



LETTER FROM THE EDITOR

By Julie Lefelhoc
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It's that time of year again when Truckmen is doing our heavy "recruiting". Our new recruits consisted of three classes of first graders from North Kingsville Elementary and two classes of fifth graders from Perry Middle School. Our founder, Jeff Jenks, took one of our big rigs out to show to the students. Everyone got to go up into the truck and see the sleeper and learn a little bit about the truck and what it's like to be a truck driver.

The Perry fifth graders were learning about careers and parents were invited to come and talk about their jobs. I volunteered to come and talk about my job (which got a lot of blank stares), but as soon as I announced that we had a special guest and they realized that they got to go outside and see the truck with my father, the enthusiasm increased greatly! Good thing Bapa is a lot more exciting than Mom! I'm not sure if we convinced any of them to make trucking a career or not, but they asked some great questions and seemed happy to have the experience.

The first graders never lack enthusiasm when Mr. Jenks comes with the big truck, especially Mrs. Jenks' class! Besides having a visit with Mr. Jenks and seeing the truck, the first graders always do a coloring contest and we judge the winners

in three categories for each class- most colorful, most creative and most realistic. The winners receive certificates and prizes. They also write thank you notes to Mr. Jenks for coming to visit with the truck. The thank you notes are always a treat to read. In case you are wondering how I could ever consider class room visits to be "recruiting", here are some snippets from the notes he received.



"Dear Mr. Jenks, Thank you for letting us in the truck... I want to be a truck driver and I will sleep in the back. Soon when I'm an adult and I will do lots of things. I will do my best at being a truck driver."

"Dear Mr. Jenks, Thank you for letting us look and go inside the truck. I like you a lot, Mr. Jenks. I like your job. I might be a semi-trucker when I grow up. My papa was going to be a semi-trucker. I do not really remember because I think I was 4 or 5 years old."

-Continued on next page

Editor Cont'd

"Dear Mr. Jenks, thank you for coming to our school. Thank you for letting us in to your semi. I like when you honked the air horn. Also, I like learning about the fifth wheel....I think it's so cool that you started your own trucking company. I want to own my own trucking company when I grow up."

So, there you go! Three additions to the trucking industry in oh, about 12-15 years.

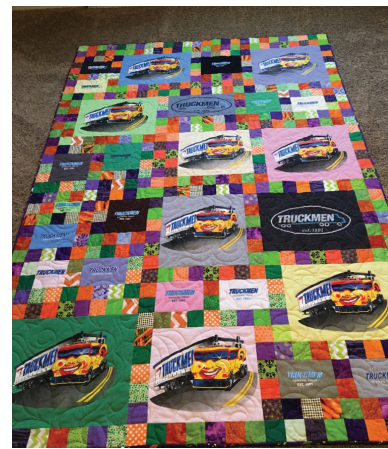


Big trucks really capture kids' imaginations sometimes. One of our drivers, Darren Sharkey, shared a story with us that he had wanted to be a truck driver since he was about eight years old and

saw a semi at the local showing of the circus. He even has a picture of that day (shown here). And now, less than 20 years later, he made that wish come true by spending some time gaining experience on the road with Werner Enterprises and then joining us two years ago. He now is on a dedicated local run so that he gets to be home every night with his wife.

Spending some time with kids at the schools is always a heartwarming experience and a great way to connect with community. On a much different note, but no less

heartwarming, I wanted to share a picture of a beautiful memorial quilt that Michelle Sardella had made in memory of her mother, Shirley Wheeler. Shirley had been part of the Truckmen family for 14 years until she lost her battle with cancer almost two years ago. We love the quilt that Michelle had made from some of Shirley's Truckmen t-shirts. We are glad that Truckmen was as much of a big part of Shirley's life as she was ours. Not a day goes by that I don't see about ten things with Shirley's name or handwriting on it. She has quite a legacy here.



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*"There are no happy endings.
Endings are the saddest part,
So just give me a happy middle
And a very happy start."
- "Everything on it" by Shel Silverstein*

Best wishes for a future "happy start and middle" for the children we visited and many fond memories of a past "happy start and middle" for those we've lost. Have a wonderful summer.

