

FMCSA Office of Communications
No 1140

NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs

- C1. Kentucky, Scott County 1 fatality (tractor-trailer attempting to re-enter roadway from shoulder, struck by a second semi on I-64)
- C2. Florida, Walton County 1 (car crossed centerline collided with tractor trailer on I-10)
- C3. Ohio, Ottawa County 1 (car ran stop sign, sideswiped tractor-trailer at intersection of Ohio 590 and Ohio 163)
- C4. California, San Luis Obispo 1 (construction truck with trailer backed up, struck 67-year-old worker on Highway 135)
- C5. Virginia, Pittsylvania County 1 (tanker truck ran off road, overturned, at 4:10 a.m. on Route 29; driver not wearing safety belt)
- C6. Kansas, Butler County 1 (pickup truck and Freightliner utility truck collided at gravel road intersection that had no signage)
- C7. Florida, Bay County 1 (car failed to stop at intersection, struck by dump truck; car driver succumbed to injuries received June 9, 2010)

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1. TruckingInfo.com; Friday, June 18, 2010

HEADLINE: OOIDA Takes EOBR Rule to Court

2. School Transportation News BLOG; Tuesday, June 15, 2010

BLOG HEADLINE: Compliance Audits for Bus Providers to Catch Driver Violations

STATE NEWS

3. Buffalo (New York) News; Friday, June 18, 2010

HEADLINE: Trucks undergo scrutiny on safety; Day of inspections targets violations



Photo Caption: Cheektowaga K-9 Officer John Duskocz and his partner, Izo, go over one of the rigs inspected during Thursday's blitz.

4. Land Line; Thursday, June 17, 2010

HEADLINE: California Assembly approves stricter truck rules

5. WHIO-TV (Indianapolis, Indiana); Thursday, June 17, 2010

HEADLINE: Truck Inspection Leads To Wanted Felon

6. Press release from Kentucky State Police; Thursday, June 17, 2010

HEADLINE: Multi State Blitz Targets Over-Weight Trucks

OTHER NEWS

7. Journal of Commerce online; Thursday, June 17, 2010

HEADLINE: Auctioning Off the Last of Arrow

OTHER CRASH INCIDENTS AND FOLLOW-UP (3)

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C1. WLEX-TV18 NBC (Lexington, Kentucky); Friday, June 18, 2010

HEADLINE: I-64 FATAL ACCIDENT UPDATE



Crew remain on the scene of a fatal accident on I-64 in Scott County.

Eastbound lanes are completely shut down near mile marker 69. Westbound lanes are open, but traffic is moving slowly through the area. Officers are rerouting traffic onto Hwy 421.

Police say a truck was pulled over on the shoulder. As the tractor-trailer was preparing to pull back onto the highway, a second semi, pulling a flatbed trailer, crashed into it.

Police say the driver of the flatbed was killed in the crash.

Officials expect eastbound lanes to remain close for much of the day.

End.

C2. Destin (Florida) Log; Friday, June 18, 2010

HEADLINE: Man reported as 'erratic driver' killed in interstate accident

Byline: Wendy Victora

WALTON COUNTY -- A Pensacola man died Thursday night after crossing the centerline and hitting a car in the westbound lanes of Interstate 10.

He had previously been reported as an "erratic driver" to the Florida Highway Patrol, according to the media release.

John L. Cheek, who was 49, died. He was not wearing a seatbelt.

The accident happened at about 9:30 p.m. about a third of a mile west of Ates Ranch Road.

Cheek was driving eastbound when he crossed into the westbound lanes. Michael L. Nelson of Samson, Ala., tried to take evasive action but the two vehicles collided and overturned.

Nelson was driving a tractor trailer. He received minor injuries.

End.

C3. Sandusky (Ohio) Register; Friday, June 18, 2010

HEADLINE: Ottawa County man dies in car-truck crash



Photo Caption: A millisecond might have made a difference for a Graytown man who died five miles from his home Thursday afternoon.

