



CROSSROADS

A Publication For And About Valued D&T Team Builders

JANUARY 2005

The Annual Report: Safe Driving Achievers, 2004

For anyone on the road, whether a professional driver or a member of the general public, safety should come first. D&T Trucking Company takes pride in those independent contractors who reached specified years of continuing Safe Driving Achievement during the 2004 anniversary of their association with the company.

Each has earned an award from D&T for their accomplishment in addition to the appreciation of customers and the thankfulness of their families. Thinking safety and driving safely is more than a motto for these contractors. It's a trucking way of life.

D&T looks forward to their remaining on this road and hope that they are emulated by other truckers and motorists alike.

100 Percent Safe Driving Achievers, 2004

25 Year Achiever

Dean Wallace
Richard Wallace

23 Year Achiever

Steven Hoppenrath
John Hostetler

20 Year Achiever

Ed Hohneke

19 Year Achiever

Carlyle Berhow
Gene Sampson
Gary Stewart

18 Year Achiever

Carl Morse

16 Year Achiever

Alan Posthuma

15 Year Achiever

James Caldwell
Charles Hoppenrath

14 Year Achiever

Chris Hilgart

13 Year Achiever

Mike Lyons

12 Year Achiever

Harold Pflughoeft

10 Year Achiever

Frank Mackes
Steven Petersen
Joe Schumacher

8 Year Achiever

Jerry Long

7 Year Achiever

James Adams

6 Year Achiever

Mike Irons
Dale and Cindy
Lindgren
Ron Simmons

5 Year Achiever

Brian Hoppenrath
Kemp Terry
David Wallace

4 Year Achiever

Al Cordes
Henry Lawrence
Lloyd Schofield
Richard Steidl
Tad Strus

3 Year Achiever

Robert Bailey
John Bracelen
Jeff Brede
Wayne Goldsmith
James Grey
Nathan Jensen
Duane Rubner
Jerry Scheidt
Piotr Swiatek

2 Year Achiever

Jeff Allquire
Krzysztof Borczyk
Mark Crom
Dean Dobberfuhr
Walter Gawiec
Grace Griebel
Paul Haston
Ted Larson
Terry Melvin
Michael Mihes
Waldemar Satola
Stefan Sienczuk
David Taft
Tryan Winston

1 Year Achiever

Royce Beek
Don Burton
Todd Kohnen
Andy and Urszula Dajwlowski
Roger Lee
Tony Popov
Derrick Stout
John Tressler

THE YEAR IN REVIEW — see pages 4 and 5

Industry wants truckers to buckle down about buckling up

Question of the month: How can it be in the safety-conscious trucking industry that a lower percentage of commercial drivers (less than half of them, according to recent reports) fasten their seat belts as compared to an estimated 75 percent of the general motoring public?

The extent of trucker resistance had been disguised when studies were conducted where law enforcement personnel could be expected; drivers knew that they should be wearing seat belts when arriving at areas such as truck stops and weigh stations. But more accurate statistics were generated some time ago during interviews for a study by the Federal Motor Carrier Safety Administration (FMCSA).

Too many truckers indicated that, even in a crash, they felt that they were safe and would not be thrown from their vehicles and "it's not true," responded Warren Hoemann, FMCSA Deputy Administrator. "Ejection (when not wearing seat belts) does occur," Hoemann said, "and that is a primary cause of fatalities among truck drivers. We want seat belt usage so that we can save lives."

So... how do you get truckers to buckle down about buckling up? In two words, education and enforcement—"we believe that education must also have an enforcement component," said Hoemann.

Working together to achieve the desired results are the FMCSA, the Department of Transportation (DOT), trucking associations, motor carriers and drivers themselves who understand the need for seat belts.

Professional drivers of course should be aware of the DOT regulation that "a commercial motor vehicle which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly."

Adds Jim Walker, Safety and Compliance Director of D&T Trucking Company, "that's not only a DOT rule. The use of seat belts is also D&T policy."

