



CROSSROADS

A Publication For And About Valued D&T Team Builders

D&T has role in project to improve trucking image

JUNE 2007

D&T Trucking Company was one of the participants recently in an educational project that may well make a significant and positive long-term contribution to improving the public's image about the trucking industry.

Called "Take a Break for Safety," the first such event took place May 18 under the sponsorship of the Safety Council of the Minnesota Trucking Association (MTA). It was staged simultaneously for four hours (10 a.m. to 2 p.m.) at three Minnesota rest areas—St. Croix, Albert Lea and Clearwater (near St. Cloud).

There were two fundamental missions for Take a Break for Safety: (1) To emphasize to motorists, as well as truck drivers, the importance of stopping periodically while on the road in order to avoid the fatigue factor, and (2) provide vital information about the trucking industry. At each rest area were two trucks and trailers on exhibit, safety videos to watch, and industry personnel to chat with the public and answer questions.

D&T's Jim Walker was one of those at the St. Croix location; another was driver Al Beck from Dart Transit, who did "an outstanding job," said Jim. The availability of Al and the trucks lent reality to "no zone" demonstrations; by sitting in the cab, people were able to understand first-hand those blind spots that a truck driver has to deal with.

"We parked cars by the truck to show the blind spot zones," said Jim. "It was an eye-opener to demonstrate where on the side of the trailer, or right in front of the truck, a motorist or person can't be seen. People were very interested in that and in the video message about what the trucking industry does to keep highways safer."

While the rig with "No Zone" decals was dramatically telling its story, the second trailer, supplied by D&T, promoted the "Good Stuff. Trucks Bring It" theme with equal effectiveness; "people said that they didn't realize the importance of our industry in their daily lives," Jim reported. "We got a very positive reaction from them."

There was a similar response at the other two rest areas, according to Karen Rockwell, Director of Operations for MTA.

"'Take a Break for Safety' was a great success, with about 500 people going through it at the three locations," said Karen, "and it now will become an annual event."

And with each such happening, the long-term value will increase as more and more of the public learns about trucking, gets a true picture of the contributions of the industry, and passes this information on to others.



This D&T trailer promoted the "Good Stuff" theme at St. Croix.

Deadline nears for Use Tax payment

A number for independent contractors to be aware of at this time is 2290—Form 2290 Schedule A, that is.

This reference of course is to the Federal Highway Use Tax, for which the "New Year" is about to begin (on July 1). So a timely payment reminder is due to encourage avoidance of tax penalties incurred if the deadline is not met.

When making your payment, be sure that the IRS stamps your Form 2290 with a "paid" stamp. Then, upon receipt, please submit a clear copy to D&T payroll.

The company will be happy to assist contractors with paperwork or will fill out the form on your behalf. And if you bring in your check, we will make the payment for you.

Call or see Bill Lundquist or Jim Walker if you have any questions.

MTA project educates public about trucking



Approximately 500 people at three Minnesota rest areas (story, front page) were able to sit in a cab and therefore gain an appreciation for a trucker's blind spots behind the wheel. The MTA event, in which D&T participated, also included safety tips and information about the importance of the trucking industry.

Who will be the next D&T 'Driver of the Quarter'?

Who will be the next recipient in the prestigious new "Driver of the Quarter" awards program introduced this year by D&T Trucking Company? The answer will come in the July issue of the Crossroads.

The program was developed to complement and supplement the various existing ways in which independent contractors of D&T are recognized for their performance; "we are fortunate in that we have so many special contractors who deserve and receive rewards," it was pointed out by company owner and President Bob Dolle. But, he added, "we felt, too, that it was time for something different—a new means of singling out individuals who have been especially outstanding."

Thus a panel of judges is now reviewing candidates for the quarterly honor, based on criteria such as adherence to D&T policies and procedures, personal appearance, equipment maintenance and appearance, driving record and customer relations. And the decision for the second quarter is eagerly awaited.

Safe Driver Achievers have May anniversary

Six independent contractors of D&T Trucking attained, during the past month, their particular anniversary as a Safe Driving Achiever with the company. We thank them for their continuing accident-free professionalism and look forward to further opportunities for recognition in coming years.