William Frederick, 49, died instantly after his Pontiac Grand Am struck a flatbed tractor-trailer at Ohio 163 and Ohio 590.

Frederick was driving his maroon Grand Am north on Ohio 590 when he ran a stop sign and sideswiped a 2000 Peterbilt tractor-trailer, which was headed west on Ohio 163. The Grand Am become entangled in the back wheels of the trailer.

William Marcussen, 50, of Lafayette, Ind., was driving the tractor-trailer for Landstar Inway, an international cargo company.

The rig dragged the car more than 675 feet down Ohio 163, leaving a debris field of vehicle parts and oil.

It took fire crews from Portage and Rocky Ridge more than two hours to lift the truck's trailer off the Grand Am and remove Frederick from the wreckage. A specially outfitted tow truck also helped in the effort.

Emergency crews used hydraulic tools to cut the collapsed roof of the Grand Am.

Troopers from the Ohio State Highway Patrol's Sandusky post, as well as Ottawa County Sheriff's deputies, responded to the scene. Ohio 163 was closed for four hours as crews struggled to clear the wreckage.

"If (Frederick) had been a millisecond later, (Marcussen) would have been by him," said Sgt. Eric Short, a trooper at the Sandusky post.

Marcussen was not injured in the crash.

Even though alcohol and drugs are not a suspected factor, Marcussen volunteered to give a urine sample to be tested for anything that may have impaired his driving, Short said.

Marcussen later told a reporter he was okay, but declined to an interview.

Richard Wietzel owns a home at the intersection and said he has had several vehicles end up in his yard.

"The last time, I had three in my yard," Wietzel said. "Its a little scary sometimes."

The intersection is a two-way stop with stop signs on Ohio 590. There are signs further down Ohio 590, warning of the oncoming stop.

Troopers are still trying to determine why Frederick's vehicle ran the stop sign as he made his way home from a livestock sale in Bucyrus.

Family and friends gathered hours afterwards at Frederick's farmhouse to show support and remember Frederick. They declined to be interviewed.

Frederick's neighbors, Steve and Sue Reuss, said Frederick was a father who loved his family and helped anyone in need.

Steve Reuss recalled Frederick rescuing two of Reuss friend's who had been left stranded along the road when their car stopped running. Frederick brought them to the Reuss' farm so they could call for a tow truck.

"I understand that you know these people," Steve Reuss recalled Frederick jokingly saying to him.

Reuss smiled as he recalled Frederick at times stopping by, bringing smoked sausage with him.

"I thought, 'That Bill's alright,'" Steve Reuss said.

Frederick was always cheering on his young daughter at school functions, said Sue Reuss, who works for the Benton Carroll Salem Schools.

"He was an awesome person, a wonderful father, he never missed any of their events," Sue Reuss said. "All I can say is he was a hands-on father."

End.

C4. Lompoc (California) Record; Thursday, June 17, 2010

HEADLINE: Man killed in construction accident on expressway



Photo Caption: Paramedics tend to a man who was involved in an accident while working on the shoulder of the southbound side of the Orcutt Expressway near Foster Road around 12:30 p.m. Thursday.

Byline: Samantha Yale Scroggin

A man who reportedly owned a company doing roadwork on Highway 135 was killed Thursday when he was run over by a construction truck, officials said.

The accident occurred about 12:30 p.m. on southbound Highway 135 south of Foster Road near the work to extend Union Valley Parkway.

Firefighters placed the fatally injured man, identified by the California Highway Patrol as a 67-year-old Arroyo Grande resident, on a stretcher and wheeled him into an ambulance at the scene.

The victim's name has yet to be released by officials.

Capt. Vince Agapito of the Santa Barbara County Fire Department said that the man was taken to Marian Medical Center, where he was pronounced dead.

"He suffered extensive internal injuries," Agapito added.

