



# CROSSROADS

*A Publication For And About Valued D&T Team Builders*

APRIL 2007

## **D&T and contractors work together for common goal**

Every issue of the Crossroads contains material that pertains directly or indirectly to the never-ending need for driving safely. This reflects the policies and procedures of D&T Trucking Company as well as the emphasis on safety exhibited by D&T independent contractors themselves.

Contractors have pride in their professionalism. So does D&T, and the company and the driving team always work toward a common goal: To provide the best possible service to customers. That's the key to attracting accounts—and to retaining them.

In keeping, then, with the aforementioned, the Crossroads is pleased to list Safe Driving Achievers who were 100 percent accident-free for the most recent quarter. The professional approach they bring to their job is very much appreciated.

## **100 Percent Safe Driving Achievers, First Quarter, 2007**

Jeffrey Allguire  
Gary Anderson  
David Antiel  
David Baggs  
Royce Beek  
Brandon Bergman  
Carlyle Berhow  
Michael Bolduc  
James Boyer  
John Bracelen  
Paul Christle  
Francis Collins  
David Croes  
Mark Crom  
Andrzej Dajwlowski  
Urszula Dajwlowski  
Lukasz Daniel  
Dean Dobberfuhl  
Pawel Dzimira  
Ted Ellifson  
Tomasz Garbacz  
Wojciech Gawiec  
Anthony Gluch  
James Grey  
Paul Green, Jr.  
Gregory Grunert  
Mark Guenther  
Anthony Hanvold  
Edwin Hohneke  
David Holmes  
Gerald Holmstrom  
Brian Hoppenrath

John Hostetler  
Nathan Jensen  
Calvin Johnson  
Rodney Johnson  
Terrance Johnson  
Ryszard Jucha  
Steven Keuntjes  
Todd Kohnen  
Kenneth Kosbab  
Paul Kruske  
Joe Lang  
Roger Lee  
Jerald Long  
Jeremiah Lubahn  
Michael Lyons  
Garry Meyers  
Shawn Nelson  
Charles Noll  
Steven Petersen  
Harold Pflughoeft  
Lavern Pflughoeft  
Svetoslav Popov  
Duane Rubner  
Lloyd Schofield, Jr.  
Raymond Shankle  
Stefan Sienczuk  
Marvin Soelle  
Gary Stewart  
Richard Steidl  
Jimmy Stout  
Tadeusz Strus  
\*Charles Swanson

Piotr Swiatek  
Lee Thompson  
Dino Tokin  
Kathleen Wallace  
Richard Wallace  
Timmy Wallace  
Donald Warner  
Tryan Winston

## **\*Congratulations To D&T's Charles Swanson**

*on Being Selected As Our*

## **Driver Of The Quarter**

**An Award Signifying  
Extraordinary Performance**

*See announcement story, page 3*

# Illinois plans strict photo speed enforcement

Be forewarned. In July, the State of Illinois will begin using photo speed enforcement—in other words, photo radar—in major freeway work zones, and there will be harsh penalties for violators.

The enforcement represents an effort to increase safety on Illinois highways and to obtain drivers' voluntary compliance to obey posted speed limits, according to the state's Department of Transportation. The seriousness of the issue is demonstrated by the thousands of crashes annually in work zones and by the fact that motorists account for 85 percent of the fatalities, the department reported.

Initially speed cameras will be placed in 45 mph work zone-designated areas on interstates and expressways. If the driver does not slow down, the camera radar will be triggered and there will be photo recording of vehicle, license plate and driver's face, time of day and speed.

Anyone caught by this photo radar will be mailed a ticket for \$375 for the first offense. A second offense will cost \$1,000 and also comes with a 90-day suspension. In addition, violators will receive demerit points against their license, which allows insurance companies to raise their rates.

This is the most extreme penalty structure yet for a city or state utilizing photo speed enforcement.

Here are some frequently-asked questions—and the answers—with regard to implementation of the new policy by the State of Illinois.

