



BUCKBOARD BULLETIN



July 2010

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Pic of the Month

Lincoln driver Bernard Jones gets ready to head out with a load of Honda Odysseys and Honda Pilots. Waggoners has been transporting vehicles out of Lincoln and Birmingham since 2001 averaging 30,000 Honda and Acura units per year.

Photo courtesy of Lincoln Terminal Manager Ryan Triplett.



Featured pictures can be viewed on our Flickr site at www.flickr.com/waggonerstrucking. Photo submissions can be sent to board49space@photos.flickr.com. Both of these links are also available on The Waggoners Trucking Web site.

Hot Topics

Help Snuff Out Smoking

Smoking is bad for you. I think everyone knows that by now and many are very aware of the risks they take every time they light up another cigarette. In fact, for most smokers, the last thing they want to hear is the laundry list of why they shouldn't smoke or have someone tell them to "just quit!" If the person saying that has never been a smoker, they just don't understand how hard it really can be. So, this isn't for the smokers out there... it's for the non-smokers around them.

Here are just a few simple stats. According to the American Heart Association, it's estimated that 23.1 percent of men and 21.1 percent of women in the United States smoke. Other studies have indicated that approximately half of all U.S. truck drivers smoke. The Centers for Disease Control and Prevention (CDC) reports negative effects of tobacco smoke account for nearly one in every five deaths in the U.S. each year. Cigarette smoke can contain over 4,000 chemical compounds, including the highly addictive nicotine, 200 poisonous substances and more than 60 carcinogens. Yet people still smoke even knowing all this. That's called addicted.

There are many devices available to help smokers quit from gum to patches, electronic cigarettes to pills. They work with varying success, depending on the smoker and their true desire to quit. Some may not be the best alternative and can come with a host of side effects. Nicotine replacements, such as the patch or gum, can cause strange dreams, headaches, and still may not keep you from turning into the Incredible Hulk during withdrawal.

Some of the prescription medications can result in anxiousness, sleeplessness, or dizziness, among other

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If there is something you would like to see in the Buckboard Bulletin, please send your ideas and comments to:

buckboard@waggonerstrucking.com

Keeping it Safe

Are you checking what they're checking?

Safety Messages contributed by Safety Director Dan Smith

As the summer months drag on we are seeing more tire failures resulting in lost time, revenue and, in some cases, damaged cargo and damaged equipment including the rim and surrounding truck parts. In some cases we have even seen fires, which can be catastrophic.

It is very important that we properly inspect every piece of equipment we touch and notify the shop of any tire problems as soon as they are discovered. In some cases the shop may have you drive to a facility for repairs and that's acceptable. Take extra precautions, such as slowing down, until the tire is repaired.

Every driver is required to inspect his/her tires during their pre- and post-trip inspections as well as en-route to catch any substandard tires well before we have a blowout.

To help you know what you should be looking for, here is the list of Out of Service Criteria for tires that's enforced by DOT Inspectors across the United States and Canada. You should be using these guidelines whenever you are inspecting your equipment.

Steer Tires

- Must have a tread depth of at least 4/32 of an inch when measured at any point on a major tread groove. The measurements shall not be made where tie bars, humps, or fillets are located.
- No Truck shall be operated with regrooved, recapped, or retreaded tires on the front wheels.

All tires (any of these issues may result in an out-of-service violation)

- Part of the belt material, breaker strip, or casing ply is showing in the tread.
- Sidewall is cut, worn, or damaged to the extent that the steel or fabric ply cord is exposed.
- Visually observable bump, bulge, or knot apparently related to tread or sidewall separation.
- Tire has noticeable (e.g. can be heard or felt) leak, or has fifty (50) percent or less of the maximum inflation pressure marked on the tire sidewall.
- So mounted or inflated that it comes in contact with any part of the vehicle.
- Weight carried exceeds tire load limit.
- Seventy-five (75) percent or more of the tread width loose or missing in excess of 12 inches (30.4cm) in circumference.
- Radial Ply Tire: When more than one ply is exposed in the sidewall and the area exceeds 2 square inches.
- When two or more plies are exposed in the tread area and the exposed area of the top ply exceeds 2 square inches (12.9 sq cm) or damaged cords are evident in the sidewall up to 2 square inches.
- So worn that less than 1/32 inch (.8mm) tread remains when measured in any two adjacent major tread grooves (typically any groove containing a tread wear indicator) at 3 separate locations around the circumference of the tire at least 8 inches apart.



