

Tri-Stater

VOLUME IIII ISSUE III

A ROADMASTER GROUP PUBLICATION



John Wilbur, CEO

I never envisioned that I would be writing an article for our newsletter while most of us are working from home for most of the year! 2020 has been full of surprises, most of them not so good. In fact, I am not sure why we even broke out the champagne on New Year's Eve! Not much to celebrate in 2020 for humanity and civilization. However, there is a silver lining when it comes to our company. First of all, we all owe a big debt of gratitude to our "First Responders" who drive our trucks every day.

Our Drivers have endured hardships and risks that we never envisioned, yet they have continued to execute their jobs with complete professionalism. We are very lucky to have our Drivers, they are the best in the industry. I would also like to thank our mechanics and technicians who did not have the luxury of working remotely, yet they showed up every day. Thank you, we appreciate the effort and dedication to our company.

When the Pandemic first hit, we were prepared for some really tough months financially. I can tell you that we have been profitable every month in 2020 and August was the single best month in our history. It seems like a miracle, but it's really due to your efforts. This isn't the time to focus on financial performance, but I just wanted you to know how well we are doing, particularly given the circumstances.

We have all had many events, parties and family get togethers cancelled over the past several months. We will probably experience even more cancellations before we are through with this thing. Unfortunately, our Holiday parties have fallen victim to COVID in 2020. I would much rather be celebrating with each of you, but more importantly, I just want everyone to stay safe and healthy for now. I promise you that when the coast is clear, we will set the standard for the COVID IS OVER PARTY! Until then, take care!

John C. Wilbur
CEO

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TRI-STATE RECIPIENT OF THE



National Defense Transportation Association (NDTA) 2020 Corporate Distinguished Service Award



**Don Welchoff, Executive Vice President, with the
2020 NDTA Corporate Distinguished Service Award**

For the 2nd year in a row, it is with great honor that we have received the 2020 NDTA Corporate Distinguished Service Award. This award recognizes NDTA Corporate Members who have provided outstanding service in support of NDTA's goals and programs. Tri-State has been a member of NDTA since the late 1980's.

In October of 2019, Don Welchoff attended the Annual Fall Meeting where he was presented with the award for 2019. However, due to our current situation in the world, and to adhere to all safety and health precautions, this year's meeting will be held completely virtual. So, unfortunately we did not get to receive the award in person.

Since World War II, the National Defense Transportation Association (NDTA) has served our country's national defense and homeland security as a trusted environment where government, military, and private sector professionals can solve pressing challenges in the fields of logistics, transportation, and passenger travel services.

AWARD CRITERIA

- ◆ Participation in local chapter activities and at National Committee level
- ◆ Contributions to the NDTA Foundation
- ◆ Involvement in NDTA-hosted exhibitions, conferences, symposia, workshops and Forums.

NDTA is a non-political, non-profit educational organization. Their three priorities are to:

- Maintain that "trusted environment" by facilitating strong working relationships, education, and the exchange of ideas
- Invest in programs and capabilities that provide value to our corporate and individual members, and help develop the next generation of professionals
- Serve the broader national security interest through a new focus on all government stakeholders in logistics, transportation, and passenger travel.



DASEKE® BENEFITS

OPEN ENROLLMENT

It's that time of year again.

Fall is in the air, and open enrollment time is near!

Open enrollment for the 2021 Plan year is scheduled
for November 4th – November 18th.

Download the Mobile Heath App (See page 5) today
to prepare to review your current elections.

This is the time of year to review your current elections and beneficiaries. The mobile health app has lots of tools to assist you with your health plans. New for 2021 we will be offering four health plans and two dental plans.

Be watching for more information in the coming weeks.

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
- 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 Teladoc
- 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



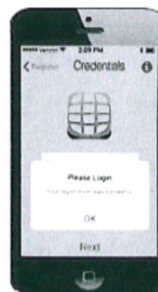
- Choose "Register Now"



- 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





DRIVE LINE

When you take proper care of your equipment, that equipment will help take care of you.....

A recent conversation between an unhappy team and other Drivers in the Legacy Lodge went something like this.

"Man, we can't believe we're getting jacked around like this by those Shop guys. Been here four days already, and our truck still isn't fixed. Like I mean, this is a bunch of baloney with them taking this long! Just unreal."

"Well, what's wrong with your truck?"

"Not much. Just a couple of things, nothing that should take four days to fix! They're just messing with us, that's what I think. They do it all the time!"

