

Log H-137 AI-4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: March 8, 1978

Forwarded to:

Honorable James Baxter Hunt, Jr.
Governor of North Carolina
State Capitol
Raleigh, North Carolina 27611

SAFETY RECOMMENDATION(S)

H-78-14

About 7:50 a.m., e.s.t., on March 8, 1977, a tractor-semitrailer struck the rear of a Campbell County (Virginia) Public Schools schoolbus on U.S. Highway 29, near Rustburg, Virginia. Three of the 33 occupants of the schoolbus died in the collision. 1/

The truckdriver, at the time of the accident, held valid operator licenses from the States of Florida and North Carolina. He had been licensed in North Carolina since the early 1960's.

A review of his driving record over the past 17 years, including commercial service, revealed that he had accumulated 38 traffic violation convictions in eight States, six driving license suspensions, and had four highway accidents. Twenty-one of these traffic convictions, the six suspensions, and the four accidents occurred in North Carolina. (See attachment.)

The National Highway Traffic Safety Administration Highway Safety Program Standard (HSPS) No. 5, Driver Licensing, calls for each State to have a driver improvement program to identify problem drivers and calls for appropriate actions designed to reduce the frequency of their involvement in traffic accidents and violations. The Safety Board believes that a

1/ For more detailed information read "Highway Accident Report: Tractor-semitrailer/Schoolbus Collision and Overturn, Rustburg, Virginia, March 8, 1977" (NTSB-HAR-78-1).

driving record such as that amassed by this truckdriver indicates a problem driver and that cases such as his should be dealt with as described in HSPS No. 5 so as to help prevent continued violations and accidents.

Therefore, the National Transportation Safety Board recommends that the State of North Carolina:

Review its driver improvement program, required by Highway Safety Program Standard No. 5, to identify problem drivers and insure that such drivers are not permitted to operate commercial vehicles. (Class II, Priority Action) (H-78-14)

BALLEY, Acting Chairman, McADAMS, HOGUE, and KING, Members, concurred in the above recommendation.



By: Kay Bailey
Acting Chairman

Attachment

VIOLATIONS AND SUSPENSIONS RECORD
OF THEODORE N. TEMPLETON

State of License	Violation Convictions	Date	Suspensions	Violations While under Suspensions	
North Carolina	Improper Lights	6-18-60			
	Speed	3-19-61			
	Speed	6-30-61			
	Illegal Passing	5-17-63			
	Speed	12-22-64			
	Improper Lights	3-7-65			
	Speed	6-16-65			
				9-13-65 to 11-13-65 (2 mos)	10/19/65 Driving Under Suspension
				5-2-66 - 5-2-67 (1 year)	
		Speed	7-17-67		
		Illegal Pass	9-27-67		
		Illegal Pass	2-10-68		
		Speed	5-29-68		
				7-15-68 - 8-16-68 (1 mos)	
		Speed	10-28-68		
		Speed	11-7-68		
		Improper Lights	11-15-68		
		Speed	10-7-69		
		Follow Too Close	10-11-69		
				11-30-69 - 1-29-70 (1 mos)	
	Speed	2-19-70			
	Speed	4-24-70			
	Speed	7-9-70			
			8-14-70 - 12-14-70 (4 mos)		
	Speed	2-16-71			
	Speed	12-29-72			
	Speed	4-11-73			
	Speed	6-27-73			
	Speed	1-29-74			

(continued)

(Cont'd) Violations & Suspensions

State of License	Violation Convictions	Date	Suspensions	Violations While Under Suspensions
North Carolina ↓	Exceeding Safe Speed	3-12-74	3-9-75 - 11-9-75 (8 mos)	6-24-75 Speed (Fla. Lic.)
	Exceeding Safe Speed	12-26-74		
	Speed	11-24-75		
South Carolina	Speed	3-12-73		
	Speed	1-21-76		
	Speed	2-20-77		
Florida ↓	Speed	6-24-75) appears on Virginia record,) but nowhere else	
	Speed	1-12-76		
	Speed	2-16-76		
	Overload	5-18-76		
	Speed	4-12-76		
	Speed	5-27-76		
	Speed	1-12-77		
	Speed	3-1-74		
Speed	8-12-74			