The CHP said that 46-year-old Paul Michaelson of Lompoc was parked in a 1997 Peterbilt dump truck with an attached trailer on a closed southbound lane of Highway 135.

Michaelson backed the rig up five to 10 feet to clear a truck parked in front of him and started to pull forward when he noticed a man lying on the ground where his truck had been.

Michaelson ran to check on the man.

A fresh shoeprint matching the fatally injured man's was on the draw bar between the truck and trailer, the CHP said.

Investigators learned that as the truck pulled out, the right front trailer tire ran over the man's upper torso.

The accident remains under investigation by the CHP.

CHP Officer Ryan Witcher said the man was seen walking near the truck just prior to the accident, but no one witnessed the impact.

Witcher added that he believed the man who died was the owner of an asphalt company working on the project.

The Union Valley Parkway extension is under the jurisdiction of the city of Santa Maria, and the general contractor is G. Sosa Construction, Inc. The victim reportedly is with a subcontractor on the project.

Rodger Olds, Santa Maria Department of Public Works senior civil engineer, said Thursday afternoon that he was aware of the fatal accident but didn't know all the details because he wasn't on scene.

He said the Union Valley Parkway project will be put on hold through the end of the week.

"We're still just trying to get over the shock of what's happened."

Robin Hayhurst, executive director of the Santa Maria Valley Contractors Association, said construction work has inherent dangers.

"It's really sad when a sudden death like this happens," she said.

"Everybody's very upset at our construction sites," Hayhurst added.

End.

C5. WDBJ-TV7 (Roanoke, Virginia); Thursday, June 17, 2010

HEADLINE: Tanker wreck on Route 29 in Pittsylvania County cleared, name of driver released



The Virginia State Police have released the name of a tractor trailer tanker driver who was killed in a Thursday morning crash in Pittsylvania County.

The tanker James Willie McKenzie III was driving overturned on Carter Lodge Road near the Blairs community. That happened around 4 a.m.

All lanes of Route 29 were closed during the morning and early afternoon Thursday. They have been reopened.

The tanker was carrying deliquified oxygen. All of the oxygen escaped the tanker after the accident. An independent contractor will do an environmental cleanup in the area.

UPDATE: A North Carolina man is dead following a single-vehicle crash Thursday morning (June 17, 2010) in Pittsylvania County. At 4:10 a.m., Virginia State Police Trooper M.T. Wade was called to the scene in the northbound lanes of Route 29 at the base of White Oak Mountain in the Blairs community of Pittsylvania County.

A refrigerated tanker truck hauling liquid oxygen was traveling north on Route 29 when the vehicle ran off the road and overturned onto the passenger side. The truck then slid approximately 100 yards before coming to rest on its side in the northbound lanes of Route 29.

The driver was not wearing a seat belt and died at the scene. State Police are still in the process of notifying his next of kin.

Because the crash caused the tanker to begin leaking the liquid oxygen, both directions of Route 29 have been closed and will remain closed until approximately 3 p.m. Thursday. Hazardous materials crews from the Danville Fire Department, Pittsylvania County Emergency Services and Virginia Department of Emergency Management are on scene aiding with the containment and clean up of the spill.

Motorists needing to use Route 29 between Chatham and Danville are advised to use an alternate route until the scene can be cleared.

End.

C6. El Dorado (Kansas) Times; Thursday, June 17, 2010

HEADLINE: Wood killed in two-vehicle accident this morning

El Dorado, Kan. — Robert E. Wood, 66, of El Dorado, died in a two-vehicle accident Thursday morning northwest of El Dorado.

At approximately 8:53 this morning, Butler County Sheriff Officers along with fire, rescue, and ambulance personnel responded to NW 50th and Hopkins Switch to the report of a two vehicle injury accident, according to Sheriff Craig Murphy.