And so it went. A couple of dissatisfied team Drivers, expressing their extreme unhappiness because Shop maintenance staff were apparently too slow, taking too long inspecting and repairing their waylaid truck in a timely manner.

Or, were they?

A closer examination of the team's waylaid truck reveals a totally different story, far removed from the subjective opinions expressed by the unhappy team Drivers. Shop staff discovered several additional maintenance issues --- an extended laundry list, in fact --- most of which went undetected, unnoticed, unreported by this particular team in the days and weeks leading up until then.

Some of the truck's maintenance issues were safety-critical. Others were mechanical in nature. Still others that were electrical. And in every case, the maintenance issues in question couldn't be just left unattended. They needed to be fixed. Parts needed to be ordered. And some of the required repairs were going to take time, perhaps longer than any one would have liked.

How much easier life would be for the unhappy team had they paid more attention to performing proper pre-trip inspections of their truck? And as this sad maintenance situation strongly points out, it is readily apparent that the unhappy team's daily pre-trip inspection of their truck never really took place.

In reality, the team's so-called truck inspection essentially started and ended when the ignition key got turned and once again, those little maintenance issues --- ones that could've been detected and taken care of early --- were gradually allowed to become bigger problems.

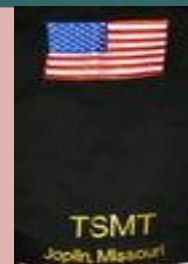
And once again, those infamous twins, Complacency and Laziness are still the handmaiden traveling companions of not-so-good Drivers. A not-so-good Driver? Yes, the kind of Driver who's always invariably looking for a quick, easy way out of the very responsibilities they're expected to do.

This particular team was lucky. They made it to a terminal. There are many other cases where similarly situated Drivers aren't so fortunate. More often than not, they find themselves stranded, stuck on a highway shoulder, many miles from the nearest service/repair vendor, and waiting hours before they're rolling again.

And whose to blame for all this delay and unhappiness?

The blame certainly does not lie with the Shop maintenance staff. They're part of the solution, not part of the problem. The blame lies squarely on the shoulders of complacent, lazy Drivers who smugly assume their equipment is just fine, and that those required inspections are better left for others to perform, not them.

And just who was it, that once said those



BY: Kenneth (Ken) Armstrong , truck 205046.

famous words --- always expect the unexpected?

That said, let's talk about Tri-State's truck and trailer maintenance people. They're knowledgeable, talented professionals whose dedicated efforts and quality work often goes unheralded and unappreciated by many, including the unhappy team mentioned here.

Tri-State Maintenance staff are not just responsible for truck and trailer repairs. They wear many hats. Detailed maintenance records must be maintained for every truck and trailer. Regular periodic equipment inspections must be performed, and documented. Ongoing repairs to trucks and trailers take place, as they occur; responding to Breakdown reported road calls; doing retrofits.

There's also planned upgrades to existing equipment. Prepping both new incoming and old outgoing equipment also figure largely.

Spare parts, warranty items, recalls and records-keeping are also an integral part of a well-managed, well-run Shop operation, staffed by the professionals who do the quality work that's expected of them. Day in, day out.

Thus, when it comes to a good maintenance program, there are no short cuts.

DRIVE LINE

When you take proper care of your equipment, that equipment will help take care of you..... (Cont'd)

Whether truck or trailer inspection and repair work, Tri-State's professional maintenance staff are responsible for much, much more than what meets the eye of most Drivers --- tires, brakes, engines, lights, exhaust, body, paint, steering, electrical, electronics, air system, glass and such like are just some of the sub-system items they regularly inspect and repair on a regular basis.

Professional owner-operator and company teams? They know what it takes to keep themselves rolling safely, uneventfully, day in and day out. It means them regularly doing the necessary things --- both large and small --- that ensures their safety, the safety of others, by them taking good care of their equipment and inspecting same.

And here's some friendly advice for the newer Tri-State Driver. Take time to

meet and talk with some of our Shop maintenance people. Like you, they have a job to do and are there to help. You will quickly find out they're knowledgeable, helpful and more than happy and willing to answer your questions or queries.

To wit, the only dumb maintenance question out there is always the one that never gets asked.

So, bottom line, professional Tri-State Drivers know better than to listen, and accept at face value, the unfair, untrue, unkind complaints made about our Shop maintenance people by a few unhappy drivers who, 99% of the time, are the very authors of their own maintenance issues and problems --- as they're always ready to blame something or someone else for the very problems they themselves create.

