



John Wilbur, President & CEO

As the very “unique” year of 2020 came to an end, let us reflect on what is really important to all of us. For me, 2020, more than any other, was about gratitude. I’m most thankful that we have come through this pandemic in pretty good shape in terms of the health of our staff and family members. We certainly pray that our good fortune continues and our thoughts are with all those who have suffered or even perished. I am very thankful for all of the first responders in the nation including our truck drivers.

America’s truck drivers have kept the country moving even during the most difficult times. They will soon be instrumental in Operation Warp Speed distributing the life saving COVID vaccine to all corners of the nation. I am thankful for the incredible dedication, commitment and loyalty that all of you exhibit every day. You are the reason we are #1 and you can be very proud of that accomplishment.

**Thanks to you we are BUILDING A GREAT COMPANY, not just a great trucking company! Thanks again and hope you and your families had a Happy Holiday Season !**

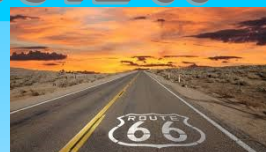
John C. Wilbur  
President and CEO

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# A FEW ABANDONED SITES ALONG ROUTE 66

Abandoned motel in lonely, desolate Glenrio, TX on the old, much storied Route 66 highway. It is a melancholy ghost of the past.



Abandoned tourist trap zoo in Arizona



The forgotten town of Avilla, MO—now dubbed a living ghost town



Afton, OK ghost sign of Rest Haven Motel



Abandoned (and haunted) McPike Mansion in Alton, IL



Abandoned building in the downtown area of Grants, NM



Twin Arrows in Arizona



## JAMILA CARDOZA

## MY STORY



**Name:** Jamila Cardoza

**Truck#** 215033

**Lives in:** Mandeville, LA

I was born in Leon, a colonial city in the western part of Nicaragua. I grew up in a family made up mostly of women. Besides Mother, I also had sisters, cousins, my Grandmother and Great Grandmother..

In our family, my elders have always promoted the value of having a good education, because it opens doors of opportunity and improves one's quality of life.

During my childhood, I learned the importance of family values. These were things such as a good work ethic, commitment, respect, humanity, honesty and humility. Those instilled values, many years later, are found within me. In fact, they still form the very essence of my personality today.

I have always led an active life, particularly in sports. When I attended high school, I was Captain of the school's volleyball team. Our team won the state championship for two years in a row. I'm very proud of that accomplishment.

During my high school years, I also trained as a Lifeguard at the local YMCA, as I loved to swim everyday! And, yes, I also volunteered for the Red Cross.

In 1998, I began studies at the bilingual Ava Maria College in Nicaragua, eventually graduating with an International Relations degree. At the time, I thought this was the best life pathway for me. I dreamed of traveling to other countries and of learning more about our world.

It was my time in North America that I learned of other cultures, and how life is lived in the United States, both of which really piqued my interest. It inspired me to seek a better life.

It was then that I decided to legally emigrate to the United States. Of the available jobs in Nicaragua, I realized none of them were enough to improve myself, both educationally and professionally. During my time outside Nicaragua, I discovered better professional opportunities existed elsewhere.

In 2000 I began the lengthy process of satisfying the requirements of legally emigrating to America. I knew there were plentiful, in fact, almost endless opportunities in the United States. Most important, America is a free, open society.

None of the emigration process was easy. Emigrating from one country to another is a slow, cumbersome process. There are many monetary, legal and medical criteria that I was re-

quired to satisfy before being allowed to emigrate.

It took me seven long years of waiting. During that time, I was forced to carefully navigate around the Nicaraguan corruption and government political turmoil while I waited, waited, and waited some more. The one thing that kept me going through the long darkness of waiting was to have patience and faith --- to not give up --- and to overcome every little challenge along the way. I knew that by doing so, my dream would eventually become a reality.

I was so overjoyed after finally being granted legal entry into the United States. That day heralded the start of a new and better life for me.