Upon arrival, emergency personnel found a 1995 Freightliner utility truck, driven Jeffrey L. Fiedler, 36, of Newton, that had been northbound on Hopkins Switch Road and a 2000 GMC flatbed pickup, driven by Wood, that had been westbound on NW 50th.

Investigators believe the drivers of the vehicles did not see each other and collided in the intersection.

Murphy said due to tree lines at the intersection, the direction of travel for both vehicles easily would prevent them from seeing each other. Murphy also said the roadway for both roads is gravel and the intersection is not controlled with any traffic control devices.

Wood was deceased at the scene. Fielder was not injured and was examined by medical personnel at the scene.

The collision is still under investigation by the Butler County Sheriff Office.

End.

C7. WJHG-TV7 NBC (Panama City, Florida); Thursday, June 17, 2010

HEADLINE: Victim in Dump Truck Crash Dies in Panama City



A Chipley man, critically injured in a car-dump truck crash a week ago, has now died at a Panama City Hospital.

The Florida Highway Patrol says 41 year old David. P. Fuller was critically injured on June 9th at State Road 77 and Washington County Road 279, the Vernon cut off.

Troopers say Fuller failed to stop at the intersection and pulled into the path of the loaded truck. He was brought to a local hospital where he died late yesterday.

The dump truck driver, 27 year old Andrew Beck of Walnut Hill was not seriously injured. The accident investigation is continuing

End.

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1. TruckingInfo.com; Friday, June 18, 2010

HEADLINE: OOIDA Takes EOBR Rule to Court

The Owner-Operator Independent Drivers Association has challenged the **Federal Motor Carrier Safety Administration's** electronic onboard recorder rule with a petition filed in the 7th U.S. Circuit Court of Appeals.

Earlier this month, the group submitted the petition, contesting the agency's new rule requiring carriers that violate hours of service 10 percent of the time to use EOBRs to track driver hours, according to published reports.

The rule, which will go into effect June 1, 2012, will impact close to 5,700 interstate carriers after its first year of implementation.

The FMCSA says it will consider a broader EOBR mandate in the future, and the agency is already working on this.

Under the current rule, carriers that violate the standard will have to install recorders on all of their trucks, regardless of when the truck was built, and use the recorders to track driver hours for at least two years. There will be an exception for carriers that install automatic onboard recorders before the compliance review finds them in violation.

The OOIDA is questioning whether the costs of installing EOBRs outweigh the benefits, according to published reports.

Todd Spencer, executive vice president of the OOIDA, said owner-operators don't think the rule is necessary. "We will point out that we've never seen a correlation between onboard recorders and improved highway safety," Spencer said. "I don't think that's going to change."

End.

2. School Transportation News BLOG; Tuesday, June 15, 2010

BLOG HEADLINE: Compliance Audits for Bus Providers to Catch Driver Violations

WRITTEN BY RICK LABOYNE

I recently observed a charter bus driver talking on a cell phone while driving towards my district during my morning commute to work as a pupil transportation director. Since I work in a rural area, it seemed reasonable to think that the bus was heading to one of my schools for an end of the year trip.

I followed the driver, since he had already cut me off, to the school and asked him if he was aware of the Washington State law that prohibits the driving of vehicles while talking on a cell phone without a Bluetooth device. At first he denied having talked on the phone until I described the my personal vehicle and identified exactly where he had signaled and cut over into my lane (where a four lane road becomes a two lane road).

Afterwards, he argued with me that I was making a big deal out of nothing, to which I countered that his indifference to the laws of the state suggested that he was probably out of compliance in other areas, such as the DOT regs for keeping current his log and Vehicle Inspection Report. He refused to let me review his VIR or show me his log book, prompting me to contact the operations manager at his company and communicate that, after the charter was completed, I would be speaking with the teachers as to how the driver had performed during the trip. The feedback from those communications would impact if the company would remain our list of provider (I am also the risk manager for our small district).