Words from the top ...

David Waggoner

Is the economy really recovering? This seems to be the question of the day. As we mull over both sides of the debate, the answer to this question remains unclear. That being said, there are unsettling aspects to this discussion that simply cannot be disputed. The unemployment rate is hovering at all-time highs and the long-term unemployment rate (those looking for work six months or longer) just hit an all-time high. Home and car loans continue to be difficult to obtain without an "acceptable" credit score, and the high price of food, clothing, education and housing still takes too big a bite out of our earnings.

These are tough times, but it occurs to me that what keeps us moving forward is not any one specific event, but rather, a way of life. To survive the ups and downs of this economy, it is more important than ever to have a well-defined, thought-out plan for spending and saving.

This pertains to whether you are in business trying to generate income with new customers, a state government implementing across-the-board cuts to avoid bankruptcy, or an individual trying to make a few extra dollars with a second job. There are many different schools of thought on this, but there is one universal rule that works; *minimize debt*. Both businesses and families alike need to tighten their belts and make due with what they have. If you don't really *need* to make that major purchase, wait on it. If you don't *have* to spend the money, don't. Focus instead on taking care of what you have. Be proactive and keep possessions in good condition.

For our company it means focusing on what we have. Pay close attention to our loyal customers and continue our unparalleled quality of service. Take care of our equipment and keep up on maintenance and think twice about whether that expense is *really* necessary.

We have successfully ridden out the challenges of the last couple of years by putting these procedures into operation. I have no doubt we will continue these smart practices into the future. We cannot let our guard down. It is up to each of us each and every day. Keep up the good work and thanks to all of you for your hard work and loyalty.

Daniel

Benefits Spotlight

Think "Sale" not Slump!

Benefits information is provided in cooperation with Wells Fargo Institutional Trust Services

Everybody likes a good sale and scoring a great deal. The current market volatility could be an opportunity to get just that. While some may look at the sporadic downturns in the market and wonder if it would be better to pull out, those that stay with it could be in for a much easier, and faster, recovery.

Here's how it works. Say the monthly contributions to your 401(k) are \$100 each month. That \$100 gets portioned out to the investment allocations you have chosen based on your retirement goals and risk tolerance. Each of those allocations are made up of a certain number of shares bought with your contributions. Your return is based on the daily changes in the value of those shares and how many of them you have.

For the purposes of this example, let's pretend you are only in a single investment. Perhaps that investment per share was at it's highest in April at \$10 per share. At that time, your \$100 bought 10 shares of that investment. In May, the price per share dropped to \$7 so, while you may be earning less on the shares due to a \$3 per share loss, you end up being able to buy *more* than you could before. Now your \$100 buys you 14.3 shares. In June, the share price was at its lowest at \$5. Again, you have a loss on the shares you already have, but now you can buy 20 shares with your \$100... it's like a two for one bargain!

Now let's say that share price starts to go back up. Whatever gain you have will be multiplied over 44.3 shares versus only 30 if the price had remained steady

in the previous two months. That means if the price goes up to \$12 in July, you could potentially have a gain of \$310.10 (44.3 shares x \$7 per share gain) which is a lot more than the \$60 (30 shares x \$2 per share gain) you would have made if the price had been steady at \$10 the previous months.

The main thing at work here is **Dollar Cost Averaging**. Dollar Cost Averaging means regularly investing a set amount of money into a fund over a long time period regardless of the price. So, when the market is up, your dollars buy fewer units at a higher price. When it is down, you're buying more units at a lower price, therefore increasing your return potential. By accumulating more units when the price is low, you'll have a greater opportunity to take advantage of potential gains as the market recovers.

In the example above, the average cost was \$6.77 per unit ($\$300 \div 44.3$ units), which worked out to be a good bargain since there wasn't too much money invested when the price was high and benefited from buying more units when the price was low.