After moving to America, I had to start somewhere. I had to earn a living. One of my first jobs was a waitress at a Mandeville restaurant. I then moved on to be a private healthcare giver for elderly patients. It was then that I discovered my passion for caring and helping others in need. To improve my earning potential, I took several nursing courses. Ultimately, I ended up as a nursing assistant at an elderly care facility in Mandeville.

Education has always been important to me. To this day, I still remember my Grandmother saying, "the more you learn, the more you earn....." So very true.

(CONTINUED ON NEXT PAGE)

## JAMILA CARDOZA

## MY STORY (Cont'd)

Subsequently, I began providing private healthcare for one of my elderly patients in a home setting. My patient always encouraged me to continue improving my life, and to never give up --- to push myself beyond my comfort zone which, in turn, I learned about my strengths and weaknesses.

After living in the United States for five years, I was Naturalized as an American citizen in 2012. It was a special day for me. I shall always remember it. To this day, I proudly honor and respect my new country, the American flag, and what it all stands for.

In 2015, I lost my elderly patient. His death affected me so very deeply because he was my mentor, my life coach. Yes, I lost a very good friend. It was then that I began to ponder the possibilities of moving on to another work career. I have always liked to travel, so I narrowed my work choices down to two jobs --- Flight Attendant or Professional Driver.

I chose the latter. I wanted to become a professional driver. Why? A flight attendant job takes years before attaining good income. With becoming a Professional Driver, I deduced that I could achieve my financial goals more quickly. During my long, enjoyable trips over the years with family and friends, I noticed how Professional Drivers took control of the road and their surroundings. I viewed this new opportunity as a personal challenge for me.

In 2017 I attended a Driver school in Hammond, LA. It was a difficult time for me, because the instructors and fellow students repeatedly said it was a man's job (not for a woman) and I was often told, "This job is not for you."

I always remember my Grandmother telling me, "palabras necias oidos sordos" which means "Foolish words fall on deaf ears." Don't believe everything you hear.

None of my detractors knew me, or what I was made of. I came from a family of independent-minded women who could think and act for themselves. I stuck with it. I stubbornly continued on. I worked harder, and wanted to prove to myself --- and others too, including my family --- that I could perform the job just as good as any man.

I held my head up, focused completely on my immediate goal to succeed, and successfully passed the driving school course.

I started my driving career with Schneider National. After my first year there, I was less than satisfied with my earnings. Subsequently, I moved on to two other small trucking concerns as an Owner Operator. However, even with these progressive changes, I was still not satisfied with my earnings.

In 2019 I found Tri-State Motor Transit. My recruiter helped me envision a work path for more new, interesting challenges. I feel fortunate to be with Tri-State. The company values both my work ethic and self-discipline. I absolutely love the team-play environment and, very importantly, being treated as an equal. Here at Tri-State learning, growing, work effort and ongoing improvement is highly valued.

I also feel fortunate to have learned through very capable Driver Managers --- starting with the two Moffet brothers, Jake and Brandon, followed by an excellent stint with Danny Garcia, then Twyla Alexander and, most recently, with Tim Cox --- these great, supportive people have helped me to be my best, to do my best, and to become a successful Professional Driver.

As Americans, we have the tendency to complain about a lot of things. However, we forget the most precious thing of all --- the gift of life --- that both friends and family can depend on us to help, even in times of crisis. We have a good paying driving career with an excellent company. It allows us to pay our bills, and even save money for retirement.

In other words, let us all be thankful for what we have. As patriotic Americans, let's focus more on what unites us, not divides us. When you travel this great nation, take a few minutes to appreciate the unique, distinct independence of each U.S. state, with its own history and culture, as you travel through it.

Keep your spirit of learning, American optimism, honesty and humility alive.

Be thankful for what you have. Be thankful to others. Just be thankful, period.

# **DASEKE® BENEFITS**

## **Healthy New Year Resolutions**

By Cheryl Hinkle, Dir. of HR

Happy New Year! I'm sure we are all ready to put 2020 behind us. I know I am. There were a lot of ups and downs, but we stuck together and came out better because of it.

Let's talk about those healthy New Year resolutions a lot of us are planning to make.