- 27 Years - **Richard Wallace**
- 22 Years - **Gary Stewart**
- 21 Years - **Timmy Wallace**
- 6 Years - **Nathan Jensen**
- 5 Years - **Jeffrey Allguire**
- 1 Year - **Roger Lee**

Height clearance can be a warning experience

An unpleasant June experience for a driver with a Texas-based motor carrier brings to mind some common sense precautions when it comes to driving through tunnels or in areas of low-hanging wires or tree branches: Be sure whenever possible to have accurate information about a potentially troublesome or questionable location; don't just take the word of someone that "oh, there is plenty of clearance at that location"; watch for posted warnings; don't drive a 13-foot, six-inch high trailer into a tunnel with a height limit of 13 feet!

The latter was the downfall of the Texas driver entering the New Jersey approach to the Lincoln Tunnel. During his 1.5-mile ride from Weehawken, N.J. to Manhattan in New York, the trailer roof was peeled off as if it were a tin can and numerous decorative tunnel ceiling tiles were ripped off.

A spokesman for the Port Authority of New York and New Jersey, which operates the tunnel, said that "there were enough bells and whistles (so) that this should not have happened"; he was referring to the fact that when a too-tall vehicle enters the toll plaza, an electronic sensor is tripped, several stoplights are activated and officers at the plaza use a loudspeaker to order the driver to stop.

The motor carrier's safety director said that the driver "misjudged the height of the tunnel and, once inside. . .didn't realize the damage he was doing." The driver was issued nine misdemeanor moving violations, including reckless driving, failure to obey a traffic signal and failure to obey an officer's command.

It's about using seat belts

'Click It or Ticket' is the ticket to safety

The slogan, "Click It or Ticket," has a certain catchy flavor to it. That said, the slogan isn't for fun and games. It's for real.

Click It or Ticket is the identifying theme of the seat belt crack-down campaign sponsored by the National Highway Traffic Safety Administration (NHTSA). For the purposes of capturing the public's attention, the campaign is conducted annually during the Memorial Day holiday period, when traffic is heavy and state safety belt laws are actively enforced by law enforcement agencies across the country.

In actuality, however, the emphasis on seat belt usage is ongoing the year-around—particularly in the trucking industry and by safety-minded companies such as D&T.

"We always stress the absolute need for our independent contractors to buckle up," said Jim Walker, Director of Safety and Compliance for D&T Trucking.

Nicole R. Nason, NHTSA Administrator, also points out that

education is continually required; "Click It or Ticket has helped create a national seat belt usage rate of 82 percent," said Nason, "but, despite these gains, too many of our family and friends still continue to be on our roadways without wearing their seat belt. It's an unnecessary gamble."

The gamble for some reason is especially prevalent at night. A survey by the NHTSA indicates that nighttime seat belt usage is often 10 percent lower than daytime belt usage. This is said to be "alarming" inasmuch as driving at night is potentially extra-dangerous and the odds of being killed in a motor vehicle crash are triple as compared to daytime driving.

But day or night, the message is the same: Follow the safety theme of the Click It or Ticket campaign not just during the Memorial Day period that has come and gone but every time you're behind the wheel.

In response. . . here are the facts for truck drivers

Myth: "There is no compelling reason to buckle up. If I am in a crash, I won't be ejected. My vehicle is so large and high off the ground. I won't be hurt."

Fact: Safety belts prevent injuries and fatalities by preventing ejection and shifting crash forces to the strongest parts of the body's structure. Forces are spread over a wider area of the body, allowing the body to slow down gradually, protecting the head and spinal cord. In research from a recent year,

- 620 drivers of large trucks died in truck crashes;
- 309 drivers of large trucks who died in truck crashes were not wearing safety belts; and
- 135 drivers of large trucks who died in truck crashes were ejected.

Myth: "Wearing a safety belt is a personal decision and doesn't affect anyone else."

Fact: First, it is the law. The Federal Motor Carrier Safety Regulations (FMCSRs) require commercial motor vehicle (CMV) drivers to wear safety belts. And this is D&T's policy as well. As for not affecting anyone else, what would be the effect on your family, friends, loved ones if you were killed or seriously injured in a crash as a result of not buckling up? Also, wearing the safety belt offers the best chance of remaining in control of the truck in a crash or emergency situation.