Complacency and Laziness --- those handmaiden twins? Beware, they're always happy to take you on a ride going absolutely nowhere.

In the old days of US Army Cavalry --- replete with horses, soldiers, oats, bugles, and saddles --- it was repeatedly said over and over again, "If you take care of the horse, the horse will take care of you."

The times may have changed since the old Calvary days, but that same age-old theory still applies to today's Driver and their truck.



COMPANY-DRIVER-AND-OWNER-OPERATOR-ANNIVERSARIES

JULY - SEPTEMBER 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!!

28 YEARS

Victoria Parthun
William Parthun

18 YEARS

Cass Blake
Lynne Blake
Juliana Masters
Monte Masters

17 YEARS

Ray Hall

16 YEARS

Michael Terwilleger

10 YEARS

Johnny Wilson

12 YEARS

Phyllis Green
Chris Green
Melvin Edwards
Steven Blehm
Deborah Blehm

11 YEARS

William Tedder

9 YEARS

Janet Duncan
John Duncan

12 YEARS

Deborah Bayless
Timothy Bayless

7 YEARS

Nathan Hill
Marvin McCoy
Daniel Blumm
Teresa Blumm

8 YEARS

Elizabeth Head
Eugene Deklyen

*Thank
You*

COMPANY-DRIVER-AND-OWNER-OPERATOR ANNIVERSARIES

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4 YEARS

Sharon Eaves Jessica Rodriguez
Elizabeth Price Robert Smothers
Richard Lourie Jr. Ethan Fortin
Elizabeth Hansen Roger Bolan
Fred Hansen
John Dust

5 YEARS

Lynne Stone
William Dupee
Sean Little
Joseph Baker
Marlesa Love
Susan Mcvay

6 YEARS

David Mullin Ronald McCain
Benjamin Caballero Noilani McCain
Ty Lander
Randy Hamlin
Teresa Hamlin
Brandy Stallings
Qwan Stallings

1 YEAR

Edward Renfro Steven Morgan
Ruth Renfro Nicholas Mathis
Tighe Parker Ryan Love
Joseph Seagle Michael Phillips
Tiffany Seagle Melanie Phillips
Timothy Barnes Jr. Catherine Wiseman
Martha Barnes Johnny Knight
James Sanders Jimmy Knight
Michele Darby Leticia Ceja
Lane Davis Evan Carney
Barbara Bakner
William Bodemer
Camille Woolf
Chris Woolf
Yusuf Brinkley
Enrique Guasp
Ronald Hoffman
Javontae Lidge
Anthony Milbrandt
Allen Edenburn
Heather Griffin
Michael Griffin
Jeannine Bilton
Kenneth Braun Jr.
Latoya Brogan
Khadauh Brogan
Richard Edwards

3 YEARS

Charles Cronn Lucia Akridge
Tamara Cronn Matthew Clarida
Kai Rowe Mark Wendolowski
Kyndel Rowe Andrew Coursey
Robert Schildwachter
Bobbie
Schildwachter
Kimberly Ellison
Marshall Ellison
Virgil Akridge

2 YEARS

Kyle Jones Lex Duncan Jr. Lloyd Chambers
Ronnie Berry Julian Ruta Roshaunna Wischer
Justin Kessler Beverly Green Dwight Murphy Jr.
Donald Wickham Charles Green David Blaney
Robin Hubbard Adam Walker Monte Smith
Douglas Allen Jennifer Stout Gary Green
Richard Roberts Juan Salinas Jr. Michaeline Acker
Terry Bratt Duane Hance Guy Love
Doris Buker Robert McDonald Ray Parker, Jr.
Michael Midkiff Lisa McDonald
Paul Thebert Bret Brown
Richard Hartman Mark Alvarado
Steve Kerkes Jr. David Gray
Dawn Chambers