The beginning of a New Year is a time for reinforcing healthy and nutritious eating habits. Healthy eating habits means choosing more fruits, vegetables, and whole grains to create an overall healthy diet. There's no one diet that is right for everyone, so it's important to follow a healthy eating plan that's packed with tasty foods and that keeps your unique lifestyle in mind. If you want to maintain a healthy weight for the rest of your life, here are some basic steps for success:

- Make smart choices from every food group. Purchase fresh fruits and vegetables from the produce aisles, whole grain from the bakery, low-fat options from the dairy case and lean proteins from the meat/fish/poultry department.
- Adopt healthy eating and physical activity plans that focus on consuming fewer calories, making informed food choices and getting daily exercise.
- Make smart snack choices. Fruits and vegetables allow you to eat a healthy snack with minimal calories. If you currently do not pay attention to the nutritional label on your food, I urge you to start. I promise you will be surprised by the amount of calories in little unhealthy snacks!

Making smart lifestyle choices can help achieve and maintain a healthy weight, reduce the risk of chronic disease, and promote overall health.

# DASEKE® BENEFITS

## Mobile Health Consumer App



### Registration Instructions

No matter where the road takes you, let the Mobile Health Consumer app assist you along the way. Download today!

Through this app, you can:

#### During Open Enrollment:

- Schedule an appointment with the Benefits Enrollment Team
- View your current benefits at [myDasekeBenefits.com](http://myDasekeBenefits.com)
- Search for an in-network provider through your new provider, Blue Cross Blue Shield of Texas

#### Beginning in January, the app will be personalized to you:

- View Medical ID Cards and Plan Summaries
- Check your Deductible and Out of Pocket Information
- Access MDLive
- Use the BCBS link to find a provider and estimate your cost for services

#### Start now by downloading the app and registering:

- Download the Mobile Health Consumer app to your mobile device from the App Store or Google Play



- Choose "Register Now"

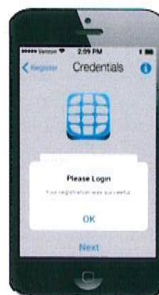


- Enter the following:

- First Name
- Last Name
- SSN (Last 4 Digits)
- Birthdate (mm/dd/yyyy)

— NOTE: Your first and last name must be entered exactly as it appears on your medical ID card or your employer's record — including if you have a hyphenated name. For example, enter "Robert" instead of "Bob" if this is how your name appears on HR records.

- The app automatically gives you a username. You can keep this or create your own
- Set your password and enter your email address, then select "Next"
- Now you are registered and can access all the tools and resources



DASEKE®  
BENEFITS



# OFFICE/TERMINAL STAFF ANNIVERSARIES

## OCTOBER - DECEMBER 2020

### 43 YEARS

Bruce Jones

### 25 YEARS

Kyla Jewsbury

### 27 YEARS

Leah Groom

### 23 YEARS

Chalice Page

### 21 YEARS

Daniel Vega

### 22 YEARS

Peggy Hosp  
Florence Meyer

### 15 YEARS

Kevin Johnson  
John Williams

### 14 YEARS

Robert Whittaker

### 12 YEARS

Gina Stevens  
Chris Stevens

### 11 YEARS

Michalle Duncan

### 13 YEARS

Eddie Kindrick  
Daniel Stark

### 10 YEARS

Justine Link  
Danny Schemensky

### 9 YEARS

Casey Beason  
Greg Beeching

### 6 YEARS

Jake Moffet  
Trevor Rickard  
Gannon Ewing  
Garret Lambert  
Andy Bradford

### 8 YEARS

Kevin Zahn  
Russell Figgins

### 5 YEARS

Kai Weary  
Frank Larance

### 4 YEARS

Twyla Alexander  
Dan Beckett  
Scott Reynolds

### 2 YEARS

Kenzie Blankenship  
Abbie Sonnichsen  
Stern Allred  
Tina Gossett  
Charles Bibbey  
Don Fry  
Kimberly Steine

### 1 YEAR

John Ahrenberg  
Ashley Luster

Thank you!   
♡



# COMPANY DRIVER AND OWNER OPERATOR ANNIVERSARIES

## OCTOBER - DECEMBER 2020

We want all of our Drivers, both company and owner operators to know that we appreciate everything you do for us and value all of your years of service with us. However, if you are a company Driver and switch to an owner operator or vice versa, your anniversary date will not show your total years, thus causing your name to not appear on this list correctly. So, if you are not on this list and you should be, or you shouldn't be and you are, we apologize!!