Inherent in that policy is the industry mission, at D&T and elsewhere, to reduce fatalities. Hopefully this message will be delivered so that drivers as well as loads arrive safely.

Fourth Quarter Safe Driving Achievers

Thank you to the 102 independent contractors of D&T Trucking Company who completed the fourth quarter of last year with a perfect, accident-free record. Your safety achievements reflect the utmost professionalism, and the Crossroads appreciates the opportunity to list your names below.

Curtis Alford
Jeffrey Allguire
Gary Anderson
David Antiel
Robert Bailey
Royce Beek
Carlyle Berhow
James Boyer
John Bracelen
Jeffrey Brede
Edith Brunner
Donald Burton
James Caldwell, Jr.
Jason Carolyn
Paul Christle
Wojciech Cichaczewski
Francis Collins
Allan Cordes
Mark Crom
Andrzej Dajwowski
Urszula Dajwowski
Dean Dobberfuhr
Wojciech Gawiec
Anthony Gluch
Wayne Goldsmith
James Grey

Paul Green, Jr.
Henry Griffith
Grace Griebel
Mark Guenther
Paul Haston
Evelyn Heldt
John Heldt
Christopher Hilgart
Gerald Holmstrom
Brain Hoppenrath
Charles Hoppenrath
Steven Hoppenrath
John Hostetler
Micheal Irons
Steven January
Nathan Jensen
Calmer Johnson
Ronald Johnson
Rodney Johnson
Artur Karwat
Todd Kohnen
Kenneth Kosbab
Joe Lang
Theodore Larson
Roger Lee
Cindy Lindgren

Dale Lindgren
Jerald Long
Michael Lyons
Frank Mackes, Sr.
Wojciech Martynko
William Martin
Terry Melvin
Garry Meyers
Michael Mihes
Charles Noll
John Norring, Sr.
Mariusz Okula
Milton Olson
David Otterstetter
William Paul
Steven Peterson
Linn Pfeilsticker
Harold Pflughoeft
Lavern Pflughoeft
Svetoslav Popov
Alan Posthuma
Norman Potter
Duane Rubner
Gene Sampson
Waldemar Satola
James Schira

Joseph Schumacher
Jordan Scheidt
Lloyd Schofield, Jr.
Arthur Scott
Vaughn Seeman
Raymond Shankle
Stephan Sienczuk
Ronald Simmons
Marvin Soelle
Gary Stewart
Richard Steidl
Derrick Stout
Tadeusz Strus
Piotr Swiatek
David Taft
Kemp Terry, Jr.
John Tressler
David Wallace
Timmy Wallace
Donald Warner
Pawel Winiarz
Charles Worthington
Carol Young
Ian Young

Rick Pratt makes 'winning jump' to D&T

Among hobbies of Rick Pratt through the years have been jogging and participating in an occasional marathon as well as shorter distance runs. And while the "track and field" resume doesn't include any hurdling, high jumps or long jumping, it could be said that Rick was equally prepared for that type of challenge, too—albeit in a different context.

"When the opportunity came to join the Dispatch/Customer Service staff of D&T Trucking Company," he said, "I jumped at it."

A St. Paul native, Rick now resides in West St. Paul with his wife, Chris, and their son, Andy. The Pratts also have another son, Terry, who works as a sales representative for Conwed Plastics in Minneapolis, and a daughter,

Mandy, a third grade teacher of English at a school in Thailand.

Mandy was home for Christmas when the Tsunami disaster hit Southeast Asia. Some schools in Thailand—hers was not one of them—lost staff, teachers and children in the tragedy.

Rick comes from a trucking family background—his dad was in Operations for Glendenning—and after four years in the Air Force ending in 1971 he made his career in trucking as well. Most of that career, 28 years, was in Dispatch and Operations with Schanno. After Schanno, he was briefly with another motor carrier "but in my heart I preferred to be with D&T," he said.

Then came an opening here, handling loads to the West Coast. And since September of last year, that's what Rick has been doing, with gratefulness for the opportunity.