OFFICE/TERMINAL STAFF ANNIVERSARIES

JULY - SEPTEMBER 2020

30 YEARS

Charles Jackson

40 YEARSKaren Blevins
Donnie Lester**41 YEARS**

Mike Bruton

32 YEARS

Felicia Joines

22 YEARS

Trudy Stroup

23 YEARSShelly Williams
Jeanette Denton**27 YEARS**Sarah Harrell
Vickie Newcomb
Mark Warren**17 YEARS**Tanika Aquino
Kenneth Fales**19 YEARS**Jim McCain
Steve Richardson**18 YEARS**Mark Kinman
Marion Young**20 YEARS**Theresa Porter
Carmen Bethea**12 YEARS**Kelsie Macy
Becky Hodges
Dale Jones**13 YEARS**Sarah Hogan
Tracy Carlton
Mike Soard
Karla Dickson**15 YEARS**Vonda Cooper
Daniel Dubois
Donald Welchoff**10 YEARS**Kristina Church
Carrie Wakefield
Cynthia Carter**5 YEARS**Edward Heinisch
Damon Armstrong**6 YEARS**Michael Meredith
Christopher Hauer
Sarah Merkel
Ronda Blackburn**7 YEARS**John Roberts
Tony Drewry
Nicole Krusemark
Daniel Johnson**4 YEARS**

Aubrey Aragon

3 YEARSDarwin Kirkendoll
Richard Black
Michael Heaps
Jocelyn Repsch**2 YEARS**Brandon Schauer
Timothy Douglass
Riley Porter
Brandon Moffet**1 YEAR**Jessica Smith
Ashley Luster

Thank you!

♡

DRIVERS-TURNING GOOD INTO GREAT

Hello Drivers,

My name is Steven Caudill. I started with Tri-State in February of this year. I've been behind the wheel for the last 25 years, and I've spent a good portion of that time team driving.

Recently it occurred to me that some of what I've learned during my time could help some professional Drivers with how to stay together as a team.

Many years ago while in the military, I was located in the Middle East and had the opportunity to purchase some unset diamonds. I had to learn about the differences between what makes a good diamond and what makes a great one. If you've ever had to purchase a diamond, then maybe you've heard about the 4 "C's" of diamond grading. These are Carat, Cut, Clarity, and Color. Each of the factors combined goes toward the value of diamond and the most valuable have the best of each grade.

In much the same way there are 4 "C's" in the value of a good professional team. These are Communication, Compromise, Consideration, and Comfort. Let's take a moment and examine how these factors can turn a troubled team into a good one, and a good team into the best!



Steven Caudill Tk 205046

Communication – This has got to be one of the most important traits, and it deserves to be at the top of these factors. Now I'm not talking about letting your co-Driver know about a message that came in while they were on their rest break. The communication I'm referring to is the things that are not said between Drivers. The little things that we don't discuss with each other eventually will become bigger issues. Bigger issues become arguments, and eventually a team breaks.

Compromise – Second is compromise. Let's face it, living in a 6 X 8 box requires a lot of give and take on both sides. Learn to speak well to each other and discuss rationally what can be changed so that everyone gets something that they want. The best compromise is where everyone gets something and no one gets everything they want.

Consideration – It only takes a moment for all of us to be a little more considerate of each other and it really is the little things that make a huge difference. If you are on your drive time, please remember that your co-Driver is on their rest break. Make your accelerations and braking slow if you can. Close doors (including your pass thru) quietly, and use your air horn only when absolutely necessary. I know we all like to give a horn to the kids that give a fist pump when they see us. We want to use the horn to tell that idiot to go ahead and merge, I've already slowed down for you. But your safety is going to be in jeopardy when it's your co-Driver's turn if they are not rested.

Comfort – If you're behind the wheel and your co-Driver is asleep, you have control over their sleeping comfort. Do you really need maximum jakes when you're empty? Do you remove your bedding when it's time to start your shift? Are you taking corners like you have a high centered load? I know these are small things, but they mean a huge amount to your co-Driver.

In summary, these are the items that I've found to be essential to making a good team into a great team. It's not about how much you know, it's your ability to help your co-Driver become the best and they will do the same for you. Together I'm sure we can all be the highest valued diamonds in our industry!

LABAIE, QC CANADA SHIP MOVES

Quite often, it's the not-so-beaten path that yields a load assignment like no other.....

For both veteran and newly arrived Tri-State Professional Drivers, ship moves from the remote, northern deepwater Port Of Grande Anse near Labaie in Quebec, Canada offer a unique load assignment like no other.

These ship moves are almost exclusively handled by Tri-State. It involves the safe handling and movement of TNT explosives arriving from Europe, notably Poland or Italy, that are moving "in-transit" through Canada enroute to the United States.

Why the Grande Anse port? This is the only deepwater port that is approved to receive sea-going cargo ships, and to offload or load, up to three-million pounds of Class 1.1 Explosive materials in all of North America. Thus, it's left up to Tri-State to coordinate with the Grande Anse port, and stage 18 to 20 trucks to safely move up to 60 loaded trailers back to various destinations in the USA.

