

The **Towne Haul**

"The Official Meeting Place for Towne Safety."

JANUARY 09!

FLEET SAFETY

VOLUME 1

Issue 1—JAN '09

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Southern Region Safety Mgr.



TOWNE AIR FREIGHT

DRIVER'S DAILY LOG
NOON - NOON LOGS

MONTH: _____ YEAR: _____

DRIVER: _____ CARRIER: _____

SERIOUS BUSINESS

Think about this; can you afford to lose your job, have your contract terminated, and your good record tarnished within the industry? In an economy where we count ourselves blessed to have a career position, the absolute last thing we should ever do is play with fire. Folks, driver's Hours-of-Service issues are truly a fire that will burn you. News seems to travel fast out on the highway between drivers and perhaps you've heard rumors about Towne & Rocket drivers being terminated recently over HOS issues. Believe it; it's true. We've noticed within the past few months that our Out-of-Service rate is continuing to climb on our Motor Carrier Profile (generated by roadside inspections).

Not only is this unacceptable within the Towne organization, it simply will not be tolerated. Good people, hard-working people, have been invited to truck someplace else because of log falsifications and a blatant disregard for the Hour-of-Service regulations. We're not going to let the lack of commitment to safety from just a few individuals tarnish a record and reputation many of you have worked many years to create. "Service you can count on" is more than a simple tagline for Towne Air, it means doing things right, with integrity, and with a personal commitment to safety far beyond what most people would expect.

...more inside

"Honor Your Commitments With Integrity"

-Les Brown



"A great leader's courage to fulfill his vision comes from passion, not position"

-John C. Maxwell



CHAININ' UP ! WHAT'S THE DEAL?

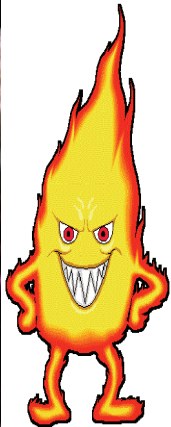


In California, there is no chain possession law, but truckers "better not get caught without them" if the weather deteriorates. The Department of Transportation reserves the right to prohibit any vehicle from entering a chain control area when it is determined the vehicle will experience difficulty in safely traveling through the area. On any semi-trailer, only one set of chains is required regardless of number of axles. Chains on trailers may be staggered front and back.

The Colorado Motor Carriers Association and the Colorado Department of Transportation remind trucking companies that all commercial vehicles must carry chains on Interstate 70 from mileposts 163 to 259 (roughly the first hundred miles west of the Denver metro area) from Sept. 1 through May 31. This annual requirement went into effect a year ago. Not carrying chains during this period can mean a \$67 fine, even if the road is clear at the time. Colorado's penalties for not being chained up when you're required to be are much higher, and run up to \$1,000 plus a surcharge if a truck doesn't have chains and blocks traffic.

We've gotten several calls about chaining up. Keep in mind that each state is different in what they require. If you're in doubt on what you need for a particular state, call **David Guess** or **Roger Ecker** in Safety; we can help you out.

FIREPLACE SAFETY . *This time of year, sometimes we forget...*



Fireplace chimneys should be cleaned annually, preferably by a professional chimney sweep.

Fireplaces should be equipped with a safety screen or doors, which should remain closed at all times when the fire is lit.

Before lighting any fire, check to see that the damper is open. Remove all greens, bows, papers, and other decorations from the fireplace area.

Use care with "fire salts," which produce colored flames when thrown on wood fires. They contain heavy metals that can cause intense gastrointestinal irritation and vomiting if eaten. Keep them away from children and avoid inhaling smoke from their flames.

SKID CONTROL... ARE YOU IN CONTROL?

A skid is the beginning of a possible jackknife! If you catch it in time, it may not happen. By the time the tractor and trailer are at a 15 degree angle to each other, the chances of regaining control are slim to none.

If you start to slide:

- Get off the power or the brake, whichever one you were on.
- Push in the clutch or place transmission in neutral but be prepared to put it back in gear.
- Find a place ahead of you where you want to come out of this, where you want to end up and keep your eyes focused on that area. Steer towards it and you will steer the right way.



"Faith is taking the first step towards your goal, even when you don't see the whole staircase."

-Martin Luther King



2009, What Can I Expect As A Driver?

...Great Things!

You thought 2008 was hectic with all those DDC classes? Well, 2009 will be just as busy; we've got lots of work to do from Safety & Compliance and it's all about you—the driver. We've got several continuing education courses planned throughout the year, safety meetings at various terminals, road observations, terminal safety visits, and just about anything you can imagine that puts our company and safety program as a "Best in Class" operation.