### 34 YEARS

Tracy Enochs

### 21 YEARS

Dennis Elings  
Vicky Willis

### 26 YEARS

Arthur Graves

### 22 YEARS

Michael Davison

### 19 YEARS

Eliza Broach  
Walter Broach

### 17 YEARS

Camille Reyes  
Juan Reyes

### 10 YEARS

Dave Jones  
Patricia Jones

### 15 YEARS

Richard Partin  
Jacob Kirkpatrick

### 11 YEARS

Marilyn Shaffer  
Jose Saucedo  
Susan Wells  
Thomas Wells

### 9 YEARS

Steven Clack  
David Ransom

### 8 YEARS

Daniel Stone  
Jamie Deherrera  
Robert Deherrera  
April Saucerman  
Robert Saucerman  
Isaac Coates

*Thank  
You*

# COMPANY DRIVER AND OWNER OPERATOR ANNIVERSARIES

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### 4 YEARS

Clyde Nelson	Lynn Anderson
Sheryl Nelson	Dana Anderson
Lisa Clifton	Lucian Anderson III
Timothy Clifton	

### 5 YEARS

Craig Wintercorn  
Lannon McAlpin  
Debra Davis  
Joseph McNeill  
Anthony Ashbaker  
Sheila Ashbaker

### 6 YEARS

Harry Wyland Jr.  
Shirley Wyland  
Christopher Waddle  
John Waddle  
Melodie Lyon-Waddle  
Joseph Lipuma  
Jeanine Hunter  
John Hunter

### 3 YEARS

Duane Oechsner	Rebecca Thomas-
Dwight Franklin Sr.	Hajrulla
Lisa Todd	Tracy Vanier
Shaun Martin	Jenene Fouse
Christopher Quijada	Kenneth Fouse
James Carter	
Keith Carter	
Neki Hajrulla	

### 2 YEARS

Desmond Rogers	Michael Morgan
Edward Griffin Jr.	Shannin McFarland
David Harris	Catrina Haith
Dwayne Nelson	Joshua Booker
Henry Stanford	Amanda Ernten
Kenneth Armstrong	Brian Ernten
Patricia Nelson	Irving Gonzalez
William Talor	Kenneth Wylie Jr.
George House Jr.	Fredrick Mellott
Johnathan Warren	Lynn Mellott
Barbara Burks	Margaret Sansone
Jay Burks	Steven Sansone
Lawrence Holland	

### 1 YEAR

Cherrie Rynearson	John Steffy
Joy Williams	Shawn Wootton
Steven Araujo	Trevor Acord
Deandre Bright	Carolyn Bible
Terry Martin	Melissa Heerdt
Andrew Lim	Ronald Heerdt
Contesa McClellan	Angela Lodge
Joe Yuenger	Jeffrey Lodge
Harvil Morris Sr.	Catrina Mariani
James Kahl	Roy Burks
Shaun Dorfe	Tim Duck
Jacqueline Gaines	Willie Beals
Mary Yuenger	
Lawrence Swank	
Mark Carter	
Andrea Sellers	
Annmarie Franciscus	
David Blanchard	
Gerald Abner	
Roy Camacho	
Deo Naidu	
Heath Doss	
Jack McFadden	

# SAFETY MATTERS

## Defensive Driving - Accident Prevention

The formula for defensive driving is to see the hazard, understand the defense and act in time.

### Why is Defensive Driving Important?

Understanding and effectively applying this formula prevents accidents in spite of the actions of other drivers or the presence of adverse driving conditions. A good defensive Driver must be able to anticipate the outcome of traffic situations so that he or she can act in time to prevent an accident.