There are a few variations to the Labaie ship moves. On occasion, container chassis equipment is used to handle containers directly from a ship, or handling loaded containers up to Labaie for export to international destinations.

Most ship moves require three round trips (on occasion, two trips) between Tri-State's terminal in Plattsburgh, NY and the Grande Anse port, situated about 130-miles due north of Quebec City --- a distance of 355-miles each way --- and with an international border crossing at Champlain, NY (Lacolle, QC) at the top end of interstate I-87 freeway, this load assignment demands careful attention from assigned Drivers.

None of these Labaie ship moves happen on their own. It takes the time and

effort of several people --- Kristina Church, Fleet Manager, Ken Fales, Terminal Manager, and his Plattsburgh team, Vonda Cooper, Operations Director Mark Warren, Load Planner, Dan Johnson, Load Planner --- to name just a few, are those who plan, coordinate and organize each ship move that takes place.

Trucks and qualified Drivers need to be planned in a timely manner. Sufficient trailers, up to 60 in number, are required to be staged in Plattsburgh. Correct paperwork for all Canada and USA border crossings must be prepared, printed, and distributed by the Plattsburgh team.

As for the Drivers assigned to handle Labaie loads, it's left up to them to safely execute what has been planned and organized.

Especially important, is for all assigned drivers to stop at Canada Customs in Lacolle, QC --- BEFORE leaving Canada to have their "In-Transit" bond paperwork stamped and cancelled. Failure to do so results in significant financial penalties to Tri-State, as well as penalties upon violator Drivers.



Just like the ship moves, beware, trips between Plattsburgh and Labaie can be prone to bad weather, or sudden changes in driving conditions. This is especially true during late autumn, winter months, and early spring.

During winter season and the northern geography, daylight conditions invariably start after 8am and darkness closes in before 5pm, thus most Labaie trips entail a extended periods of darkness, often in less-than-favorable driving conditions, featuring snow, freezing rain, black ice and/or sudden snow squalls.

The Route 73/175 main highway between Quebec City and Chicoutimi (about 10-miles short of Grande Anse port offers scenic vista, but it's a long and lonely one. Especially in winter and bad weather. For the most part, it's rugged and remote country with tree-studded mountains, rock, large lakes, and dense bush. There are very few truck-stop facilities and stops in between, so be prepared.

LABAIE, QC CANADA SHIP MOVES (Cont'd)

For 1st time Drivers assigned to a Labaie ship move, here are some valuable pointers that will help you and make your assigned trips uneventful, successful and comfortable:

1. Dress appropriately, professionally for the weather conditions. Wearing PPE is required on Grand Anse port property. This includes high-visibility safety vest and hard-hat while at the port and docks, or when outside your truck. No exceptions.

2. Carry provisions on your truck! There are no eating establishments nearby, so don't plan on arriving at the port with just a small bottle of water and a half eaten Snickers bar. There may be delays in loading at the port. So plan ahead.

3. Grande Anse port has very limited Driver facilities. There are no restrooms or showers available, so don't ask. Bring toilet paper and wipes along, just in case. And, please, leave no dumped garbage.

4. Trucks use the "buddy system" between Grande Anse port and the US border. First-time Drivers are always teamed up with a veteran team who are there to help on the trip back to Plattsburgh, NY.

5. Remember to change your HOS logs whenever you're doing a border crossing between the USA and Canada, without fail. If you don't know how, simply ask a veteran Driver who will be happy to help you. Whatever you do, don't risk it.



6. Carefully follow the written instructions issued by the Plattsburgh team, and are included in each load assignment you're handling. Once again, if you have any issues or problems, ask another experienced Driver who can help you.

7. Scale each load you're handling and dropping in Safe Haven at Plattsburgh. These loads exceed 35,000-lbs in weight and there's no excuse for not scaling your load while you obtain fuel at the Champlain Peterbilt truck stop.

8. Once again, before re-entering the USA, you are required to stop at Canada Customs main building to have your load's "In-Transit" bond paperwork stamped. The excuse of "Gee, I forgot" will not help you, and it cuts no water.

9. Remember, the best Labaie trip to have is always the uneventful one.

In summary, there is nothing to fear about the trips up to Labaie, QC but they need to be respected. This is especially true with driving conditions, as well as Metric System use and French road signs found in Quebec.