1. When would photo speed enforcement be in use?

**It will be activated by an automated traffic control system operated only during those periods, day or night, when workers are present in the construction or maintenance zone.**

2. When workers are behind a Temporary Concrete Barrier (TCB), can photo speed enforcement be used?

**Photo enforcement legislation requires workers to be present. While Temporary Concrete Barriers provide positive protection, they are not impenetrable. Vehicles have hit and broken through TCB, causing injury to workers. Also, lane width restrictions may require reduced speed limits to ensure the safety of motorists. For these reasons, photo enforcement may be used when workers are present and behind TCB.**

3. Will a special sign have to be in place for photo speed enforcement to be used?

**Yes. Signs indicating that speeds are photo-enforced by automated traffic control systems will be clearly posted in the areas where the systems may be in use. In addition, camera vans will have a speed indicator device triggered by separate radar to communicate the vehicle's speed to the driver. This will give him/her one last opportunity to slow down before the camera radar is triggered.**

4. What if the equipment is not working properly?

**Illinois State Police will man the camera vans with troopers specially trained in photo radar enforcement. They will calibrate the equipment prior to each enforcement detail to make sure everything is working correctly.**

5. Do I have to appear in court for a violation received with photo speed enforcement.

**Yes.**

6. What is the ticketing process?

**A ticket will be processed by the vendor and will be approved by the on-duty officer. Tickets will be mailed by certified mail to the registered owner within 14 days. The violator will receive the ticket and will be required to appear in court.**

• Note: For more information, go to this website: <http://www.dot.state.il.us/press/r033005.html>

## Name-dropping

Compliments for the clean roadside inspections, meaning no violations, go to these independent contractors: **James Grey**, whose accomplishment was in February, and **Lavern Pflughoeft** and **Carlyle Berhow** in March.

We're saying "glad to have you with us" to these new members of the D&T contractor team: **Matt Steedle** of Cinnaminson, N.J.; **Joshua Malchaski**, Glenwood City, Wis.; **Troy Beckers**, Princeton, Minn.; and **Nickolas Hansen**, Baldwin, Wis. Also, welcome back to **Todd Kohnen**, Mondovi, Wis.; **Lucian Bunas**, Skokie, Ill.; **Jerry Scheidt**, Marengo, Ohio; and **Joe Appel, Jr.**, Luck, Wis. D&T is indeed a good place to be!

Equipment update—It's another truck for **Don Warner**, whose number is now 1726 (formerly No. 1620). Also, **Terry Johnson** has updated from No. 1671 to, now, 1727, and **Mike Lose** from 1713 to 1731.

# Meet the newest members of the Hall of Fame

D&T Trucking Company has an extensive Safety Awards Schedule for independent contractors, starting with rewards after one year of safe driving service with the company and continuing in subsequent years of accomplishment with recognition of increasing value.

One of the significant plateaus comes at Year 10—10 years of driving without an accident. For that deserving achievement, contractors are honored with membership in D&T's prestigious and symbolic Hall of Fame and presented with a personalized plaque as well as a Hall of Fame jacket and special 10-year ring and certificate. In addition, another personalized plaque, honoring each individual singly, is mounted on a "Wall of Fame" in the drivers' room at D&T.

And so . . . with that as the preamble. . . we now welcome Jerry Long, Joe Schumacher and Marv Soelle as the newest members of the D&T Hall of Fame.



Marv Soelle



Jerry Long



Joe Schumacher



Plaques honoring Jerry, Joe and Marv will be mounted on this "Wall of Fame" at D&T Trucking Company.

## With so many special contractors It isn't easy picking the D&T 'Driver of the Quarter'

Bob Dolle, President of D&T Trucking Company, said in the December issue of the Crossroads that it would be "difficult!"

The "it" referred to the decision-making required for a new recognition program being planned for 2007—selection of the D&T independent contractor whose extraordinary performance was most worthy of the title, "Driver of the Quarter." The quarterly winners will then be vying for the annual accolade of D&T "Driver of the Year."

"D&T has long had a policy of honoring individual performance," said Bob. "We have so many special contractors who deserve and receive rewards, and overall D&T is extremely proud of our entire fleet for the way in which it represents us and serves our customers and the public."