This experience left me wondering if any school districts conduct compliance audits for their outside transportation providers. I happen to have a great deal of experience, having come from the Charter bus industry, and could easily conduct a compliance audit such as the military does or the annual Washington State Utilities Commission staff do in our state.

Any thoughts from other pupil transportation folks out there? Since this is an isolated event, I do not want to overreact. But I am concerned about allowing students, staff and parent/chaperones ride buses where the vehicle and/or driver is not compliant with the applicable laws.

LaBoyne is the director of facilities/operations/transportation at White River School District in Buckley, Wash., and chair of the Executive Board at Puget Sound Workers Compensation Trust.

End.

STATE NEWS

3. Buffalo (New York) News; Friday, June 18, 2010

HEADLINE: Trucks undergo scrutiny on safety; Day of inspections targets violations

Byline: Michelle Kearns, NEWS STAFF REPORTER

David Stokes waited patiently in his cab, with a customer's big wooden boat from North Carolina behind him, as his truck—one of about 130 pulled over Thursday in a special Cheektowaga dragnet—was inspected.

About half were cited for such violations as poorly secured loads, and two arrests involved driving with a suspended licenses.

The emptied parking lot of the Super Flea weekend market was transformed, with police officers and government staffers checking trucks from nearly every route within a five-mile radius.

They looked for problems — oil drips and exhaust, brake, tire and steering function. Dogs sniffing for explosives also caught the scent of drugs, but no actual drugs turned up.

Inspectors also were on the lookout for drivers who had been on the road too long, who had not updated their logbooks or who hauled illegally heavy loads.

“Eagle Claw II,” a daylong project instigated last year by Cheektowaga police, began at 7 a. m. and involved representatives of 16 government agencies, from local police to the state Transportation and Environmental Conservation departments.

State and Buffalo police, plus the U. S. Border Patrol, Department of Homeland Security, National Insurance Crime Bureau and Erie County Emergency Services also took part.

During last year's 10-hour blitz, about the same number of trucks were pulled over, and violations included the discovery of a stolen backhoe.

By late Thursday afternoon, this year's effort had yielded less dramatic but important results — from poor logbook records to tires with cracked rims and a poorly secured bulldozer.

“I think it sends a good message to local truckers that we're serious,” said Capt. James J. Speyer, Cheektowaga police spokesman. “It's a huge undertaking.”

Cheektowaga Patrol Officer Michael McDonough, who underwent special training for the inspections, carefully examined trucks, adding that finding and correcting hazards, such as a load that could fall into traffic, were gratifying.

“They’re just a danger on the road,” he said.

As McDonough scrutinized Stokes’ logbook and found fault with the knots in his ropes and loose chunks of wood in his trailer bed, Stokes — parked and waiting to roll — said he was grateful.

“It’s a normal thing in a trucker’s life. . . . You do the best you can and then sometimes you end up with a violation,” said Stokes, on the road from Florida.

“Sometimes there’s stuff I miss, and they catch,” the trucker added.
“It’s something I need to take care of, so I don’t mind.”

End.

4. Land Line; Thursday, June 17, 2010

HEADLINE: California Assembly approves stricter truck rules

Byline: Keith Goble, state legislative editor

A bill halfway through the California statehouse is intended to make anyone who violates out-of-service orders pay a steep price.

The Assembly voted unanimously to approve a bill that would bring California’s commercial driver’s licensing rules into compliance with **Federal Motor Carrier Safety Regulations**. The bill – AB2144 – has moved to the Senate for further consideration.

Among the changes sought are beefing up out-of-service violations. Fines for first offenders would be more straightforward. Instead of violators facing a fine ranging from \$1,100 to \$2,750, they would be responsible for paying \$2,500 fines. Anyone caught more than once would be responsible for paying \$5,000.

Motor carriers would also face greater punishment. Employers convicted of knowingly allowing, requiring, permitting or authorizing a driver in OOS status to get behind the wheel would face up to \$25,000 fines. Currently, the maximum fine is \$11,000.