"I was familiar with Bob Dolle and knew about D&T from when I was with Schanno and working on Land O'Lakes loads," he explained, "and I also knew people who were already here. I always admired the way that Bob and the company take care of their people and treat them with the utmost respect. And we have a good bunch of cooperative drivers who are fun to be with. So I knew that if and when I had a choice, this is where I would go."

Call it a winning jump—for D&T, too!



Rick Pratt is happy to be with D&T.



Rick has Dispatch and Customer Service responsibilities on loads to the West Coast.

Reaching anniversaries of service with D&T in February are . . .

CONTRACTORS

- 16 Years - Christopher Hilgart
- 13 Years - Kathleen Lyons
- 9 Years - Dale Lindgren
- 6 Years - Lloyd Schofield
- 4 Years - James Grey
- 3 Years - Rodney Johnson
Mark Crom
- 2 Years - Royce Beek
Donald Burton
Andrzej Dajwlowski
Urszula Dajwlowski
- 1 Year - Pawel Winiarz
David Otterstetter

STAFF

- 25 Years - Mark Wells
- 22 Years - Bernetta Jones
- 6 Years - Maureen Thesenvitz
- 5 Years - Jim Walker

THANK YOU TO ALL FOR YOUR CONTINUING SERVICE

Referral bonus update

The bonus checks keep coming for independent contractors who have referred drivers to D&T Trucking Company.

As a reminder, the referring contractor receives \$250 when his/her referral leases on with D&T and quarterly bonuses of one cent per mile for every mile run by the new driver for one year. Here's the latest update.

Jimmy Stout earned his first quarterly bonus for the referral of Don Warner.

Nate Jensen received his first such bonus for referring Charles Worthington.

Joe Appel, Sr. has been presented with two checks—each a first quarterly bonus—for bringing Charles Swanson and Joe Appel, Jr. to the D&T contractor team.

As mentioned before, this referral program is like "found money" for our contractors, so why not take advantage of the opportunity!

THE YEAR IN REVIEW

A representative sampling of news subjects, comments and quotes from the Crossroads in 2004

The Customer Comments . . .

(Editor's note: Periodically for the Crossroads, we ask customers to discuss their choice of D&T and the manner in which we are meeting their transportation requirements. These brief excerpts of their replies are from stories written in 2004).

"We have been using D&T for about six years. You are doing a heck of a job for us, which is why your volume of loads for us has been increasing. I'm impressed with your service, and what I've noticed about your drivers is that they're patient, business-like and always pleasant. So kudos to everyone at D&T."

- Neil Frieler, PQT Company, Oak Grove, Minn

"In all of the years that we have been using D&T, we've never had a problem. You've always done a good job, are always on time, and your trucks are nice and clean. Besides the clean units and on-time delivery, our customers have commented favorably about your drivers. They have good personalities and a good attitude and work well with customers. We've had occasional situations with other carriers where a receiver will tell us that they don't want to have a certain driver come back, maybe because he's arrogant or uncooperative, but with D&T there's never been such a complaint or problem. You are a good match for us."

- Don Wolfram, Pearson Candy Company, St. Paul, Minn.

"D&T has met our expectations. It picks up and delivers on time and makes special efforts to accommodate us in special situations. Loads are delivered damage free, there have been no issues with claims. One thing that I have learned during my years working in transportation is that you can tell a lot about the character and professionalism of a potential carrier by the visual impression of the equipment that they operate. This is very true of D&T, whose record of outstanding service and commitment matches the shine on trucks bearing their name. It also reflects well on our company when our products arrive at a customer's facility in the clean and well-maintained trucks operated by the professional drivers in the D&T fleet. Thank you for your continuing support."

- Paul Klosterman, Land O'Lakes, Inc., Arden Hills, Minn.