Let's take a closer look at the standard accident prevention formula and how it can be applied to everyday driving situations.

### See the Hazard

Constantly scan the road ahead of you and check your mirrors. Think about what may happen as far in advance as possible. Never assume that a hazardous condition will have passed before you reach it. Consider the following scenarios:

- You see an approaching vehicle starting to pass another car. It looks like they will complete the pass in plenty of time, but you are not really sure. Think about your defense.

- You see a vehicle on the shoulder of the road—you can't see the driver anywhere outside the vehicle. What if the door of the vehicle is opened as you pass the vehicle? What would you do?

- You are traveling along a residential street. The vehicle approaching is a convertible with its top down. On the same side of the street you see a lawn sprinkler that is spraying water onto the roadway. What do you think the approaching vehicle will do and how would you react?

Of course there are countless more possibly dangerous scenarios, so look beyond the bumper of the vehicle in front of you and stay alert for any situation that could potentially develop into an accident.

### Understand the Defense

There are specific ways to handle most hazardous situations on the road. When you anticipate a hazard, you are able to review the situation in your mind and visualize your defense so that when the time comes, you are able to act quickly enough to prevent an accident. Preparation is key. If you have planned for various scenarios,

you will feel comfortable when faced with them.

In an emergency situation, do not panic. Stay calm and continue to visualize the defensive action you will take to minimize damage.

### Act in Time

Once you see the hazard and decide upon a defense, act immediately. Never assume that the condition will clear up. The sooner you act the more time you will have to avoid an accident.

Defensive driving is not easy. You must constantly strive to improve your observation and coordination skills by scanning the road and concentrating on potentially hazardous situations. Seeing the hazard, knowing the defense and acting in time can mean saving lives: yours and those of the drivers around you.



Submitted by Kevin Zahn, Safety  
[kevin.zahn@roadmastergroup.com](mailto:kevin.zahn@roadmastergroup.com)

# SAFETY MATTERS

## SNOW - Weather Tidbits

Snow comes from water vapor automatically freeze at in the atmosphere. Clouds form "freezing temperature" -- 32 when the **water vapor** (water in degrees Fahrenheit / 0 degrees gas form) in the atmosphere Celsius. You have to cool pure cools to the point that water to a much lower temper- it **condenses** -- that is, changes ature (as low as -40 F / -40 C) from a gas into a liquid or solid. for it to lose enough heat en- The droplets in a cloud are so ergy to change form. Usually, light that the air in the atmos- however, water in a cloud does phere keeps them aloft. If the freeze around 32 F / 0 C be- droplets get too heavy, they fall cause of the work in the form of precipitation. If it of **nucleators**, tiny bits of nat- is cold enough, this water vapor urally-occurring material that doesn't condense as liquid wa- help water molecules coalesce. ter droplets, but instead as tiny The nucleators attract water ice crystals. In most parts of the molecules, which reduces their world, rain generally starts out energy to the point that they as snow but melts as it falls form ice crystals. The nuclea- through the atmosphere (it is tors in snow crystals are just very cold at cloud level, even in dirt bits, bacteria and other the summertime). material floating around in the Oddly enough, water doesn't atmosphere. Water condenses

onto the nucleator, which be- comes the nucleus -- the center -- of the snow crystal.

As the snow crystal moves around the cloud, more water particles condense onto it and freeze into crystals. The collec- tion of individual crystals forms a **snow flake**. As the snow flake grows heavier, it falls toward the earth. If it is cold enough the whole way down, the flake will still be frozen when it reaches the surface.

[www.adventure.howstuffworks.com/outdoor-activities/](http://www.adventure.howstuffworks.com/outdoor-activities/)

Submitted By: Terri Wimberley, Safety  
[terri.wimberley@roadmastergroup.com](mailto:terri.wimberley@roadmastergroup.com)





# 76 YEARS AGO IN WESTERN EUROPE

Just in case some of us think we have it bad dealing with snow, ice, mud and cold winter weather, below are excerpts from "The Guns At Last Light" by Rick Atkinson, which detail what our soldiers dealt with during World War II. The book wonderfully provides insight on the difficulties our troops faced during that time. We highly recommend this great read!

