driver would retain the original while the carrier maintains the electronic scanned electronic image along with supporting documents. The guidance, effective immediately, is applicable to all interstate drivers of CMVs subject to the Federal Motor Carrier Safety Regulations.

FMCSA said it received an exemption application from a motor carrier requesting relief from the requirement to prepare RODS in duplicate. The motor carrier explained it plans to implement a new approach for receiving and processing RODS, in which its drivers would complete their RODS and then electronically scan them at one of the carrier’s terminals or a truckstop that offers the scanning service. The image then would be transmitted electronically to the motor carrier while the driver retains the original paper RODS.

Upon reviewing the carrier’s application for an exemption, FMCSA determined that an exemption is not necessary. The agency admitted that current regulations could be construed as limiting the processing of RODS between drivers and carriers. However, FMCSA says it has opted for a more pragmatic application of the rules.

FMCSA specified that drivers who electronically scan a copy of their original RODS for subsequent submission to the motor carrier are not required to prepare the RODS in duplicate. The agency said intent of the requirement may be fulfilled through the electronic submission of a scanned image of the original handwritten RODS to the regular employing motor carrier within 13 days, while the driver retains the original records for the current day and the previous seven consecutive days.

FMCSA reemphasized that motor carriers must maintain the scanned image of the signed RODS and all supporting documents for each driver for a period of six months from the date of receipt.

End.

8. Today's Trucking (Canada); Friday, June 11, 2010

HEADLINE: FMCSA on target with CSA 2010 schedule

WASHINGTON -- America's top trucking rule maker says it's on track to meet its regulatory targets this year.

According to the Journal of Commerce, the **Federal Motor Carrier Safety Administration** will meet the first phase of the regulation this fall for CSA 2010 after the new standards were delayed several months from their original July 1, deadline.

FMCSA administrator Anne S. Ferro told the publication that full implementation of the regulations, data systems and enforcement processes scheduled for next year.

"You achieve radical change in increments, not all at once," Ferro said at the freight transportation policy forum organized by the National Industrial Transportation League.

CSA, which will overhaul the industry's safety fitness regime and base ratings on all roadside inspection and crash data, was supposed to take effect this summer, but the agency delayed the rule to give carriers more to prepare and to fix several flaws.

End.

STATE NEWS

9. Richmond (Virginia) Times-Dispatch; Sunday, June 13, 2010

HEADLINE: Conference for judges will focus on commercial licenses

Byline: Michael Martz

Federal regulators plan to focus on laws governing commercial driver's licenses when they meet in August with Virginia judges, prosecutors and other court officials for an annual conference.

The **Federal Motor Carrier Safety Administration** will participate in a conference workshop to explain the laws, including a prohibition against judges from "masking" traffic convictions by dismissing them after drivers attend driving-improvement clinics.

The agency also said it is working with the Virginia Department of Motor Vehicles to develop an "e-summons" tracking system so the state agency can document traffic citations against commercial drivers. A DMV spokeswoman said the state in April was awarded a \$960,000 grant from the Federal Motor Carrier Safety Administration to develop the system.

"It would help the DMV and the Supreme Court [of Virginia] with the accuracy and completeness of the information exchanged," spokeswoman Pam Goheen said Friday.

A Richmond Times-Dispatch investigation published last week found a number of weaknesses in Virginia's system for monitoring the safety records of commercial drivers, including the failure of some judges to follow state laws designed to prevent convictions from being dismissed and kept off drivers' records.

The newspaper investigation documented 11 cases in which judges dismissed convictions against bus operators for GRTC Transit System after they completed driving school. The practice is prohibited under state laws adopted in 2002, for offenses committed in commercial vehicles, and in 2008, for violations by commercial drivers in personal vehicles.

Duane DeBruyne, a Federal Motor Carrier Safety Administration spokesman, said his agency already planned to attend the annual conference, which is conducted for judges and other court officials by the Supreme Court of Virginia.

However, DeBruyne said he expects the presentation to generate more interest because of the attention generated by The Times-Dispatch investigation.

"It's clearly going to be a heightened receptiveness for the attendees," he said.