So, even though it's never really viewed as a good thing when our markets are down, it can also present an opportunity to you as an investor. You can buy more shares while they're at bargain prices where there is potential for good growth opportunity when the market comes back. Being steady and consistent in your investments can pay off over the long term!

**This article provides information for informative and educational purposes only and should not be viewed as financial advice. Please contact a personal financial planner to help you make decisions regarding your retirement planning or investment advice.*

| Month | Unit Price | Amount Invested | Number of Units Bought |
|--------|------------|-----------------|------------------------|
| April | \$10 | \$100 | 10 |
| May | \$7 | \$100 | 14.3 |
| June | \$5 | \$100 | 20 |
| TOTALS | | \$300 | 44.3 |



In the coming months, you will be noticing some changes on the Wells Fargo Retirement Plan Web site. These updates are being done to improve the recordkeeping system for 401(k) participants. Beginning August 16, you will be asked to confirm your username and password or other account information. This will be a one-time process and will only take a few minutes. In a few rare cases, users may be asked to change their username and password in order to improve security and comply with the system enhancements. More information about the updates will be sent to you soon.

Maintenance Corner

The light is trying to tell you something!

Maintenance Corner tip contributed by Inventory Control Manager Jim Kostak

Often times we are given a new product and, with our infinite wisdom, think that we know all there is to know about how it works and it's the greatest thing since sliced bread. Unfortunately, we soon find out that we might not quite know everything we thought we did. Case in point is the tire inflation systems on the newer Cottrell Trailers and the retrofit systems that are being installed at some of the terminals.

Let's start by saying this is a well built system; one that people are taking for granted. Probably the simplest device on the trailer, the driver has to do nothing but look at a light on the left side. Unfortunately, this is where we have seen the problem start. The driver gets in their truck, fires up the engine, lets the air pressure build up, and takes off. All the while the **WHITE LIGHT** is glowing saying **"STOP! You have a flat!"**

The easiest way we can say what needs to happen is as simple as this – do your PRE-TRIP.

On occasion, we have witnessed drivers walking up to their trucks, opening the door, climbing in, starting the engine and driving off. Please (and we can't stress this enough) please do your Pre-Trip. It not only saves the company thousands of dollars in down time, out of service violations, road calls and labor, but saves you from losing money too. Not to mention they are required any and every time you are about to head out.

Now, back to the issue at hand, allow us to illustrate

what needs to happen. Once the engine is started, let it build up air pressure to 120 lbs. At that point, the pressure is at the recommended level. Next, set the tractor brakes (if they are not already) and release the trailer brakes. This will allow air from the truck to enter into the trailer air tanks. If the previously mentioned white light is on, you will have to wait for it to air up the tire before you get going.

If after about five minutes the light is still on, then we have a problem, no way around it. Either the tire has broken away from the bead or there is a hole too large to compensate for the amount of air you have. At this point you will need to get out and do a visual inspection and listen for air.

If the hole is small enough and obstructed by a nail or screw, the system will keep up inflation until you can have it repaired. If you are at a shop, let someone check it out. Otherwise, if you are out on a load line or at a dealership, call Road Support. If you are heading down the road and you notice the light on while driving, try to find a safe spot to pull over such as a wide shoulder or a truck stop – preferably a spot off the highway if possible. STOP, set your brakes, slip on your safety vest and go look.

Like I said before, it is a great system that extends the life of tires and keeps you rolling without having to worry about flats or low air pressures. However, it will only work for you if you utilize the tool properly and get any potential problems checked before you hit the road.

B.O.B is Back!

(And we sure did miss him!)

We are getting busier and we need more drivers! We look to our experienced Company Drivers and Owner Operators to tell others about the benefits of being part of the Waggoners Trucking team and help bring in new talent – something you could get paid to do through our Bring-on-Board (B.O.B) driver referral program. For each qualified driver you bring over to Waggoners, you will receive **\$1,000⁰⁰**. Positions include auto transport, LTL Division, Sprinter Division, Flatbed, or Heavy Haul. The best part is that there is **NO LIMIT** to the number of drivers you can refer and get paid for! Of course, all referred drivers must be approved

through our Safety Department and will

need to say you referred them in order for you to get paid.