The length of a driver’s suspension for violating an OOS order would also be ratcheted up. Getting behind the wheel of a truck subject to an OOS order would result in the driver’s license being suspended for six months. State law now authorizes 90-day suspensions.

Repeat offenses within 10 years would result in loss of driving privileges for two years – up from six months. Subsequent offenses within 10 years would double from one year to two years.

Joe Rajkovic, OOIDA’s director of regulatory affairs, said states like California have every incentive to make sure their rules mirror federal standards. Not only do they see it as a safety issue, but states have to protect their pocketbooks.

A legislative bill analysis backs up that point. If California fails to make the changes by an anticipated 2012 audit, the state may be found out of compliance and could face escalating sanctions, including loss of state highway funds and grant money.

End.

5. WHIO-TV (Indianapolis, Indiana); Thursday, June 17, 2010

HEADLINE: Truck Inspection Leads To Wanted Felon

RICHMOND, Indiana -- The Indiana State Police said a wanted felon out of Minnesota was captured around 8 a.m. Thursday driving a semi-tractor near Richmond.

Police said Motor Carrier Inspector Michael Bowsman stopped the semi as it crossed the scales on Interstate 70 to do a routine inspection.

Investigators said, while doing inspection, Bowsman checked the license of the driver and discovered that he was wanted in Rice County, Minnesota on a felony warrant for sexual assault on a minor.

Alan R. Schultz, 44, was arrested and turned over to the Wayne County Sheriff's Office to be held for extraction back to Minnesota.

Bowsman said commercial motor vehicles are a good way to go undetected due to companies not having access to wanted files when checking on potential employees.

This is the second time this week a routine DOT inspection has led to felony charges. Earlier this week, authorities recovered 24 kilograms of cocaine while performing a truck inspection.

End.

6. Press release from Kentucky State Police; Thursday, June 17, 2010

HEADLINE: Multi State Blitz Targets Over-Weight Trucks

(FRANKFORT, Ky.) - On Wednesday, June 9th, commercial vehicle enforcement personnel and troopers from Kentucky State Police, Indiana State Police, and Ohio Highway Patrol participated in a multistate enforcement blitz aimed at improving the safety of the interstate system specifically for and around commercial motor vehicles.

The focus of this blitz was to target safety issues concerning commercial motor vehicle drivers, International Fuel Tax (IFTA) violations and vehicle over-weight violations. Fifty-one tickets and 21 warnings were issued for over-weight violations, and 14 tickets and 10 warnings were issued for fuel tax violations. Troopers also targeted drivers of passenger vehicle who choose to operate their vehicles in an unsafe manor around commercial motor vehicles.

In the 24 hour enforcement period, in Kentucky alone, 395 commercial motor vehicles were inspected resulting in 161 traffic citations and 24 written warnings. Of the 395 commercial motor vehicles inspected, 627 violations were discovered and 25 drivers and 75 vehicles were placed out of service.

The totals for the multistate commercial motor vehicle enforcement efforts are as follows: 993 inspections found 2,825 violations, of which 334 were considered "Out of Service Violations". Seventy-eight drivers and 265 vehicles were placed "Out of Service".

Anytime a commercial motor vehicle is involved in a crash the chances of someone being killed increase dramatically. Commercial Vehicle Enforcement officers from Kentucky, Indiana and Ohio will continue to work together in an effort to reduce the number of deaths and crashes involving unsafe vehicles and driver error.

End.

OTHER NEWS

7. Journal of Commerce online; Thursday, June 17, 2010

HEADLINE: Auctioning Off the Last of Arrow

Byline: William B. Cassidy

How do trucking companies exit the industry? One desk, chair and belt buckle at a time.

An auction company in Tulsa, Okla., this week disposed of the remaining assets of Arrow Trucking, a flatbed hauler that slammed its doors shut a few days before Christmas.