The Federal Motor Carrier Safety Administration's presentation "will really focus on the [commercial driver's license] regulations much more intensively," DeBruyne said.

The Supreme Court does not provide information about the conference on the Internet for security reasons, and the court's representative could not be reached Friday for comment.

The Times-Dispatch investigation found that three judges in Richmond General District Court and one in Henrico General District Court dismissed convictions after GRTC bus operators attended driving school. As a result, the convictions, for offenses such as reckless driving, do not appear on their state driving records.

In one case, the conviction of a GRTC driver for driving 55 mph in a 35 mph zone in her personal vehicle was dismissed the same day that the bus she was driving struck and killed a pedestrian in downtown Richmond. In another case, a driver whose bus struck and seriously injured a pedestrian in Richmond pleaded guilty to failing to yield the right of way, but the conviction was dismissed after she attended driving school.

Karl R. Hade, executive secretary of the court, told The Times-Dispatch this spring that the court uses educational events for judges each year to review changes in state laws that courts administer.

"It is my understanding that legislation amending the code section you reference was mentioned in the written materials for the district judges' educational events" and written summaries of General Assembly actions, Hade said in a letter on April 28.

The Federal Motor Carrier Safety Administration requested details of the masking cases from The Times-Dispatch, which provided them to the agency. DeBruyne did not say Friday whether the agency is investigating the cases or other potential instances of the practice in Virginia courts.

"We'll continue to work with the state," he said.

End.

10. Roanoke (Virginia) Times; Monday, June 14, 2010

EDITORIAL HEADLINE: We'll just keep on truckin'; Enforcing safety standards for big rigs is important, but the state's latest I-81 initiative serves mainly to show how little can be done.

Interstate 81 cuts a breathtaking route through the Valley of Virginia, and not only because of the stunning beauty of the mountains on either side.

There are also the trucks, and the thrill of the white-knuckle ride when running alongside a big rig with a behemoth closing fast on your tail.

Truckers are safer-than-average drivers and I-81 is a safer-than-average Virginia road, accident counts tell us. But when trucks, most of them big rigs, make up 23 percent of fast-moving traffic on a winding, hilly, crowded road, mostly two lanes in each direction, anxiety often rides shotgun to drivers in puny passenger vehicles.

The fear is not irrational. The number of accidents per miles traveled is lower on Virginia's stretch of I-81 than on other interstates through the commonwealth, reporter Jeff Sturgeon found in researching a series of stories The Roanoke Times started running recently on this critical transportation corridor.

More than 1 percent of the crashes on I-81 involved a fatality, though -- a rate 70 percent higher than that of all Virginia interstates. And, Sturgeon found, a lot of the fatal accidents involved trucks.

Enough that the Virginia Department of Motor Vehicles called a news conference last week, leading off with an announcement that state-of-the-art technology is to be installed at the I-81 weigh station near Winchester to help keep dangerous rigs off the road.

Not all trucks have to stop at weigh stations, so this one will be equipped, for example, with a thermal imaging system that can scan moving vehicles for such serious deficiencies as bad brakes or tires.

The DMV commissioner, Virginia's secretary of transportation, representatives of the state police, the **U.S. Motor Carrier Safety Administration** and the trucking industry all turned out to show their concern.

If, despite this, regular travelers of I-81 find themselves disappointed at the response -- well, they just have to scale back their expectations for safer roads.

Truck safety is important, and tough enforcement will help. Yes, adding road lanes and getting more truck trailers off the highway and onto rail would help more. But there is no money for that.

And there will not be for a long time, in this new Virginia that has decided to let the future take care of itself.

A high-tech weigh station to help enforce truck safety regulations is good. In a time of retrenchment, we should be grateful for small favors.

End.

11. Press release from Pennsylvania State Police; Friday, June 11, 2010

HEADLINE: MOTOR CARRIER ENFORCEMENT SUPERVISOR HONORED

HERSHEY, Pa., June 11 -- A Lackawanna County-based State Police motor carrier enforcement supervisor known for his dedicated efforts in promoting commercial vehicle safety was honored today as the State Police Enforcement Officer of the Year for 2009.