"Winter always seemed to catch the U.S. Army by surprise. Americans had been unprepared for winter campaigning in North Africa in 1942 and in mountainous Italy in 1943, and they were just as unready in 1944.

By August, 1944 and barely 100 days after the D-day landings in Normandy, forecasts by Army quartermasters were quietly brushed off by Eisenhower's provisioners, because many assumed the war would end sooner, not later.

As "a precautionary measure" Eisenhower submitted a late requisition for winter clothing, but it included only enough to outfit one Army of 350,000 men at a time when four American armies were fighting in western Europe.

Supply line sclerosis and delays in opening up recaptured French ports aggravated matters, as did the severe wear on all uniform clothing and equipment. When the late winter clothing orders did finally go through, Army quartermasters suddenly faced a huge, pressing need to re-cloth a million ragged GIs, plus 100,000 French soldiers, and throngs of German prisoners.

Instead, as the Army official history conceded, "front-line GIs fought through a large part of the 1944-45 winter inadequately clothed."

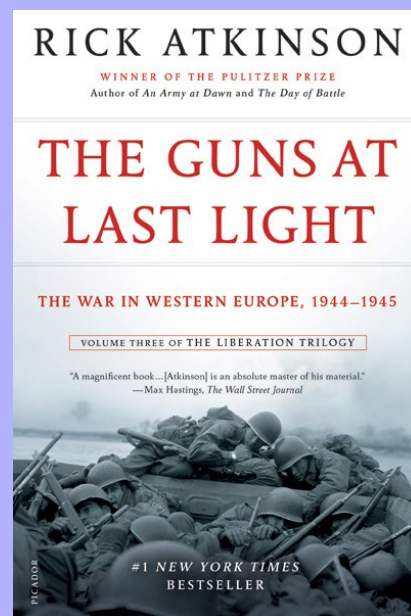
The Army listed seventy different articles of winter clothing, guaranteeing one thousand permutations of confusion. Sev-

en types of trousers. Combat field jackets came in six variations, in nineteen sizes, but with thirteen different sized liners, all of which defied every mathematical attempt to match them. Similar attempts to develop decent sleeping bags were equally byzantine.

The Army was said to believe that every GI was fashioned from four elements --- a belly, genitalia, a bundle of conditioned reflexes, and a pair of feet. Insufficient attention was paid to the last component -- a soldier's feet --- for among the body parts, it was the foot that most plagued America's war effort in western Europe.

Four types of GI winter footgear were available by late fall, but "none were entirely satisfactory" a detailed Pentagon post-war investigation revealed. All of them were "nothing more than a sponge tied to a soldier's foot" during wet conditions, said one battalion commander.

Army provisioners also learned that three field launderings were typically enough to



completely ruin a pair of wool socks, thereby forcing the Army to buy seven-million new pairs every month.

Axle-deep mud caused soldiers to dislike its persistency and every GI hated tracking through it to perform just the simplest of tasks, even to get food.

Men coped as best they could --- kneeling rather than standing in their fox-holes, wedging paper into their boots, or building crude sleeping platforms above cold, wet ground.

Throughout the winter of 1944, American soldiers began to improvise by fashioning their own winter clothing and gear. Underwear and sweaters were purloined from civilians in exchange for cigarettes and rations. Civilian scarves, balaclavas, and woolen neck gaiters found renewed life



# 76 YEARS AGO IN WESTERN EUROPE

## (Cont'd)



among GIs. Felt-lined civilian trousers were keenly sought after. French and Belgian women sold white bedsheets that could be made into camouflaged outerwear. Heavy overcoats and blankets were always in demand. So were rubber groundsheets.

And so the American soldier suffered. The first case of trench foot --- a crippling injury to blood vessels and tissue caused by prolonged exposure to cold, wet conditions --- was first reported in late September. Within weeks, the syndrome was epidemic. By late December, trench foot and other cold weather health problems hospitalized 23,000 men, nearly all of them combat infantrymen --- a loss equivalent to the infantry strength of over five Army divisions.