"D&T is on time, we have no problems with damage, and your trucks are nice and clean. That shows professionalism, I believe. Also, communication is of paramount importance to us. When I need to find out about a load, D&T gets back to me very promptly. You have had a very good relationship with us for a number of years and, since I got here (about three years ago), I have been able to see why. D&T believes, just as we do, in meeting customer needs with the highest level of quality and service."

- Jim Sunderland, Hal's Millwork, River Falls, Wis.

Quoting the Contractor . . .

No "Year in Review" would be complete without including remarks from some of our independent contractors. The Crossroads has always felt that what our contractors have to say is important to D&T, our customers, and the trucking industry. Here are quotes culled from interviews and conversations conducted last year.

John Heldt (selected by the Minnesota Trucking Association as 'Truck Driver of the Year') "Not in my wildest dreams did I ever think I would win an award like that. It was flattering to have D&T even nominate me, because I don't see myself as being better than anyone else. To have others respect and honor me is something that I appreciate very much. Thank you to MTA, to everyone at D&T, and to our customers, who mean a lot to me. I'm proud to be in the trucking industry."

Steve Hoppenrath "I think it makes sense that when you start with a good company, you stay with it and develop good relationships. An example is what I have with my dispatcher, Ray (Roiger). When a driver keeps jumping from trucking company to trucking company, he's just losing ground."

Steve Petersen (a two-time competitor in the Minnesota Truck Driving Championships) "I've done pretty well. The competition is very interesting and a lot of fun. And it's especially nice to be around people who take their driving job seriously."

Lloyd Schofield "D&T has a modern, good-looking fleet. I like how clean the trailers are and the way the shop does maintenance on them. Tractor and trailer together send a message about a company that is doing something right and about drivers who keep up their trucks."

Duane Rubner (named an MTA 'Driver of the Month' in 2004, competed in the Minnesota Truck Driving Championships, and was one of 12 contractors whose trucks were selected to be featured in D&T's 2005 Working Class Pride and Polish calendar) "Some people take truck driving for granted, but I'm proud and feel strongly about what we (drivers) do. My most satisfaction comes from delivering loads on time and in good condition and knowing that the customer appreciates the good work."

Gary Stewart "Truck Driver Appreciation Week is deserved and needed. I think there should be more publicity (nationally) about it. Everybody notices when they see something bad about drivers. They see a few negatives and not all the positives. As for what Bob (Dolle) did for the week at D&T, it meant a lot. It gave us a chance to talk to other drivers, enjoy good food, look at nice (vendor) equipment. And the gifts from sponsors were appreciated, too. D&T really went all out."

Chuck Noll (whose truck will be pictured in the 2005 Working Class Pride and Polish calendar) "I've been driving for 22 years and, in my opinion, it's a lot worse on the road than it used to be. Some people are always in a hurry. The older I've gotten, the better I am at not letting things like aggressive drivers bother me. I just back off. I don't want problems (with road rage) and don't take chances."

Jim Adams "I don't drive without fastening my seat belt. I wouldn't feel safe without it."

Waldemar Satola (who also entered the 2004 Truck Driving Championships and will be found in the 2005 Working Class Pride and Polish calendar) "I leased on with D&T in June of 2000. I had been looking for honesty in and quick pay from a trucking company, and that's what I found here. There really is a 'Minnesota Nice' atmosphere at D&T. I didn't know how people would act toward me at first, but everyone was helpful and answered my questions and made me feel good. It's unbelievable, too, to have my truck so appreciated that I'm in the (Working Class Pride and Polish) calendar. The calendar is a great idea, and I'm flattered to have been chosen."

Headlines from last year

Throughout the issues of 2004, the Crossroads incorporated a wide variety of stories about D&T Trucking Company, our independent contractors and staff, D&T customers and the trucking industry. The following headlines represent a sampling of the many subjects covered in this publication last year.