State Police Commissioner Frank E. Pawlowski presented the award to Motor Carrier Enforcement Supervisor Rion A. Stann, 40, who is assigned to Troop R, Dunmore, during a ceremony at the State Police Academy in Hershey.

"Supervisor Stann is a nationally recognized instructor in the field of motor carrier safety inspections and is committed to ensuring the safety of all motorists, both through education and enforcement," Pawlowski said. "He's a highly motivated individual who identifies problems and finds ways to solve them."

Pawlowski said Stann developed an education program last year to address specific issues raised by the increase in commercial vehicle traffic associated with gas drilling operations in the Marcellus Shale rock formation areas of Pennsylvania.

"Stann presented the program to companies involved in these operations as a way of reducing or eliminating problems," Pawlowski said.

He said Stann also initiated a separate outreach program for the Troop R area in 2009 and delivered safety lectures to a number of motor carrier businesses.

Stann serves on the associate training staff of the **U.S. Department of Transportation's National Training Center**. He is actively involved in the international Commercial Vehicle Safety Alliance, serving as a voting member on the Hazardous Materials Committee and Radioactive Materials Subcommittee. Stann is one of nine national instructors for the CVSA Level VI High Level Radioactive Material Inspection Course.

Stann became a motor carrier enforcement officer in 1994 and was promoted to motor carrier enforcement supervisor in 2005. He is the son of Walter Stann, a retired county maintenance manager for the Pennsylvania Department of Transportation, and the late Johanna Stann.

Stann lives in Clarks Summit, Lackawanna County, with his wife, Jayne, and his father.

Stann was nominated for the award by Capt. James E. Degnan, the former commander of the Patrol Section at Troop R, Dunmore, who recently was named commanding officer of Troop P, Wyoming.

End.

12. Grand Island (Nebraska) Independent; Sunday, June 13, 2010

HEADLINE: Truck driving experts convene in Grand Island

Byline: Amy Schweitzer

A semi-tractor trailer pulled up beside a yellow board as its driver tried to park the truck's back right side tires inside a set of lines while getting as close as possible to the board.

It's not as easy as it sounds.

"I spend all my time (driving) trying to stay away from things," said Lucas Mowrey of Callaway with a laugh. He drives for Grand Island Express.

Sixty-eight truck drivers from across the state came to Grand Island Friday and Saturday to compete in the 2010 Nebraska Truck Driving Championships.

Mowrey, who has been a truck driver for 12 years, thought the championship would be a good learning experience.

"They provided a lot of good information," he said, adding that just reading the material sent ahead of time has helped him become a better driver on the road.

This was Mowrey's first year at the competition. His co-workers talked him into coming.

"I just had to verify that no matter how bad I did, I wasn't losing my job," Mowrey joked as he waited next in line to drive.

He was competing against fellow drivers such as Rich Root of Lincoln who has been testing his driving skills at the championships for 27 years.

But Root, a three-time winner, said he comes mostly for the camaraderie.

"We've watched kids grow up. Those that we saw here as infants are now driving," he said, adding that many years the annual competition is the only time he gets to see his trucking friends, even those who live in the same town.

One of Mowrey's co-workers at Grand Island Express, Tim Marvicka of St. Paul, said also he came for the friendships.

"I just enjoy the people, talking to everybody," he said.

But there is competition between the friends as well.

The truckers completed a written exam, a personal interview with a law enforcement officer, and an inside-and-out truck inspection on Friday and then on Saturday they drove on a six-challenge driving course where accuracy and vehicle control earned top scores.

Other driving challenges included straddling two lines of small ball cones, turning a corner while keeping the tires on small tiles, parking the nose of the truck as close to a post as possible and then backing around a barrel into a simulated docking bay.

Winners in eight classes of competition advance to the National Truck Driving Championships in August.

The Nebraska State Patrol's Vehicle Inspector Championship takes place side-by-side with the driving event. Troopers qualify for the competition through a written exam. The five top scorers will be in Grand Island to test their regulatory knowledge and driver interview techniques, then conduct vehicle and hazardous material inspections.