Myth: "A safety belt will trap me inside my vehicle. I won't be able to get out of the cab if it catches fire or is submerged in water."

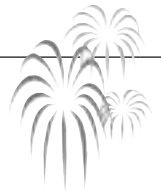
Fact: The best chance of survival is remaining conscious and in place behind the wheel. Wearing your safety belt greatly reduces the likelihood of sustaining injuries and increases your chances of survival. In rollovers, drivers are 80 percent less likely to die when belted.

Myth: "The safety belt is too small and restricts my movement."

Fact: Safety belt extenders are available on most domestic vehicles for a small fee. The parts department of your local truck dealer should be able to assist you in locating the correct safety belt extenders for your vehicle.

'Go Fourth' safely

We wish you a safe and enjoyable Independence Day holiday on Wednesday, July 4. Be careful, you and your family, when around those fireworks, and as always use caution on the road, too. And may we also say, may God bless America on our birthday!



The driver of this totally-demolished truck, although injured, survived and recovered from the rollover accident caused by a drunken motorist. The trucker said he probably would have been thrown out of the cab and into the lane of oncoming traffic had he not been wearing his seat belt.

Pre-, post-trip inspections are a 'fact of trucking life'

Even if pre-trip and post-trip inspections of equipment were not required by Federal Motor Carrier Safety Regulations (which of course they are) and included in D&T Trucking Company policy (which of course they also are), the professional independent contractors of D&T would be diligently doing them.

The obvious reason is that it is the interest of all—driver, company, customers, the industry—to promote vehicle safety, help prevent accidents, and avoid breakdowns and costly downtime. So consider the following tips as a “refresher course” on a trucking fact of life—that is, the need to keep brakes, steering mechanism, lighting devices and reflectors, tires, horn, windshield wipers, mirrors, coupling devices, etc. in good working order.

PRE-TRIP

Vehicle overview—Start making your rounds by looking over the truck’s general condition—are the lights working properly, any signs of leaks (grease, oils, coolant, fuel).

Engine compartment—With the engine off, brakes locked and wheels chocked, check engine oil level; coolant level; automatic transmission fluid; condition of all hoses, belts and wires; and battery and other electrical connections.

Inside the cab—Start the engine and check that all gauges and controls are working correctly and reporting normal conditions.

Lights—Make sure that low beam headlights, four-way flashers, high beam lights and signal lights are all operating properly.

Tires—Look for under or over-inflation as well as bad or uneven wear. Defects to watch for include visible tire fabric, sidewall cuts and bumps, tread separation, mismatched tire sizes, cut or cracked valve stems and dual tires touching each other or other parts of the trailer.

Wheels and rims—A damaged rim can cause a tire to become loose or lose pressure. Look for rust around lug nuts.

Brake drums and shoes—Since damage here can become a serious problem on the road, keep an eye out for cracked drums; shoes or pads covered with oil, grease or brake fluid; and broken or thin shoes.

Brakes—Since air pressure checks are important, listen for leaks and know the correct pressures in various stages (engine off and no brakes applied, engine off and brakes fully applied) after initial application.

Steering system—Watch for steering wheel “play” of more than 10 degrees. Look for missing nuts, bolts, cotter keys, any other obviously missing parts; bent or broken parts on the steering column, steering gear box and ties; fluid levels and/or leaks on power steering systems.

Suspension—Look for broken, cracked, missing spring hangers; broken or missing leaf springs; leaks or damage to the air suspension system; loose, cracked or broken frame members.

Exhaust system—Look for leaking, loose, broken or missing exhaust pipes, mufflers and stacks; this check includes brackets, clamps, nuts and bolts.

POST-TRIP

Again, this is a refresher reminder and includes the following parts and accessories.

- Brakes, including trailer brake connections and parking (hand) brake
- Steering mechanism
- Lighting devices and reflectors
- Tires, horn, windshield wipers, rear vision mirrors
- Coupling devices
- Wheels and rims
- Emergency equipment

If any defects or deficiencies are found, naturally there must be corrections/repairs (or certification of safety) before the vehicle can be operated again.