Existing awards programs will continue as always, but, Dolle added, "we felt that it also was time for something different—a new means of singling out those who have been especially outstanding. D&T therefore is enthusiastic about introducing the program this year, and we know that competition will be intense and selection difficult not only for Driver of the Year but for the quarterly honors, too."

And so it was for the first quarter of 2007, with a comprehensive judging process and much discussion required before ultimately picking the Driver of the Quarter, Charles Swanson of Eau Claire, Wis., an independent contractor with D&T since December, 2004.

"Charlie was a worthy winner," observed one of the judges, Jim Walker, Safety and Compliance Director of D&T. "There are numerous vital standards applied to measure candidates for the award, and he was ideal in all of them."

The official presentation will take place in May, and the Crossroads will cover it in words and pictures. And then, after this "great start to a special new program," Jim said, competition will begin for the next quarterly recognition, and the next, and the one after that.

Stay tuned for the results.

# Spring season brings cautionary reminders

It comes as no surprise to safety-minded professional truck drivers that each season brings a fresh set of driving challenges. In the spring, for example, some people succumb to the temptation to relax and relinquish defensive driving habits as they experience more comfortable temperatures and a pleasant wind blowing through an open window. Often this contributes to an increased frequency and severity of accidents.

There are other hazards, too, in the spring: Heavy rain at times; the sprouting of construction zones; more and more RVs, motorcyclists and joggers; and other threats to safety. Some operators of RVs and motorcycles, for instance, are either inexperienced or irresponsible in sharing the road with trucks; either way, they compound potential problems and are a cause for caution.

So with the onset of warmer weather, here are some timely safe driving reminders.

- During extreme dry spells, engine oil and grease build up on roadways—and especially at stop-and-start intersections. The first few hours of a rainfall are the most dangerous, since water mixing with the residue creates a slippery and dangerous combination.

- Have a cushion of time. Even though the 14-hour clock is ticking, slower speeds must be exercised during rainy conditions.

- Watch for deep standing puddles; most roads have a crown in the middle, causing the rain to of course run off to the sides.

- Use common sense if the visibility becomes so bad that the vehicle ahead cannot be seen, and make sure lights are on even in the lightest of rain.

- Brake tips: Foot off the accelerator rather than using brakes during wet road conditions; if brakes become wet, tap them lightly; make sure they are pulling on all of the wheels evenly before building up speed; do not hit brakes hard if they must be used.

- Keep vehicle in proper working order (windshield wiper blades and washer fluid, tires (tread and proper inflation), headlights (working and clean), brakes, splash guards, etc.

- Be alert to hydroplaning. If it happens, release the gas pedal slowly and keep the steering straight until wheels regain traction.

- Change lanes minimally, since there are visibility and control issues on even the clearest of days. When it rains, change lanes only when absolutely necessary.

## On the Lighter Side . . .

### GOOD CHOICES

The children started grumbling when they saw what they were being served for dinner. "I don't like this," one of them said. "I want something else to eat."

The other turned pleadingly to their father and asked, "Dad, didn't your mother give you choices at dinner when you were little?"

"Yes, she did," he replied.

The child brightened. "What were they?"

"They were, 'take it or leave it'."

\* \* \*

### DON'T BUTT IN

Dorothy and Wally had been looking forward to seeing this award-winning movie. Unfortunately, seated in front of them in the theater were two women who were talking constantly. Becoming increasingly annoyed and distracted from the dialogue in the film, Dorothy finally tapped one of the women on the shoulder.

"Pardon me," she said, "but we can't hear."

"You're not supposed to," the women snapped back. "This is a private conversation."

\* \* \*

### WRONG DIRECTION

Did you hear about the fellow who was walking along when he heard someone shout, "look at that dead bird!"

He peered up at the sky and asked "Where?"

\* \* \*

### NUMBERS GAME

"Do you know your numbers?" the visitor queried the small child.

"Yes," the child replied proudly. "My daddy taught me."

"Well, then, what comes after four?"

"Five," came the immediate answer.

"That's right. Now, what's after seven?"

"Eight."

"Your daddy is certainly doing a great job of teaching you. How about, what comes after ten?"

"Jack."

\* \* \*

### LOOKING AT THE BRIGHT SIDE

The psychiatrist was treating a man who complained about hearing voices. Then, in the next session, the patient reported that, "Now I'm having hallucinations, too."