Lonnie Starke of Chapman said he didn't do as well as he had hoped on the driving portion.

"Getting close enough to that board is tough," he said. This was Starke's first year at the competition.

"It was a learning experience," he said. "I'll come out and do better next year."

Nance Harris, vice president of member services at the Nebraska Trucking Association, said the number of participants is down a little from previous years.

She thought the economy had forced many companies to cut back on the number of drivers they sponsor.

"We had 115 drivers a few years ago when the economy was better," Harris said.

End.

13. Rockford (Illinois) Register Star; Friday, June 11, 2010

HEADLINE: Local state police issue more than 1,000 citations in May

PECATONICA — More than 1,000 citations were issued by Illinois State Police District 16 last month, according to statistics released Wednesday.

Troopers arrested in 749 drivers for speeding and 15 for driving under the influence, and cited 391 for seat belt violations.

They also issued 829 written warnings and assisted 208 stranded motorists, and arrested 29 people on various criminal offenses or who were found to be wanted on warrants.

Troopers also inspected 115 commercial vehicles for compliance with federal motor carrier safety regulations. Of those, 27 were placed out of service for violations.

Troopers also investigated 27 traffic crashes within Boone, Winnebago, Stephenson, and Jo Daviess counties.

End.

OTHER CRASH INCIDENTS AND FOLLOW-UP (5)

OC1. WXIA-TV11 NBC (Atlanta); Sunday, June 13, 2010

HEADLINE: Gainesville Youth Group Gets Welcome Home



Photo Caption: A van from Belmont Baptist Church in Gainesville, Ga. is hauled away after a semi-truck hits it near Williamsburg, Ky.

Posted By: Tyson Paul

GAINESVILLE, Ga. -- It was a joyous reunion Sunday for a church youth group and their families.

The youth group from Belmont Baptist Church was on a mission trip traveling to a church in eastern Kentucky when one of the vans they were traveling in was hit by a semi-truck near Williamsburg, Ky.

Police said all seven aboard were sent to the hospital with the most serious injuries being sustained by the youth group leader, Terry Taphouse, who was driving, and his wife Lori.

Their mission trip was to help a church in one of the poorest counties in Kentucky with vacation Bible schools and Sunday worship services. The teens all wanted to continue despite the accident.

Sunday, the youth group arrived back to Gainesville and the church held a cookout to welcome them home.

End.

OC2. Colorado Springs (Colorado) Gazette; Saturday, June 12, 2010

HEADLINE: Passengers from crashed bus on the road again

Byline: BRITTANY SHAMMAS, THE GAZETTE

About 20 minutes after leaving the station Saturday morning, 52 passengers had their trip to Texas interrupted when an apparent mechanical failure caused their Greyhound bus to strike a curb on South Nevada Avenue at the interchange with Interstate 25.

After the driver hit the brakes to no avail, the bus tilled on its side and hit the curb about 10 a.m. Saturday as the driver attempted to get on the interstate, passengers said.

"As soon as I saw him hitting the brakes, I knew what was going on," said Mark Fields, who was on his way to visit his wife in Pueblo, Texas. "I just leaned into it."

No serious injuries were reported, but two passengers were taken to the hospital, said Lt. Jeff Sievers, public information officer for the Colorado Springs Fire Department. Jimmy Moore, one of the passengers, said people were thrown about the bus during the wreck and he felt like his back was twisted.

Several police and paramedic vehicles were on the scene, congesting two lanes of traffic on southbound Nevada Avenue as the passengers were packed into vehicles, one of which wouldn't start, and taken back to the Greyhound station on South Weber Street, where they could get out of the cold and rain while waiting for a new bus. By about 11:40 a.m., officials were directing traffic on Nevada Avenue as a tow truck prepared to move the bus.

Passengers said the driver, who was not injured, steered the bus to avoid hitting a car.

"It could have been worse," Fields said.

A second bus picked passengers up from the Greyhound station before 2 p.m. for the trip to Texas, an employee said.

End.