One key to meeting pre-trip and post-trip responsibilities is to develop and maintain a routine. Professional drivers understand the value of repetition when it comes to looking over their vehicle. This repetition helps to ingrain the routine so that procedures become second nature, thereby leading to consistently thorough and successful inspections.

Name-dropping

Congratulations to these independent contractors for their clean roadside inspections (meaning no violations) in May: **Lucian Bunas, Marv Soelle, Brandon Bergman** and **James Grey**.

* * *

Equipment upgrade report: **Paul Christle** is now No. 1737 (previously 1086), and **Shawn Nelson** “advances” to, now, 1738 (from, previously, 1635).

* * *

Another second generation independent contractor has joined the D&T team. He is **Christopher Posthuma** of Beaver Dam, Wis., the son of Al Posthuma, who has been leased on with D&T since March of 1988. Welcome, Chris.

Improve backing with aid of mirror station

Old joke.

Question from a visitor to New York: How do I get to Carnegie Hall?

Answer: Practice, practice, practice.

To be serious though, there is a practical lesson to be learned from the joke. Anyone in any profession, including trucking, can benefit from periodically finding ways to refine or sharpen his/her skills and improve performance. One example for independent contractors of D&T is aid from the mirror station located by dock door No. 1, which contractors are encouraged to use for backing up practice.

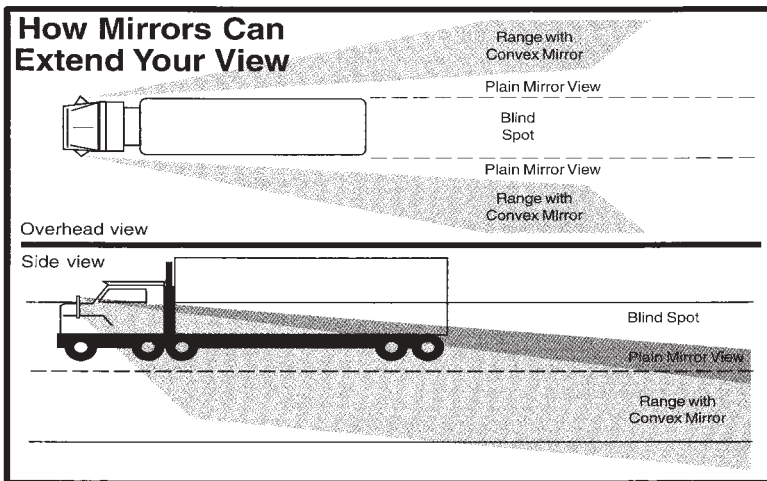
While backing is one of the most basic tractor-trailer maneuvers performed on a regular basis, it also is extremely difficult to do well and is the cause of many CMV accidents—approximately one in four, according to some surveys. It requires patience, caution, smart judgment and common sense alertness—plus mirrors that are clean, in good condition and properly adjusted.

The mirror station provides the means to check mirrors for maximum field of vision all around the trailer; review blind spots; and generally test yourself and improve backing techniques.

So the next time you're in Little Canada, Minn., the home of D&T Trucking Company, consider taking advantage of this convenient opportunity with benefits for even the most skilled and experienced professional drivers.



This is the D&T mirror station used by contractors to practice backing up.



Did you know that . . .

. . .the use of mirrors on motor vehicles came about because of the racing profession? In the early days of race cars, a mechanic often accompanied the driver and was his observer. But in 1911, the year of the first Indianapolis 500 race, won by Ray Harroun, Harroun came to Indy with a single seat car. Fearing that he would not be allowed to compete without having someone beside him to watch out for other cars, he installed a rear-view mirror on his racer and thus made popular what would soon become a standard accessory on vehicles.

Reaching anniversaries of service in July. . .

CONTRACTORS

- 28 Years - Dean Wallace
- John Hostetler
- 22 Years - Carlyle Berhow
- 9 Years - Brian Hoppenrath
- 5 Years - Raymond Shankle
- 4 Years - David Antiel
- Paul Green, Jr.
- 1 Year - David Baggs
- Ted Ellifson
- Terrance Zimmerman
- Dino Tokin

STAFF

- 6 Years - Jimi Parranto

'Happy birthday to you...'