SHOP NEWS

By Melissa Jewell
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Post and Pre-trips are a requirement and promote safety. Getting from A to B and delivering on time to a customer is every trucking company's goal. Any delay puts everyone in a bind. Knowing your equipment and how to prevent delays out on the road is crucial and always a challenge. Being D.O.T. compliant is what we strive for and take educating our drivers very seriously. Brakes are at the top of the list for D.O.T. inspections as they should be. We are always looking for good tips and procedures to help assist our drivers to be safe and D.O.T. compliant.

Adjusting automatic slack adjusters

To ensure that the brakes are always in adjustment, the following is recommended:

1. During your Pre-Trip inspection complete 10 full brake applications while the unit is parked. A slack adjuster will



adjust approximately 1/2 inch with every 10 full brake applications. By including this procedure as part of your pre-trip inspection will ensure that your brakes are always fully in adjustment. In the event of a roadside inspection, repeat this process while waiting your turn in the inspection process. This will ensure that the automatic slack adjuster have adjusted the brakes to compliance.

2. During the Pre-Trip inspection, a driver is required by D.O.T. to check the low air pressure-warning device. This should be audible at 60 psi. To check this device the air pressure must be lowered to 60 psi. If while accomplishing this portion of the inspection, a driver would fully apply and released, the air pressure should drop approximately 4 psi with each application.

Use this procedure with parking brake valves pushed in on level ground.

~Safety Bulletin provided by Idealease~

This bulletin is handed out to every one of our drivers and posted in our lobby. Hopefully it will be helpful to anyone that reads it.

Summer is here and the roads will be traveled by lots of vacationers, be safe and practice your Post and Pre-trips.

CABOVER OFFICE

By Jeff Jenks

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My monthly reading goal consists of two daily newspapers and 11 monthly publications including two economic, five industry and four automotive related. I probably achieve this goal for 60% of the year and am forced into browsing the other 40% just to catch up. Seldom if ever does this mix of resources/entertainment have a common thread, but since the beginning of the year this seems to have changed.

I've noticed two terms that seem to have infiltrated everything from Economic News to Hot Rod Magazine! AI (artificial intelligence) and "Big data". If I understand correctly it seems the ability of the first one has created the second one. Together, it seems, they are rapidly transforming life as we know it.

This really hit home recently when we purchased an almost-new car for my wife. Apparently this car is filled with AI because it is definitely smarter than I am!

This has a fob instead of a key. I'm not sure why. It's too big to fit in your pocket comfortably like a simple key would. It seems to do all sorts of things that a key wouldn't do but doesn't do what a key would do; you need a push button for that!

The first night we have the car we only have one fob, the other

is in the mail. So, we decide to go to our favorite local tavern for dinner. It's an ugly night and the parking lot is pure ice so I drop my wife off at the door and head down the lot to find a space. All of a sudden a bell starts dinging and my lights are flashing and I'm thinking this things going to shut off right in the middle of the doorway! Now the message center is flashing at me "Can't locate remote"!

I get the thing into a space and shut it off and now the message center is saying "Can't locate remote, restart car." At this point I realize the fob is in my wife's purse because it doesn't have to be in the ignition like a simple key. So now I'm sitting in the car yelling at it, "I'm not starting the engine, I want it off!" I get out, but the doors won't lock and the lights are still on!

I start slip sliding towards the bar and keep looking back, sure enough, lights still on! I find my wife and get the fob thinking I can just go to the door, aim the fob and shut everything off and lock it. Nope, nothing! Back I go, slip sliding and calling this car every name in the book! Sure enough, the fob won't work until I'm 1 meter from the car. A simple key and door lock button would have been awesome.

The next day my wife's headed to the grocery store, so I'm going to show her the foot activated tail gate. Can't get it to work no matter what I do. Later that day she returns with the groceries and as I'm unloading them the tail gate closes on my head!

Nope. Don't think I'm ready for a ride in the driverless car!