OC3. Orange County (California) Register; Friday, June 11, 2010

HEADLINE: Woman gets life in prison for drunken-driving death

Byline: LARRY WELBORN

WESTMINSTER – A Mission Viejo woman who had three prior drunken-driving convictions was sentenced Friday to 15 years to life in prison for driving drunk on the 91 Freeway, rear-ending a big-rig truck and killing a passenger.

Suzanne Amelia Carlson, 27, was convicted by a jury in March of second-degree murder under the legal theory that she knew because of her prior drunken-driving convictions that drinking and driving was dangerous but elected to do so anyway.

She was sentenced Friday in the West Justice Center by Superior Court Judge Gregg Prickett.

Witnesses testified that Carlson spent more than two hours drinking at a restaurant in Rancho Santa Margarita in January 2007 before she got behind the wheel of a 1997 Infinity sedan owned by Scott Turner, 55, of Dove Canyon.

She then drove away from the restaurant – with Turner in the passenger seat – to the 91 Freeway just west of Imperial Highway, where she veered across two lanes of traffic and ran into the back of an 18-wheel FedEx truck, according to prosecutors.

The force of the impact crushed the right side of the car, sending it careening into a wall on the side of the freeway.

Carlson freed herself by climbing out the sunroof, according to Deputy District Attorney Steve McGreevy.

But Turner was trapped inside, and firefighters had to pry open the car to extricate him. He suffered internal injuries and died shortly after the crash.

Lab tests taken 90 minutes after the crash showed that Carlson had a 0.22 percent blood-alcohol level, almost three times the legal level of intoxication allowed for driving.

Carlson had three other convictions for driving under the influence of alcohol – one in 2001 and two in 2006. After each of incidents, Carlson was required to take alcohol-awareness courses, McGreevy said.

Carlson apologized to Turner's family moments before she was sentenced. "I will serve a life term in my heart for taking this man from your lives," she said.

End.

OC4. Associated Press (New Jersey); Sunday, June 13, 2010

HEADLINE: Murder charges in Philly-area crash that killed 2

A 19-year-old from suburban Philadelphia is facing murder charges in a crash last year that killed his two teenage passengers.

Zachary McGehrin of West Caln Township is being held in Chester County Prison in lieu of \$1 million bail in the Dec. 9 crash that killed 17-year-old Victoria Garvin and 18-year-old John Sherman Jr.

Police allege that McGehrin was speeding and had marijuana in his system when his car crashed into a garbage truck, killing both passengers. The driver of the truck was unhurt and told police said the car driver had made no attempt to brake prior to impact.

McGehrin was arraigned Thursday on charges of murder, homicide by vehicle, involuntary manslaughter, recklessly endangering another person and traffic violations. A listed number for him could not be found and it was unclear whether he had an attorney.

End.

OC5. Sunbury (Pennsylvania) Daily Item; Saturday, June 12, 2010

HEADLINE: Train, truck collide



Photo Captions: The front end of this tractor trailer lays in pieces on the shoulder of Route 54 in Derry Township after it collided with a train Friday afternoon. A tractor trailer sits just in front of the train tracks on Route 54 in Derry Township where it collided with a train on Friday afternoon.

Byline: Chris O'Rourke For The Daily Item

WASHINGTONVILLE — A truck driver is likely to be counting his blessings in inches after escaping with injuries when his tractor-trailer collided with a train in Montour County.

The man, who has not yet been identified by police, was taken to the hospital after the tractor-trailer he was driving collided with the engine of a one-car train at about 2:30 Friday afternoon.

State police from Milton said he was driving the Danville-based Wissler Farms tractor-trailer west on Route 54 when he failed to stop at a railroad crossing just north of Washingtonville.

There is no crossing guard at the intersection, only a flashing crossing signal.

The train engine collided with the front of the truck, tearing off the front of the vehicle and carrying it down the tracks. Fortunately for the driver, the cab of the vehicle remained intact.

The driver of the tractor-trailer was taken to Geisinger Medical Center, Danville, for treatment of injuries that were not believed to be life-threatening, police said.

The driver of the train wasn't injured, police said.

Traffic was reduced to one lane on Route 54 while police and fire crews investigated and cleaned up the crash.

End.