D&T's John Heldt Named Minnesota 'Truck Driver of Year'	— January - February
Team Concept Includes Effective Shop Performance	— January - February
Pride and Polish Calendar Looks Better and Better!	— January - February
A Tradition Maintained: Being On Time	— March
Making the Right Decision about Seat Belts	— March
Projecting a Quality Image Is Important in Trucking	— March
Practice Defensive Driving Every Day and Every Mile	— April
Minnesota Truck Driving Competition Returns to D&T	— April
Avoid Potential Danger When Changing Lanes	— April
Preparing for the Challenges of Road Construction	— May
Meet the People 'On the Inside' at D&T Trucking Company	— May
MTA Names D&T Contractor as 'Driver of the Month'	— June - July
FHWA Takes Steps to Make Highway Work Zones Safer	— June - July
D&T Observes National Truck Driver Appreciation Week	— August
Everything in Trucking Starts with Safety	— August
MTA Honors Bob Dolle with President's Award	— September
Thinking about a U-Turn? Don't!	— September
Record Number of Contractors Pass Roadside Inspections	— October
Motorists Call D&T with Positive Road Observations	— October
Getting Your Equipment Prepared for Cold Weather Operations	— October
National Security Program Utilizes 'Road Smarts' of Truckers	— November
Annual 'Trucks & Toys' Drive for Children Gets Underway	— November
A Seasonal Reminder: How to Control Winter Skidding	— November
Contractors Earn Quarterly Bonuses for Referrals	— December
Some Thoughts to Consider for 2005	— December

Follow D&T policy on potential claims

Among the numerous reasons why D&T Trucking Company has such good customer relationships, according to customers themselves, is the relatively few freight claims, such as an overage, shortage, damage or other exception. But problems can occur in the motor carrier industry, which is why it is important for D&T independent contractors to adhere to company reporting procedures.

Let's take the isolated instances when, for example, the driver leaves the customer site and then calls in the report, or when he/she has left without seeing the notations on the signed bill and this then would not be discovered until the paperwork is processed at D&T.

As a result, we are paying some claims for which we would not have been responsible had company policy and procedures been followed. It is a relevant reminder, therefore, that, in the event of a potential claim, the driver should not leave the customer dock without calling and alerting a Safety Specialist or Dispatcher about the matter.

Even when the customer has accepted and signed for the freight, this call must be made if the bill contains a notation concerning shortage, damage, overage or other exception. With such cooperation, drivers can avoid needless exposure to claims.

Happy birthday wishes to them:

James Boyer	February 12
James Caldwell	February 15
Jason Carolyn	February 15
Paul Christle	February 26
Brian Hoppenrath	February 14
Steven Hoppenrath	February 17
Kathleen Lyons	February 3
Steven Petersen	February 17
Svetoslav Popov	February 6
Raymond Shankle	February 1
Richard Steidl	February 18
Kemp Terry, Jr.	February 14
Kathleen Wallace	February 14
Timmy Wallace	February 1



On the Lighter Side . . .

TABLE TALK

Joan went to a seance in an attempt to contact her late husband, who during his lifetime had been a waiter at one of the city's first-class restaurants. After candles were lit and instructions given for all participants to remain silent and hold hands, the medium fell into a trance.

Soon the table around which they were seated began rocking and emitting knocking sounds. "Harry," Joan cried out. "Is it you? Oh please, speak to me!"

"Sorry but I can't," replied an eerie voice. "This isn't my table."

* * *

DEFYING LOGIC

The highway patrolman stopped a motorist who was traveling 20 miles over the speed limit. Shaking his head, the officer asked, "Do you realize, sir, how fast you were going?"

"I'm afraid so," responded the motorist apologetically.

"Then I would be interested," said the officer, as he started writing a ticket, "in hearing a logical explanation for why you would do that."

"Well," the automobile driver said, "I had suddenly realized how low my gas gauge was and wanted to get to the next service station before I ran out of gas."

* * *

A TRUISM

The person who runs away from a problem may find that all he's doing is catching up to another one.

* * *

DEFINITIONS

A pessimist is someone who, when he stops to smell the flowers, thinks of a coffin. An optimist is someone who, when is able to smell the flowers, knows that he doesn't need a coffin.

* * *

INSTRUCTIONS FOLLOWED?