GM's CORNER

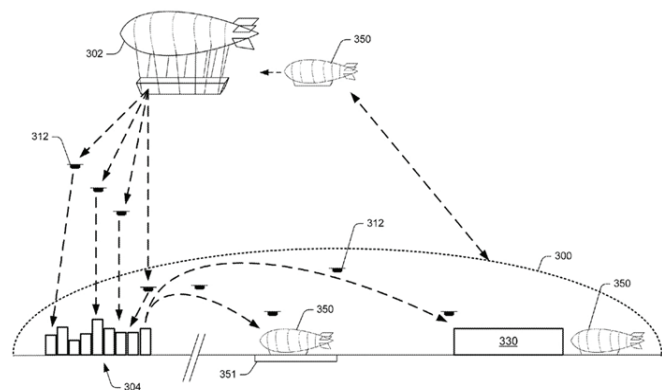
By Bruce A. Fleischmann
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Truckmen – Flying Airship Warehouses?

My brother Brian and I were driving down the scenic Colorado Front Range from Denver to Colorado Springs the last time I was home. As usual we were bouncing all over current events, routinely solving most global problems when he mentioned Amazon's radical plans to offer home package deliveries using drones. I'm certain he'll recall the immediate position I took of "there is absolutely no freakin' way that will ever happen". Think about it, even birds can and have taken down airliners if sucked into an engine. So swarms of drones everywhere, crashes, debris falling from the sky? Consider winds, sleet, snow, rain, not to mention the pin-point accuracy required for customers' door deliveries, maybe 50% at best. No way, right?

Gulp! In February the U.S. Patent and Trademark Office granted Amazon a patent for a method to guide packages released from drones safely to the ground. Amazon's plan is to keep its drones high above homes and buildings using an approach that could be more efficient and safe. Amazon said that "landing a drone takes more time and energy than releasing a package from high in the sky". The patent describes how their drones

would use magnets, parachutes or spring coils to release the delivery while in mid-flight. Once the package is released, the drone would then monitor the descending box to make sure it's dropping properly onto the desired landing patch. From USPTO files:



For now the flying drone warehouses remain just a patent as the drone-swarm-deploying blimps program is still mired in a sea of regulatory tape in the US, and testing has just now begun in the UK. But stay tuned as I have to prove my brother Brian wrong in our next quarterly newsletter!

The Traveling Cubicle...

By Debbie Venable
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The Traveling Cubicle: : Truckers' Message

Another summer is upon us and according to AAA, millions of us will be traveling by car to our vacation destinations. But as "four-wheelers" we need to remember to share the road! As we go along our merry vacation way, truck drivers are on the road delivering just about everything we need.

The New York Times recently published an article about the plight of America's long-haul truckers. They spent two days interviewing truck drivers at a Petro truck stop in Effingham, Illinois. They wanted to know what their job was like and why they do it. The drivers talked about the federal hours of service regulations, lack of safe places to park for breaks, hostile and unsafe four-wheeler drivers, and long periods away from home. Many truck drivers love the work and the life style. Others are driving because it is all they have ever done or all they feel they are qualified to do. But out of all the interviews came a common thread: "Truckers want to be seen (even if they are unseen, high up in their cabs) as fellow human beings, toiling long hours, who are conscientious and careful and want, above all, to get home safe to their loved ones."

The New York Times also asked the truck drivers what they would say to four-wheeled drivers if they got the chance. Some of these messages might sound familiar:

- **Use your BLINKERS!!!**
- **If it is raining, TURN ON YOUR HEADLIGHTS!**
- **Be PATIENT and take your time**
- *****Put the PHONE DOWN!*****
- **Don't zip in front of us. It takes us longer to stop. We are trying to protect YOU!**
- **We are human, just trying to do our job**

"Life on the road gets lonely. A wave or a child pulling the imaginary air horn warms our tough hearts. Not a man or woman driver can resist the horn at that request."

"Never take for granted going home to the ones you love every day!"

Happy Summer! Be kind, have fun and remember to share the road!

4TH QUARTER 2016 AND ANNUAL SAFETY BONUS AWARD WINNERS



Front Row: Ron Kehm*, Bill Emerson, Tom Rickard*, Brad Hall*

Back Row: Dan Johnson, Rick Akers*, Bill Thompson, Mark Currier*, Nelson Hejduk, Walt Asuma*, Mike Minman*, Bobby Wurm, Rich Madarena*, Darren Sharkey*

Not Pictured: Chick Hobson*, David Baker, Ken Call, John Phillips, Danny Hazeltine*, Harold Hill*

*4th Qtr and Annual