Advance preparation by the Professional Tri-State Driver helps.

SAFETY MATTERS

Submitted by Kevin Zahn, Safety
kevin.zahn@roadmastergroup.com

Maintain Your Distance - Don't Tailgate

Picture this: You are driving to an important appointment and get stuck behind a Driver going a few miles per hour under the speed limit. What do you do?

Many Drivers, some who are feeling impatient and others who do not realize they are doing it, follow the vehicle in front of them too closely. While this situation may be commonplace, it puts both you and the Drivers in front of you in danger.

Understanding the Danger

Tailgating is an extremely dangerous practice. If there is a collision ahead, if the road is slick, or if traffic becomes heavy, everyone on the road should be prepared to stop. However, if you do not leave sufficient space, even if you are paying close attention, you will not have enough room to.

Two-Second Rule

Almost 10% of all accidents are caused by tailgating. To avoid joining those ranks, always maintain a 5-6 second following distance

If you are driving on a normal road in good weather conditions, there should be at least a five-second buffer between your vehicle and the one in front of you. Here is how to calculate your distance: Pay attention to the vehicle in front of you as the Driver passes a fixed point such as a mile marker or a sign post. Once the vehicle passes that point, count until you pass that same point ("one thousand and one, one thousand and two..."). Should you reach that point before counting to five seconds, then you know you are following too closely. Slow down and try the test again with a new fixed point.

Inclement Weather

If road conditions are not good or if you are driving in bad weather, you should increase your distance even further. Conditions like rain, ice and snow not only make roads slippery, they also greatly reduce visibility, so you may not see a hazard farther in front of you to react in time.

Gas Mileage

A common misconception is that tailgating can increase the gas mileage of a vehicle, similar to when racecars "draft"; however, this is not the case. Racecars drive at speeds of 200 mph and must use a lot of energy to cut through the air. When racers ride close to the vehicle in front of them, they use less energy due to their speed. However, driving at speeds of 60 mph does not require nearly the energy to maintain the speed, and therefore, tailgating is not beneficial.

Speak Up

If you have any doubts about safety on the road or any other safety issue, contact your supervisor. At Roadmaster-group your safety is our first priority.



AIR PRESSURE-WEATHER TIDBITS

WIKIPE?20KE-NEVHEK TIDBIT?

We hear weather people talk about high, low, and barometric pressure all the time. But do we really know what they are really saying? Here's what they're talking about:

"A high-pressure system is a whirling mass of cool, dry air that generally brings fair weather and light winds. When viewed from above, winds spiral out of a high-pressure center in a clockwise rotation in the Northern hemisphere. These bring sunny skies. A high-pressure system is

represented as a big, blue H." www.weatherwizkids.com

"A low-pressure system is a whirling mass of warm, moist air that generally brings stormy weather with strong winds. When viewed from above, winds spiral out of a low-pressure center in a counterclockwise rotation in the Northern hemisphere. A low-pressure system is represented as a big, red L." www.weatherwizkids.com

"Barometric pressure is the weight of the atmosphere that surrounds us. Barometric pressure often drops before bad weather. Lower air pressure pushes less against the body, allowing tissues to expand. Expanded tissues can put pressure on joints and cause pain." www.directorthocare.com

By: Terri Wimberley, Safety
terri.wimberley@roadmastergroup.com



A big CONGRATULATIONS to Drivers Desmond Rogers & Ed Griffin on being featured by Transport Topics in their "Trucking's Frontline Heroes" piece.

Desmond and Ed were nominated by their Driver Manager, Ed Heinisch. Transport Topics featured them in their "Trucking's Frontline Heroes" special which you can check out at <https://www.ttnews.com/events/special/heroes>

Thank you Ed, for recognizing the essential and amazing work that your (our) Drivers do! And thank you to Ed and Desmond for all of their hard work and sacrifice!

During these times, laughter is the best medicine

A truck Driver stopped at a roadside diner for lunch and ordered a cheeseburger, coffee and a slice of apple pie. As he was about to eat, three bikers walked in.

One grabbed the trucker's cheeseburger and took a huge bite from it. The second one drank the trucker's coffee, and the third wolfed down his apple pie. The truck driver didn't say a word as he paid the waitress and left.

As the waitress walked up, one of the motorcyclists growled, "He ain't much of a man, is he?"

"He's not much of a driver either," the waitress replied. "He just backed his 18-wheeler over three motorcycles!"