The first thing you'll start hearing about is retraining on TSA requirements. We know, it's boring and not much fun, but it's serious business for the Air Freight industry; we'll never let our guard down. The next thing you can look for will be several HazMat recert classes across the country, followed up by forklift & dock training classes, and yes, more DDC. And that's all in just the beginning months! As your support group, our job in safety is to always provide our fleet with the most recent and professional continuing education we can provide. Look forward to it; we'll have some fun at the same time!

HOURS-of-SERVICE ...

When we talk about HOS, we're not just reminding everyone of what the law says, or how you must be compliant, etc. At this stage in the game, it's a stated fact that you're aware of what the HOS regulations required of you. We can talk all day long about canceling the contracts of ICs, terminating the employment of company drivers, and taking stern disciplinary action against those that don't follow the rules.

One thing we don't say much about though is the other side of the equation, the side that can absolutely devastate your life. Imagine for just a minute, that run you took sometime in your career where you drove fatigued or perhaps you were so far off base in your logbook that it was nearly comical to fill it out? Now, imagine that same trip involving a catastrophic loss, someone was injured, or tragically someone died.



It's months down the road now...it's the other side's day in court...and everything pointing to you makes a statement you can't overcome. Now, imagine when that verdict is read and you're given one last time to say good-bye to that little boy or that little girl that loves their daddy and now doesn't understand why he's got to go away.

You see, the sad thing here is that not only did one family lose a family member, but both families pay the price now. Folks, falsifying your logs, dropping trips, and literally choosing to truck like you wrote your own rules is a formula for disaster. It's certainly one we will not condone within the Towne organization, no way, no how, never.

There's a side to this hours-of-service business that some people tend to forget—the human side. Sure, there's DOT, there's citations, there's out-of-service, etc, but at the end of the day, log falsifications and flagrant violations can hurt you more than you could imagine.

Dropplin' Trips

During a routine log-audit, a carrier ran across an individual that did something they couldn't imagine. Not only did their driver falsify his logs, he completely dropped an entire trip! Was it short trip, day trip, couple hundred miles somewhere? Not hardly. Imagine running a trip from Missouri to California...and not logging it. Amazingly enough, when the carrier asked the driver, "did you do this and if so, why?" He said, "sure, I dropped the trip so I could conserve on hours." Can you even begin to imagine standing before a jury trying to plead your case in a situation like that? It's unthinkable.

Folks, you may think your logs aren't being screened at Towne or perhaps no one has noticed those tolls or fuel stops you shorted, and in reality, not every violation will be seen. However, with the auditing program we've got in place and the number of folks checking your logs, it'd be very risky on your part to sway out of compliance. So what happened in the case above? He was terminated immediately, end of story. It doesn't matter if you've been here two weeks or thirty years, when you choose to put the entire company at risk like that, there'll be no room for you at this company either.

Fortunately, that's a rare and isolated case in our industry and hopefully not one at TAF. All we're asking is that you do this right. You've heard it preached in TOP class, you've read about it in the Towne Haul. At some point, you have to look up and think, "Hmm, this just might be some **SERIOUS BUSINESS** they're talking about here."

The-Safety-Guy

From the Southern Region Safety Mgr.'s Desk.....David Guess

I suppose this will put a date-time-stamp on my age group, but how many of you grew up in the era of "Wile E. Coyote?" Remember those days, days of real cartoons, nothing digital, nothing superimposed? Yea, the good ole cartoon days! Now, how many episodes did you watch where he actually caught the Road Runner? None probably. Yet, every episode was centered and focused on every conceivable idea on catching that scrawny bird.

If there's one thing I've learned in nearly 20 years of trucking, it's the fact that each day I somehow end up like the Coyote, always chasing something, looking for the next greatest thing, only to be outwitted by the simplest of ideas sometimes. Ever have days like that? We've talked a lot about your logbooks in this edition so it's only fitting that I close this January edition with a some log thoughts of my own. See, in trucking, we'll probably always be the Road Runner trying to outwit the ole Coyote, or rather, in our case, the DOT cops, right? But you just never know when that day's coming that Wile E. wises up to the Road Runner tricks, reaches out, and nabs you. After chasing him every year during most of my adolescent life, I can't imagine what Wile E. is going to do with that bird once he's caught! The same holds true in a very litigation-happy world today. People are looking for deep-pocket trucking companies for their "big break" or windfall. And, it could be at your expense. Never give the Coyote the slightest notion that you're slippin' up and not paying attention. The Road Runner bird is known for its ability to always have a watchful eye and keeping a vigilance out for his safety. It's ok to be a "Road Runner" as long as your number goal is your personal safety, that includes insuring your logbook is legal, up to date, and never set out as ACME bait on the side of the highway. Wile E. is watching.