"Okay," the psychiatrist said. "we'll adjust your medication."

"I don't want to," the patient said. "At least now I can see who's talking to me."

# We're keeping this New Year's resolution

The December, 2006 issue of the Crossroads included some lighthearted and hopeful expectations for the coming new year. One of them was "May we not keep others waiting—especially customers!"

Of course that resolution has a serious side, too, especially when it comes to trucking. It is a given that customers expect and require reliable on-time service, and D&T Trucking Company is happy to report that in that regard 2007 has gotten off to an outstanding start.

First quarter results indicate that the D&T independent contractor team continues to deliver on the tradition of an on-time record that for decades has ranked among the best in the industry. Credit goes to those named below.

## 100 Percent On-Time Achievers, First Quarter, 2007

Jeffrey Allguire  
Gary Anderson  
David Antiel  
David Baggs  
Bob Bailey  
Brandon Bergman  
Carlyle Berhow  
Wlodzimierz Bienia  
John Bracelen  
Dale Bujak  
Don Burton  
Paul Christle  
Frank Collins  
David Croes  
Mark Crom  
Lukasz Daniel  
Dean Dobberfuhr  
Pawel Dzimira  
Ted Ellifson  
Tomasz Garbacz  
Wojciech Gawiec

Tony Gluch  
Jim Grey  
Paul Green, Jr.  
Grace Griebel  
Gregory Grunert  
Tony Hanvold  
Ed Hohneke  
Gerry Holmstrom  
Brian Hoppenrath  
John Hostetler  
Nathan Jensen  
Cal Johnson  
Calmer Johnson  
Terry Johnson  
Ryszard Jucha  
Steve Keuntjes  
Todd Kohnen  
Ken Kosbab  
Paul Kruske  
Joe Lang  
Jerry Long

Mike Lose  
Jeremiah Lubahn  
Michael Lyons  
Frank Mackes  
Josh Malchaski  
Shawn Nelson  
Chuck Noll  
Tom Oulmette  
Steve Petersen  
Harold Pflughoeft  
Lavern Pflughoeft  
Svetoslav Popov  
Norman Potter  
Duane Rubner  
Lloyd Schofield  
Joe Schumacher  
Ray Shankle  
Stefan Sienczuk  
Marvin Soelle

John Steedle  
Gary Stewart  
Richard Steidl  
Jimmy Stout  
Jamie Stover  
Tad Strus  
**\*Charles Swanson**  
Piotr Swiatek  
Lee Thompson  
Dino Tokin  
Dean Wallace  
Richard Wallace  
Timmy Wallace  
Pawel Winiarz  
T. Zimmerman

\*Winner of D&T's "Driver of the Quarter" award

## FMCSA study shows that 'seconds count'

The old adage that "seconds count" was reinforced recently in a study performed by the Federal Motor Carrier Safety Administration (FMCSA).

The adage applies in view of this data discovered in the study; from research about the participants, they are involved in an average of 880 critical events per month (a "critical event" was defined as an occurrence that required the driver to perform a driving task in order to prevent an accident).

On average, 878 of the critical events were easily handled without hard braking or severe maneuvering. Simply slowing, or changing lanes well in advance, eliminated the conflict. During two of the events, however, the truck and driver were in "real danger" of a collision, and the driver had to perform a radical maneuver to avoid it.

But the FMCSA also cited this discovery "of great interest." Even in the "easily handled" situations, the driver had a window of only one half to one second to respond. Taking longer than that, for whatever reason (failing to see the situation developing, distractions, daydreaming, etc.), would have led to the need for a radical maneuver—and perhaps even then the accident could not have been avoided.

The conclusion: If drivers are faced with that many (880) critical events per month requiring corrective action within one second, it could be said that their driving "is being lived one second at a time."

## Reaching anniversaries in May with D&T are. . .

It is basically acknowledged by all that longevity of service with a company is indicative of the stability of that company and the positive relationships enjoyed with individuals associated with it.

That's good for the company (in this case, of course, D&T), for the people, and for customers, who understand and appreciate the fact that experience, combined with efficiency, ability and commitment, are qualities that serve them well.