The miserly—and somewhat eccentric—gentleman decided he would try to take his money with him when he died. So he called his minister, doctor and lawyer together and gave them the following instructions:

"Under my mattress is \$150,000 in thousand dollar bills. At my funeral, I want each of you to toss an envelope with \$50,000 into my grave.

Sometime later, after the unfortunate event occurred, the minister encountered the other two.

"I have a confession to make," he said. "My church needed funds and I took \$20,000 out of the envelope before I threw it in."

The doctor, embarrassed, said, "I did the same thing in order to buy equipment for the hospital."

Said the lawyer: "I'm surprised at both of you for ignoring the man's final request, and I want you to know that my envelope contained a personal check for the entire amount."

Shop Talk

By Mark Wells

The new wonder fuel

Legislators across the country have been giving biodiesel fuel a big boost by passing laws that will have far-reaching impact on its success. Like many other states, the Minnesota State Legislature has passed a bill mandating that, starting in June, 2005, diesel fuel sold in Minnesota must contain a 2% blend of biodiesel, commonly known as B2.

"Biodiesel is really catching on," said Jenna Higgins, Director of Communications for the National Biodiesel Board, "because it's so easy to use. You get significant emission reductions and the added benefit of its being domestically produced and renewable."

What is this new wonder fuel? In its purest form, biodiesel is a clean burning alternative fuel produced, as stated, from domestic, renewable resources. In the United States, the majority of biodiesel is made from soybean or canola oils, but it can also come from waste sources such as used cooking oils or animal fats. Pure biodiesel (also referred to as a "Neat" biodiesel) contains no petroleum. However, it can be blended with petroleum diesel to create a biodiesel blend. Such blends are referred to as Bxx.

The "xx" indicates the percentage of biodiesel in the blend (i.e., a B20 blend contains 20 percent biodiesel). Because of biodiesel's "premium" aspects, Neat biodiesel is a beneficial component when blended with diesel fuel in low percentage blends. Pure biodiesel has high lubricity, high cetane and a high flash point. All diesel fuel injection equipment relies on diesel fuel as a lubricant. Adding 2% soy biodiesel increases the lubricity of #2 diesel by 68%.

The economic benefit of biodiesel is great for soy produc-

ers because it creates a large market for their product. If a blend of 2% soy biodiesel were used nationwide in all on-road diesel fuel, production would require approximately 500 million bushels of soybeans. Closer to home, estimates indicate that the biodiesel mandate will increase demand on the state's soybean crop by as much as seven percent. According to the Department of Agriculture, soy diesel production and use in Minnesota could have an estimated \$527 million economic impact and create 2700 jobs.

Environmentalists have embraced biodiesel because Neat biodiesel and some biodiesel blends reduce visible smoke and particulate emissions, especially in older diesel engines. Using Neat biodiesel also results in lower carbon monoxide and hydrocarbon emissions. However, the use of biodiesel may increase harmful Nox emissions. Studies suggest, "Adjustment of injection timing and engine operating temperatures will result in Nox being reduced to below mineral diesel levels." Emerging diesel emission reduction technology such as Selective Catalytic Reduction and the EPA's Clean Diesel Combustion technology also have the ability to reduce Nox emissions.

If there is a downside to the Minnesota biodiesel mandate, B2 (2% biodiesel) offers minimal environmental or petroleum dependence benefit. Based on data published by U.S. DOT Federal Highway Administration, a much higher percentage of biodiesel would need to be used to make a significant impact on petroleum use and global warming emissions.

Currently B20 seems to be the magic number. Most of the information available about pending legislation shows the largest tax incentives for 20% biodiesel blends. Input from diesel engine manufacturers may have had the biggest influence. While diesel engines will run on 100% biodiesel, most major engine companies have stated formally that the use of blends exceeding B20 will void their warranties.