The shutdown stranded nearly 1,000 truck drivers without fuel money and left shippers scrambling to find their freight as tractor-trailers were abandoned hither and yon.

In two days, Mr. Ed's Auction disposed of company assets, from a case of Arrow Trucking belt buckles to tractors, trailers, forklifts and shop equipment.

The bids, as reported by D.R. Stewart in the Tulsa World on Tuesday and Wednesday, weren't staggering, though some of the items were surprising. Five electronic typewriters, for example, were sold for \$30.

A half-dozen boxes of company baseball caps fetched \$70. And that case of company belt buckles went for \$190. Watch for these items on Craigslist or e-Bay.

Some of the items up for sale on the second day of the auction included a 2006 Kenworth tractor, a 1999 Freightliner and a restored 1956 International.

Some of the bidders on Wednesday were other trucking outfits looking for bargains. The Kenworth, which had more than 462,000 miles, sold for \$21,500, the newspaper said.

That 1956 International, restored a few years ago, sold for \$15,000.

This wasn't the first Arrow auction — many trucks were sold in March. By this week, bidders were pretty much picking the bones of the company.

Arrow, which filed for Chapter 7 bankruptcy protection from its creditors in January, had only \$8.5 million in assets and nearly \$100 million in liabilities.

One item that reportedly wasn't auctioned off — as it was attached to a fence — was a sign saying "Welcome Drivers — Thank You For Making Our Jobs Possible."

Those drivers and other employees may be owed more than \$720,000 in back wages. To get paid, they'll have to get in line with other creditors.

For Arrow Trucking, it's all over but the lawsuits. Transportation Alliance Bank is suing the company's former executives for fraud and racketeering.

End.

OTHER CRASH INCIDENTS AND FOLLOW-UP (3)

OC1. Pasadena (California) Star-News; Friday, June 18, 2010

HEADLINE: Two critically injured in tour bus crash in Rosemead



Photo Caption: A bus carrying 21 people on their way to a local casino crashed head-on into a car that was involved in a three-vehicle collision. The bus driver was seriously injured, and the driver of the car has critical injuries. Both had to be extricated from the vehicles in the 3100 block of San Gabriel Boulevard in Rosemead Thursday, June 17, 2010. Seven passengers in the bus were taken to a local trauma center, and the remaining passengers on the bus had no injuries or minor injuries.

Byline: Maritza Velazquez, Staff Writer

ROSEMEAD - Two men were critically injured and nine others suffered minor injuries in a head-on collision Thursday between a car and a tour bus, Los Angeles County Fire officials said.

A silver Honda Civic was traveling south on San Gabriel Boulevard near Garvey Avenue when it rear ended a white Nissan Sentra, pushing the vehicle into oncoming traffic, Los Angeles County Fire Inspector Matt Levesque said.

The car and the tour bus collided head-on and the drivers of both vehicles were taken to the hospital in critical condition, he said.

The male driver of the bus may have suffered two broken legs, while the male driver the Nissan vehicle may have also sustained a broken leg, Los Angeles County Sheriff's Sgt. Richard Marascola said.

"They had to use the jaws of life and he was extracted from the vehicle," Marascola said of the bus driver.

Nine passengers on the tour bus were also transported to local hospitals with complaints of pain, Marascola said.

The bus, which operates under the USAsia Bus Service, was headed on a turnaround trip to a casino, although police did not immediately know which one.

Officials from the San Francisco-based bus company declined to comment about the collision.

The man in the Civic was on the cell phone when his car hit the Nissan, said Daniel Olvera, who said he saw the crash.

Officials could not confirm if the driver was distracted at the time of the crash.

There have been no arrests or citations issued at this time and the investigation is still ongoing, authorities said.

End.

OC2. San Diego Union Tribune; Thursday, June 17, 2010

HEADLINE: Cleanup crews get to work after tanker fire

Byline: Debbi Baker, UNION-TRIBUNE STAFF WRITER

SAN DIEGO — Crews worked Thursday to clean up the wreckage left after a fuel tanker overturned and burned in Otay Mesa.