Each month, therefore, the Crossroads takes pleasure in listing those who have reached anniversaries of service with D&T Trucking Company.

### CONTRACTORS

31 Years - Rick Wallace  
25 Years - Timmy Wallace  
23 Years - Gary Stewart  
6 Years - Nathan Jensen  
5 Years - Jeffrey Allguire  
2 Years - Zbigniew Jarzab  
1 Year - Roger Lee

### STAFF

9 Years - Julie Mechtel  
8 Years - Jeff Bjerke

# Results from chance meeting have pleased Chuck Noll

Chuck Noll, an independent contractor who joined D&T Trucking Company in April, 2004, has good reason to remember with pleasure the day when a driver whom he didn't know walked over to him at a truck stop and started asking questions about D&T.

The driver was Dino Tokin, and the courteous, candid answers and subsequent referral received from Chuck Noll helped point Dino in the direction of leasing on with D&T, which he ultimately did in July of last year. And for Chuck, the referral resulting from that chance meeting with Dino not only earned him dollar bonuses but also entry in D&T's Special Referral Promotion drawing for a family trip to the Talladega (Alabama) Superspeedway NASCAR races.

The winner of that drawing, as one must have surmised by now, was . . . Chuck Noll.

He was more than pleasantly surprised, first because "I have never won anything in my life, not even a \$10 raffle," and second because "I'm a race car fan, have been to stock car races, and am heavy into following NASCAR on television. I know that Talladega has an especially good track," he added.

Chuck recalls very well his initial conversation with Dino Tokin; "he was asking the same questions I did when I was looking for another trucking company," said Chuck. For example, both sought details on lanes run by D&T, the frequency of getting home, and "how busy D&T keeps you and how they pay." Both also talked with a number of D&T independent contractors before making their decision and were impressed with how satisfied they were as well as with the appearance of D&T equipment.

Chuck, who will turn 46 in October, started driving professionally 25 years ago and became an owner-operator about seven years later—"I decided I wanted to be my own boss," he explained. Since then his policy generally has been to change trucks every four or five years, although he kept his 1999 Kenworth W900 for six years. He now drives a 2006 Kenworth, which he bought new.

"With the warranties and with my keeping busy getting loads and getting paid immediately, 'buying new' works economically for me," he said.

Roanoke, Ill. is home for the Noll family—Chuck, wife Lisa, and their son, Jacob (Jake), who celebrated his 12th birthday April 11. And if the windfall prospect of going to Talladega made his dad happy after the early April drawing, think about the reaction of Jake to this unexpected birthday present!

In what probably was an understatement, "he was pretty excited," remarked Chuck.

## *Trucking with Chuck Noll . . . some opinions and observations*

### **ABOUT BEING ON THE ROAD**

"It's a lot worse than it used to be. Depending on the area you're in, people are always in a hurry. In some places, they will let you in, but in other areas they'll speed up on you and/or cut you off. Driving in Wisconsin and around Chicago can be especially bad."

### **ABOUT DEALING WITH ROAD RAGE**

"The older I've gotten, the better I am at not letting things like aggressive drivers bother me, although you have to 'bite your tongue' sometimes. I just 'walk away.' I don't follow too closely and, if we're going to lose a lane, I back off and let them squeeze in front of me if they want to. I don't want problems (with road rage) and don't take chances."

### **ABOUT APPEARANCE OF EQUIPMENT**

"It's important. I think that customers respect you for having a clean, well-maintained truck. It sends a message that if you're taking care of your truck that way, you must be taking care of other responsibilities as well. The appearance of equipment was what first impressed me about D&T before I came here. I noticed their trailers on the road. They were in better shape than most of what you see."



*Chuck Noll and his 2006 Kenworth.*

# Highway to Health

The reader might not be overly receptive to this month's column. Thanks to the Top Health newsletter from Osborne Publishing, Birmingham, Ala., we're giving you a "pop quiz"—that is, an unexpected, unscheduled test of your knowledge about health. But there's good news, too; we're also giving you the answers (on page 8). So if you want to peek, feel free! On the other hand, you can be courageous and take the test first!