Andrzej Dajwowski	July 19
Robert Dolle, Jr.	July 24
Tomasz Garbacz	July 8
Rodney Johnson	July 31
Raymond Roiger	July 11
Jimmy Stout	July 23
Charles Swanson	July 8
Dino Tokin	July 14
Pawel Winiarz	July 5

A 'Q and A': Provisions for driver disqualifications

Among subjects covered in the Safety Training Newsletter published by J.J. Keller & Associates, Inc. is the matter of disqualifications for those holding commercial drivers licenses. Here are some frequently-asked questions—reprinted from the newsletter—with regard to disqualification provisions found in Section 383.51 of the Federal Motor Carrier Safety Regulations (FMCSRs).

Q: A driver (who holds a CDL) received a ticket for operating while under the influence (OWI). He was not on duty and was not driving a company vehicle. Will he be disqualified?

A: A CDL holder convicted of operating any motor vehicle (work or personal) while under the influence of alcohol as prescribed by state law is disqualified.

A first offense disqualifies a CDL holder from operating a CMV for one year. A second conviction disqualifies the driver for life.

Q: What exactly is a conviction?

A: Section 383.5 of the FMCSRs defines a conviction as:

- an unvacated adjudication of guilt;
- a determination that a person has violated or failed to comply with the law in a court of original jurisdiction or by an authorized administrative tribunal;
- an unvacated forfeiture of bail or collateral deposited to secure the person's appearance in court;
- a plea of guilty or nolo contendere accepted by the court;
- the payment of a fine or court cost; or
- violation of a condition of release without bail.

A conviction would stand regardless of whether or not the penalty is rebated, suspended, or probated.

Q: Can a motor carrier disqualify a driver?

A: No, only a federal, state or other government entity may disqualify a driver. A motor carrier may, however, remove a driver from service based on its policies.

Q: Will a CDL driver with an alcohol concentration of .04 be cited in a personal vehicle?

A: A CDL driver must follow prescribed state law in regard to alcohol concentration in a personal vehicle. He/she would be charged (or not charged) based on the prescribed state alcohol limit.

If the driver is convicted of an alcohol-related violation under the prescribed state law in a personal vehicle, it will be held against the driver for CDL disqualification.

Q: A driver received a ticket for 20 mph over the speed limit. He checked into attending traffic school to reduce or eliminate the ticket from his record and was told he can no longer do that. Is this true?

A: Yes, this is one of the federally mandated provisions of the driver disqualification regulations. Section 384.226 of the FMCSRs states the following:

"The state must not mask, defer imposition of judgment, or allow an individual to enter into a diversion program that would prevent a CDL driver's conviction for any violation, in any type of motor vehicle, of a state or local traffic control law (except a parking violation) from appearing on the driver's record, whether the driver was convicted for an offense committed in the state where the driver is licensed or another state."

In other words, a CDL holder will not be able to go to traffic school or participate in any other program that would remove a ticket or reduce the severity of the violation from his/her record.

'Bear cub'

Independent contractor Gary Stewart, also known as "Bear," has his first grandchild. She is Lillian Jenese Bailey, born May 23. Vital arrival statistics: 6 pounds, 10 ounces and 19 1/2 inches in length.

Lillian is the daughter of Amanda—Gary's daughter—and Jake Bailey of Janesville, Wis. Amanda, by the way, was just eight months old when her dad joined D&T 23 years ago. And the Bear had a message for her upon the birth of Lillian.

"I told her that now it's payback time," grinned Gary, then adding, however, that really "it's kind of cool" to be a first-time grandfather.



This is Gary's daughter, Amanda, as a child; the picture was taken a few years after he joined D&T.

On the Lighter Side . . .

ALL YOU HAVE TO DO IS ASK

This large home improvement store was known for its customer service, including a quick response to information requests. One day, as Mary was pulling into the parking lot, she saw smoke beginning to rise from under the hood of her car. She raced into the store and up to the courtesy counter, where the clerk was busily engrossed in his computer.

"Help me, please!" she gasped. "I think my car is on fire, and I need a fire extinguisher!"