Highway to Health

An age-old analytical joke about colds—most of them anyway—is that if you do nothing about your cold, it will generally last for up to 14 days, and if you go to the doctor for treatment, it will last for about two weeks. Either way, however, there are measures that can be taken to make one feel somewhat more comfortable and reduce the impact of symptoms until the 14 days (or two weeks) are up.

Although discomfort is temporarily a byproduct of the common cold—which is a viral upper respiratory infection—the infection usually is just an inconvenience. Most frequently it is caught from people who already have a cold—by shaking their hands, touching what they have touched, being bombarded with their sneezes (an unappealing thought). Symptoms can include congestion, runny nose, fever, cough, sore throat and the aforementioned sneezing. Also normal, especially with children, is some loss of appetite, fatigue or difficulty sleeping.

The onset of symptoms comes rapidly, and the first three to five days are typically the worst, and are then followed by gradual improvement. Of course if symptoms continue to worsen and other problems develop, such as ear pain, facial pain and shortness of breath, medical advice should be sought. That would also be true if the condition appears to be a bacterial rather than a viral infection and for those for whom even just a common cold could lead to serious consequences.

Fortunately, however, most colds do not require medical attention, and self-care steps can be taken not to "cure" a cold or shorten its duration but to minimize the symptoms. There are for example over-the-counter medications for temporary relief, although care should be taken to read labels for recommended dosage, precautions and potential side effects. And check with your doctor if there are any doubts.

Among other steps that could help are raising the humidity at home, drinking extra fluids, sleeping with head elevated, gargling with salt water, sucking on hard candy (adults and teens only) to help relieve a sore throat and clearing sinuses by using a salt water nasal spray or generic nasal spray.

Come to think of it, some of this sounds a lot like what Grandma used to do for us!

Take these steps after an emergency stop

As if there weren't already enough potentially dangerous situations for drivers to be alert about, vehicles stopped on the shoulder of a highway or on ramps can be another contributor to accidents.

Many times these stopped vehicles just by themselves distract motorists. Then add factors such as drivers traveling over the posted speed limits; following too closely; being inattentive because they are using cell phones, grooming, eating, reading, using a computer, etc. Not being focused on driving leaves little time for reacting to an unexpected situation and thus creates the danger of striking the parked vehicle and causing severe damage and injuries to drivers and passengers.

It has always been D&T's policy that contractors are not to stop or park on the shoulders of highways or ramps unless there is an emergency. Also, DOT regulations (392.22) for commercial motor vehicles specify steps to be taken if the stop is for a reason other than a necessary traffic stop:

The commercial driver is to immediately activate the vehicle's hazard warning flashers and keep them flashing until his/her emergency warning devices have been placed (which is as soon as possible but, in any event, no more than 10 minutes after stopping). Warning devices shall be placed as required by DOT regulation 393.95, and the emergency warning flashers shall be activated when the devices are being picked up for storage before movement of the commercial motor vehicle.

D&T always stresses the importance of contractors planning their trip and routine stops. But if an emergency stop on the shoulder of a roadway is necessary, watch carefully for oncoming traffic when getting out of your truck to display emergency warning devices and do not walk on the traffic side of your vehicle. Also, if you are waiting for assistance, stay inside the cab.

MTA to announce 'Driver of Year'

Who will be the Minnesota Trucking Association's 2004 "Minnesota Truck Driver of the Year"? We will soon know, because the announcement and presentation will be made at the MTA's annual Awards Banquet Monday, January 31, at the Prom Center, Woodbury, Minn.

Vying for the honor are the 12 drivers who were selected as "Drivers of the Month" last year. The final choice is always a tough one, since all 12 finalists have exemplary safe driving and job performance records.

Among the D&T contingent at the banquet will be John Heldt, who was named Minnesota Truck Driver of the Year for 2003; Duane Rubner, one of the Drivers of the Month in 2004; and Jim Walker, Safety and Compliance Director of D&T. Jim will introduce Duane—each motor carrier will have a representative doing the same for its candidate—and John will make the announcement and present the prestigious trophy to the winner.

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D&T
TRUCKING COMPANY