1. **An "apple" describes a person who**
  - A. Carries extra weight around the hips
  - B. Carries extra weight around the waist
  - C. Eats too much fruit
2. **The right amount of water to drink each day is**
  - A. As much as your thirst tells you to drink
  - B. Eight 8-ounce glasses
  - C. Two gallons
3. **The ideal blood pressure is**
  - A. Below 120/80 mm Hg
  - B. Greater than 200 mg
  - C. 60 beats per minute
4. **Cutting portion sizes has been shown to help cut**
  - A. Dozens of calories per day
  - B. An average of 100 calories per day
  - C. 200-plus calories per day
5. **Anxiety disorders affect**
  - A. 4 million adults
  - B. 40 million adults
  - C. Few adults; mostly children are affected

## True or False?

6. Breathing in exhaust fumes while driving poses little risk.
7. In some cases, eating more can help you lose weight.
8. When one quits smoking, the body begins to repair itself almost immediately.
9. Trans fat is the new "good" fat.
10. Osteoporosis, the thinning of bones, can develop silently for years.

## America's heroes

### The people you'd want 'on your side'

Two movies that have attracted attention recently, in theaters or on DVD, are *Flags of our Fathers* and *Letters from Iwo Jima*—both concerning the U.S. attack on the Japanese-held island in the Pacific during World War II. Which makes it timely now to re-tell the story about the late Hollywood actor Lee Marvin, who is buried at Arlington National Cemetery in Washington, D.C.

His grave marker gives his name, rank (private) and service (USMC). So, some have wondered, how did he rate burial among so many of the illustrious, especially since many movie stars in the armed forces during the war served in rear echelon locations and were utilized primarily for war bond promotions.

But Marvin's experiences were different and, to elaborate, here's some conversation from years ago when he was a guest on "The Tonight Show with Johnny Carson."

**Carson:** Lee, I'll bet a lot of people are unaware that you were a Marine in the initial landing at Iwo Jima, and that during the course of that action you were severely wounded and earned the Navy Cross (second in heroism only to the Medal of Honor).

**Marvin:** Yeah, yeah, I got shot square in the bottom and they gave me the Cross for securing a hot spot about halfway up (Mount) Suribachi. Bad thing about getting shot up on a mountain is guys getting shot hauling you down. But at Iwo I served under the bravest man I ever knew. We both got the Cross the same day, but what he did for his made mine look cheap by comparison.

That (sergeant) actually stood up on Red beach and directed his troops to move forward and get the hell off the beach. Bullets flying by, mortar rounds landing everywhere, and he stood there as the main target of gunfire so that he could get his men to safety. He did this on more than one occasion because his men's safety was more important (to him) than his own life. When they brought me off Suribachi, he lit a smoke and passed it to me, lying on my belly on the litter, and said, "Where did they get you, Lee?" "Well, Bob," (Marvin answered) "if you make it home before me, tell Mom to sell the outhouse!"

The sergeant and I have been lifelong friends. Johnny, I'm not lying (about his bravery). His name . . . Bob Keeshan. You and the world know him as (television's) Captain Kangaroo.

America's real heroes don't flaunt what they did, and afterward they just quietly go about their day-to-day lives. Often they are the ones you would least "suspect," but Bob Keeshan, Lee Marvin, Mr Rogers—who was a U.S. Navy Seal in Vietnam—so many others, are the kind of people you would want to have on your side if anything ever happened. They have earned our respect and the freedoms that we all enjoy.



# Food for thought: Refueling for people on the road

Here are some words from a recent newspaper article.

*"(The) pressure for peak performance."*

*"His meals became a blur of burgers and fries, and sometimes he ate . . . as an afterthought."*

*"Educating on foods for peak performance and recovery and on choices for healthy habits."*

*"Consistency in fueling practices is important."*

*"Help them (to) eat healthier, to fuel themselves with the best possible things."*

*"The challenge is endurance . . . to continually perform well."*

For whom were all of those quotes relevant? Well, the article was about "fueling up for life on the road" and dealt with difficulties facing business travelers in general, while using big league baseball players as a specific example.