"Yes, ma'am," the clerk responded absently, without taking his eyes off the computer screen. "Aisle 10."

* * *

GOOD LINE NEEDED

The manager of the florist shop was having telephone trouble just as a customer called to order a wreath to be delivered for a friend's funeral. The customer had a message that she wanted to accompany the flowers, but the manager couldn't quite hear what it was.

Finally he had to apologize for interrupting her. "I'm sorry," he said, "but this is a bad line."

"Oh," the customer said, hesitating briefly. Then she asked, "Well, can you think of something better?"

* * *

TRAVELING INCOGNITO

A man from an isolated mountain area was visiting the city for the first time. He registered at a hotel, signed with an "X," and started to leave the front desk. But after a moment, he returned and put a circle around the X.

"Why did you do that?" the desk clerk asked.

"Being in a strange place," the man replied, "I just don't want people knowing who I am. So I decided not to use my real name."

* * *

WHO KNOWS BEST

Upon his retirement, Herb decided to fulfill his life-long dream of becoming an artist. Moreover, before too long he was good enough to warrant a showing in an art gallery. After a suitable period he checked to see how his work was being received.

"There's good news and bad news," the gallery owner told him.

"What's the good news?"

"One person has purchased all of your paintings. He feels that they are very promising and will appreciate in value after you have passed on."

"Nothing wrong with that," said Herb. "In fact, it's an honor that has been true for many famous artists. So . . . what's the bad news?"

"The buyer is your doctor."

Help wanted: We need news from/for Crossroads readers

OVER-THE-ROAD REPORTS—Contractors, tell us about a memorable experience on your run; a favorite truck stop; problems, construction, etc. about which other contractors should be made aware; meeting special needs for and getting positive comments from a customer.

FAMILY DOINGS—Graduations; engagements; marriages; births; children's achievements and awards in school, sports, organizations; their new jobs and/or plans for the future; special parties and gatherings; food recipes.

OUTSIDE ACTIVITIES—Interesting and/or unusual hobbies of staff and contractors. Vacation plans and reports. Hunting and fishing results. Volunteer work (civic, charitable, communal, etc.). Awards received.

PHOTOS—From any or all of the above!

The D&T Trucking Company



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valued D&T Team Builders*

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Highway to Health

The need for defensive driving is well known of course by professional truck drivers—as it should be for all motorists. But to borrow from that fact, this issue's health subject could well be termed "defensive food preparation."

Many millions of people each year are hit with foodborne illness, sometimes serious enough to require hospitalization. The problem can be intensified during the now-season of picnicking and backyard barbecuing. During this time of year, and in general, here are some suggestions for reducing the possibility of a "bacteria strike."

1. Wash hands with warm water and soap before preparing food and after handling raw meat or poultry, changing infant diapers, using the bathroom, etc.

2. Wash utensils and kitchen surfaces with hot, soapy water after they touch raw meat or poultry. Keep dishcloths and sponges clean, because they can be a breeding ground for bacteria.

3. Keep cold food cold (bacteria multiply rapidly between 40° and 140° F).

When traveling to a picnic, store refrigerated perishable foods in an insulated cooler packed with several inches of ice, ice packs or containers of frozen water.

4. To thaw meat and other frozen foods, move them from the freezer to the refrigerator for a day or two, or defrost submerged in cold water flowing fast enough to break up and float off loose particles in an overflow. Defrosting can also take place in the microwave oven or during the cooking process.

5. Cook beef, beef products, poultry, eggs and especially hamburger thoroughly. Check internal temperature with food thermometer.

6. Refrigerate leftovers promptly. Food left out of the refrigerator for more than two hours—or one hour in hot weather—may not be safe to eat. Leftovers should be used within three days.

7. Wash fruits and vegetables thoroughly, especially those that will be eaten raw.

8. Drink only pasteurized milk and juices and treated surface water.

9. Never taste any food that looks or smells "funny" or comes out of leaking, bulging or severely damaged cans or jars with leaky lids.

10. Finally, use common sense (just as in driving) and check sources such as the Food and Drug Administration and National Institute of Health for expanded, additional and expert information.

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