The truck burst into flames about 5:45 p.m. Wednesday on Palm Avenue near Dennerly Road after the back tanker ended up on its side as the driver was making a turn onto Palm, said San Diego Fire-Rescue Department spokesman Maurice Luque.

Owned by BP, the truck was hauling fuel to an ARCO station, said environmental health specialist Brad Long of the county Department of Environmental Health.

It was carrying 8,700 gallons of gas, with 4,200 in the front tank, which did not burn, and 4,500 in the back tank that did, Luque said. Five vehicles were damaged, Luque said.

The pavement was blackened and charred and trees, shrubbery and electrical wires were scorched in the raging blaze, which sent billows of thick, black smoke into the air and caused the evacuation of a nearby shopping center and a Kaiser medical office building. Gallons of the burning fuel spilled into storm drains. The flames burned themselves by about 7 p.m. as fire crews streamed gallons and gallons of water onto the front tanker to keep it from exploding.

Crews with the county's Hazardous Incident Response Team were at the crash site until 1 a.m., and they returned early Thursday to continue to assess the damage and check for any other potential effects from where the gas flowed.

Long said there are indications of light contamination at the outfall areas of the storm drains in the Otay River Valley, which will have to be cleaned by hand. A light sheen was found on the waterway, though that is not unusual for water that is close to a storm drain, Long said.

An area of the street about 100 feet long by 20 feet wide was damaged, its topcoat melted, but the roadway is still drivable, said Hasan Yousef, deputy director of the city's Street Division. The curb, sidewalk, gutter and storm drains were also damaged, Yousef said. Crews are still assessing the extent of the destruction. When asked if BP will be responsible for the repair costs, Yousef said, "Absolutely."

Investigators estimate the loss at \$750,000 in property and \$10,000 to the truck's contents, Luque said.

That number does not include the cost of the response or the cleanup and repairs. That will be calculated by the San Diego police and fire departments, which will compile the man hours and materials used and turn their report over to the city's risk management office, which will in turn review it and send it to the city attorney. That office will go about recouping the costs from the company, Luque said.

The driver, said to be in his 50s, was not injured. Police traffic division Detective Dan Wall said the driver was making a U-turn and was going too fast. He will not be cited, but the accident will be reported to the DMV, Wall said.

Matt Rezvani, a spokesman for BP, said Thursday that he did not have the name of the driver, his age or hometown.

He said cleanup crews contracted and paid for by BP were at the scene Wednesday night and Thursday, and would continue to work as long as needed to repair road and sidewalk damage and clear brush that was burned in the fire.

A BP team is investigating how the accident occurred, he said. "You want to know exactly what happened and you want to have a lesson learned so you can share that with the rest of the drivers," Rezvani said.

Witnesses said the driver tried to put the fire out with an extinguisher. "All of drivers in the trucks do carry minor firefighting equipment," Rezvani said. In this case, "the fire was too big," he said.

End.

OC3. Associated Press (California); Thursday, June 17, 2010

HEADLINE: Memorial held for CHP officer killed in pursuit

REDLANDS, Calif.—Hundreds of uniformed officers and others have gathered in Redlands to honor a California Highway Patrol motorcycle officer who was killed during a high-speed chase.

They filled the Redlands Bowl on Thursday to salute Tom Coleman, who was killed June 11 after smashing into a big rig truck while pursuing four suspects. The seven-year veteran was 33.

Some said they will always remember the big "Tom hugs" Coleman give and the way he waved goodbye with the sign language symbol for 'I love you.'

Coleman's widow, Jamie, vowed to mourners she will make sure her children always remember their father.

Twenty-year-old Richard Perez has been charged with murder in Coleman's death.

He faces 25 years to life in prison if convicted.

End.