But it could just as well have been meant for the professional over-the-road truck driver, who after all is a "business traveler" in every sense of the phrase—not to mention being a "major league performer" as determined by the vital responsibilities and contributions of the trucking industry to the welfare of this country.

Thus one of the four basic health principles behind "Gettin' in Gear: A Wellness, Health and Fitness Program for Commercial Drivers" is "Refueling"—meaning learning better eating practices so that the body performs at its best, providing extra energy and better alertness.

The other three principles, by the way, are "Rejuvenating (improving your physical self)"; "Relating (enhancing personal and professional relationships)"; and "Relaxing (becoming calmer in a fast-paced world)". There will be more about these subjects in future issues of the Crossroads.

As for refueling, yes, eating healthy really does matter. And here's why, as pointed out in the Gettin' in Gear program.

- Food is fuel composed of important nutrients essential for maintaining optimal health and top performance.
- Just as you are careful about keeping your truck engine running smoothly, so is it necessary to take care in choosing fuel for your body.
- Every bit of food or drink that enters your mouth has an impact on building the body and giving it fuel.
- Any food can provide calories to keep the body moving, but not all foods can keep it running smoothly without breakdowns.
- Many available foods are just calories, fat, sugar and additives. Much more is needed to protect and energize your body.

Gettin' in Gear follows up with detailed information on subjects such as the right mix of fuels, refueling on the road and eating properly at home. And just as major league baseball teams advise and help their players to stay healthy and in condition, so will this program serve the same function for independent contractors of D&T Trucking Company.

You can learn more about the benefits of participating by talking to Jim Walker. And, not incidentally, the program is free.

## The Man in the Mirror

*When you look in the mirror, see who is there  
Listen to him, hear what he'll say  
For the Man has the answers, he can be fair  
About how well you did in trucking today*

*The Man in the Mirror's words spoken aloud  
That you are the pro, always driving your best  
A verdict making both of you proud  
And ready for the next day's trucker's true test*

Author—Robert K. Krishef

## Answers to Pop Quiz from page 7

1. **B.** A round upper body or apple shape may put you at greater risk for diabetes and heart disease than a "pear" shape with extra weight around the hips.
2. **A.** There are differing opinions, but recent research from the U.S. Institute of Medicine suggests that in general, letting thirst be your guide may suffice to keep the body properly hydrated.
3. **A.** Blood pressure is measured in millimeters of mercury (mm Hg). High blood pressure is 140/90 mm Hg or higher.
4. **C.** A study in the *American Journal of Clinical Nutrition* found that women who reduced portion sizes cut an average of 231 calories per day; more than 800 when they also ate lower-fat versions of snacks and desserts.
5. **B.** The good news is that effective treatments are available, from psychotherapy to prescription medications.
6. **False.** Research shows that toxins inhaled while driving on roadways can threaten the cardiovascular system. Keep windows closed and put the air conditioning on recirculation when in heavy traffic.
7. **True.** Eating foods that contain fewer calories per ounce, such as fruits, vegetables, soups and stews, can help you feel full longer while you consume fewer calories overall.
8. **True.** One's heart rate drops within 20 minutes of quitting and the carbon monoxide level in the blood drops to normal within 12 hours.
9. **False.** Unlike monounsaturated and polyunsaturated "good" fats, trans fat is an unhealthy saturated fat. Best way to cut trans fat: Read nutrition labels to choose trans fat-free foods.
10. **True.** That's why it's important to choose plenty of calcium-rich foods such as low-fat dairy, and vegetables such as broccoli and greens. Also consider a calcium supplement, do weight-bearing exercise and ask your health care provider about bone density testing.

## 'See, decide, act'

### Remember these words for backing up

Professional drivers are familiar with the principles of defensive driving. But these principles also extend to responsibilities in backing and low speed maneuvering; it is important here for drivers to make the connection that the basic concepts of "see, decide, and act" still apply.

#### ***You cannot avoid what you didn't see***

In tight environments, it is necessary to still keep an orderly scan pattern going. When turning or backing, some drivers tend to develop "tunnel vision," which occurs when scanning stops and staring begins. This can easily lead to not seeing something that will interfere with safe operation.