In Patton's Third Army, where trench foot was especially virulent, physicians reported that almost none of the afflicted soldiers would return to front-line duty before Spring --- four in ten would eventually be evacuated home as disabled --- and every field hospital had several rows of cots where soldiers lay,

their feet sticking out from under blankets, with a little ball of cotton separating each toe.

Almost nothing was learned from the winter campaigns in North Africa and Italy, despite ample warnings. Nor had the Americans learned from their seasoned British Army brethren, or even the German enemy, both of whom enforced strict measures upon their men such as dry socks, foot massages, frequent inspections, and basic education.

Many GIs were told to lace their boots tighter, precisely the wrong advice. In other words, trench foot quickly became an avoidable calamity that was even worse than the Sicily malaria epidemic that raged through American combat units in 1943.

Bradley, who acknowledged soldiers "not having their wet boots off for periods of five to ten days" belatedly warned Eisenhower his four Armies could lose a thousand men every day to trench foot. By Army regulation, trench foot patients, unlike frostbite

victims, were ineligible for the Purple Heart award.

The American soldier's winter miseries eventually waned as warmer spring weather took hold in early 1945, but not before there was a spike in combat exhaustion cases. In particular, combat infantrymen considered their winter weather trials a bitter injustice. In response, one Army chaplain was reduced to suggesting that "sound mental health requires a satisfactory life-purpose and supportive faith in a friendly universe."

However, on war-torn battlefields of western Europe in 1944, and given the lack of winter clothing in combat zones, no such accommodation was likely.



# RECIPES

## BREAKFAST CASSEROLE

### INGREDIENTS

- 1 package (30 oz) frozen shredded hash browns
- 1/2 cup (1 stick) melted butter
- salt and pepper
- 1 and 1/2 cups (packed) Monterey Jack cheese, shredded
- 1 and 1/2 cups (packed) cheddar cheese, shredded
- 1 and 1/2 to 2 cups black forest ham\*, cut into bite-size pieces
- 8 large eggs
- 1 and 1/3 cups evaporated milk or cream
- 1 teaspoon seasoned salt
- 1/2 teaspoon kosher salt
- 1/2 teaspoon pepper
- 1/4 teaspoon dry mustard powder (optional)
- 1/4 teaspoon onion powder (optional)

### Instructions

1. Preheat your oven to 400 degrees F.
2. Spray a 9x13 inch pan with nonstick spray, or grease with butter.
3. Dump the bag of frozen hash browns into the pan. (There is no need to thaw first.)
4. Melt a stick of butter in a small bowl, and pour evenly over the potatoes. Sprinkle the potatoes with salt and pepper. Use a spoon to gently toss it all together, then spread it out so that it's even.
5. Bake at 400 degrees for 25-30 minutes, until the potatoes are tender and lightly browned on top. You can even nab a forkful to make sure they are done if you like.
6. Remove the casserole and reduce the oven temperature to 350.
7. Layer the Monterey Jack and Cheddar cheese over the top of the potatoes. Add the ham. You can either leave it layered or use a spoon to gently toss the cheese and potatoes and ham together. Either way is fine. (I like to toss for a more even distribution.)
8. In a large bowl or stand mixer, whisk together 8 eggs, evaporated milk OR cream, seasoned salt, kosher salt, pepper, dry mustard, and onion powder. Beat well.
9. Pour the egg mixture evenly over the top of the casserole, making sure everything gets wet.
10. Bake at 350 degrees for about 40 minutes. It is done when bubbly, when the edges start to brown and the center doesn't wobble when you shake the pan.
11. If the center of the casserole looks very wobbly but the top is starting to brown too much, cover with foil for the last few minutes of baking.



2020

# Ugly SWEATER Contest

And the winners are:

Jessica Smith -- \$100

Jake Dooling -- \$50

Ashley Luster -- \$25

1st Jessica Smith



2nd Jake Dooling

3rd Ashley Luster