A common "seeing" mistake when backing is drivers only watching the side they are maneuvering.

#### ***Overcoming blind spots***

Another problem in backing is that the vehicle is moving into an area the driver cannot see. To overcome the fact that only a small portion of the area behind and next to drivers is visible, they must be willing to get out and look.

Understandably, neither new nor experienced drivers want to appear like they are new to the job. But it is better to get out and "look like a new driver" than to back into something and look like a foolish driver!

#### ***Decisions must be made in advance***

When backing and turning a tractor trailer, decisions need to be made early. It will take eight to 10 feet of movement to change the path of the trailer. An accident can result from being late in seeing a situation develop or in making a late decision to change path.

#### ***Action must be decisive***

"It *might* make it" is not what the driver should be thinking when backing or maneuvering in tight situations. The situation must be analyzed and the decision made that the vehicle *will* "make it."

#### ***Success is based on steps***

First see where the obstacles and traffic are and the path the vehicle will need to take. Then decide *how* and *when* to proceed. While maneuvering, the driver must constantly repeat the steps of "see, decide and act" to make the necessary adjustments.

## Nine contractors note their safety anniversary

Throughout the year there are independent contractors of D&T Trucking Company who in a given month are noted for their particular anniversary year as a Safe Driving Achiever. Since the last such listing in the Crossroads, nine contractors have earned milestone recognition for being accident-free.

#### **FEBRUARY**

- 6 Years - Lloyd Schofield**
- 5 Years - Mark Crom**
- 4 Years - Royce Beek**  
**Andrzej Dajwlowski**  
**Urszula Dajwlowski**
- 1 Year - Greg Grunert**

#### **MARCH**

- 19 Years - Al Posthuma**
- 5 Years - Ted Larson**
- 2 Years - Lukasz Daniel**

To all, keep up the great work!

***'Happy birthday  
to you...'***



David Antiel	May 23
David Baggs	May 8
Wlodzimierz Bienia	May 13
John Hostetler	May 18
Roger Lee	May 29
Frank Mackes	May 15
Gordon Minnichsoffer	May 3
Ralph Setterlund	May 15
Jamie Stover	May 24
Wanda Svenson	May 10
Piotr Swiatek	May 16
Rick Wallace	May 22



# Getting the best out of your air conditioning

Call it six steps to cold air! With hot weather driving not too far away, the D&T shop suggests getting prepared now to get the best performance out of your air conditioning system when the need arises.

Along that line, here is the timely preseason checkup reminder, consisting of recommendations for visual inspection of the following six items/categories.

**Condenser**—Check the condenser coil for obstructions. Dirt accumulation, bugs and bent fins reduce airflow. These conditions can cause excessive head pressure, reduced cooling performance and shortened compressor and clutch life. Use hot soapy water to remove dirt and bugs. Be careful if using a pressure washer; the fins are aluminum and bend easily. Bent fins can be straightened with a fin comb. Don't forget to check the condenser mounting hardware, too.

**Evaporator**—Check the evaporator drain hose for obstruction. If it's plugged and water collects in the evaporator housing, bacteria can grow there and cause musty odors. It may also cause water to leak out into the cab. Also check the drain tube for signs of antifreeze or refrigerant oil. If either is present, check the cab unit for coolant or refrigerant leaks.

**Compressor**—Check for loose hardware on the compressor mounting brackets and clutch. These fasteners should be tightened to the vehicle manufacturer's torque specifications. Don't forget to check the belts for proper tension and condition.

**Hoses**—Inspect hose assemblies for abrasion, wear, leakage or loose fittings. Tighten or replace them as needed.

**Electrical**—Check all electrical connections and wiring for corrosion, breakage and fraying. Repair or replace as needed.

**Refrigerant level**—With the engine running at 1200 to 1500 rpm, make sure that the AC clutch is engaged. Let it run for about five minutes and check the sight glass for bubbles, streaking or cloudiness. These symptoms indicate problems such as low refrigerant charge or system contamination.

This six-step preseason checkup, if performed now, will allow time for repairs, in the event that visual inspection indicates problems. These repairs involve special tools and procedures, the shop pointed out, and consequently should be done by a qualified service technician.