Also, the B.O.B program only applies to new hires that have not worked for the company within the last six months.

To find out more about how to get your bonus and program qualifications, talk to your Terminal Manager today!



State Briefs

Colorado and Oklahoma have each reported a significant decrease in traffic fatality rates.



The Oklahoma Department of Public Safety reported in mid-July that current numbers for the year indicate overall fatality rates will be below the 2009 level. At the time of the report, they counted 281 accident fatalities for 2010. At the same time last year, there were a reported 392 traffic deaths.

In Colorado, they are celebrating a turn around that took tree decades to achieve. According to the Colorado Department of Transportation, the state is on pace to have fewer than 400 traffic deaths for 2010. This comes on the heels of an already record setting year in 2009 when they had the lowest traffic fatalities since 1980. In the first six months they have already seen a 20 percent drop from last year.





Time in the Saddle

*Congratulations to these members of the Waggoners Trucking team that are celebrating thier anniversaries with us in **July**. Thank you all for your continued hard work over the years and we look forward to having you around for many more! A special thanks to those that have been with us for **more than 15 Years!***

**Anniversary dates listed are based on most recent hire/contract date of Company Driver or Owner Operator status.*

Support Staff & Mechanics

Billings, Mont.

Carmen Smith, 15 Years

Gregory Reiter, 3 Years

Sharon Peterson, 35 Years

Broussard, La.

Randall Price, 3 Years

Brunswick, Ga.

Donald Taylor, 13 Years

Justin Boyd, 5 Years

Michael Whalen, 17 Years

Casper, Wyo.

Bradley Brown, 6 Years

Columbus, Ga.

Lupe Vasquez, 5 Years

Richard Logan, 5 Years

Greer, S.C.

Jason Warlick, 1 Year

Peter Neil Anderson, 9 Years

Rena Compton, 14 Years

Houston, Texas

Donald Williams, 5 Years

Kathryn Caskey, 1 Year

Irving, Texas

Katrina Mayes, 4 Years

Montgomery, Ala.

L.V. Brooks, 6 Years

Oklahoma City, Okla.

Denia Vinyard, 3 Years

Douglas Scott, 5 Years

Hector Velasquez, 8 Years

Jose Torres, 7 Years

Oxnard, Calif.

Elias Lopez, 7 Years

Johnny Nigma, 3 Years

Marcelene Peterson, 7 Years

Oner Castro, 2 Years

Tafeaga Aina, 4 Years

Company Drivers

Anthony McCoy, 6 Years

Ayhan Baturer, 2 Years

Bernard Tucker, 11 Years

Brian Lakey, 2 Years

Daniel Ayala, 3 Years

Daniel Jenkins, 4 Years

David Lisecki, 9 Years

Dennis Kordes, 9 Years

Drew Youngblood, 2 Years

Frederick Davis, 7 Years

Harlan Green, 3 Years

Hubert Reid, 9 Years

Jack Wood, 4 Years

Jesse Brooks, 5 Years

John Sanderson Jr., 6 Years

Jon Gruntmeir, 3 Years

Juan Hernandez, 7 Years

Kenneth Murphy, 9 Years

Michael Rice, 7 Years

Parris Deese, 8 Years

Patricia Warren, 2 Years

Randolph Perry Sr., 10 Years

Raymond Brennan, 3 Years

Robert Utech, 4 Years

Sergey Yermakov, 3 Years

Steve Lopez, 10 Years

Vincent Jones, 11 Years

William Hunter, 5 Years

Owner Operators

Corey Steverson, 4 Years

Dale Gyte, 5 Years

Darrell Ogilvie, 7 Years

Don Melanson, 14 Years

Ivan Rondon, 3 Years

Joseph Chemlick, 11 Years

Kenneth Reiland, 27 Years

Keoshi Shannon, 4 Years

Philip Griffin-Dukes, 10 Years

Sam Selders, 10 Years

Trent Sierpinski, 2 Years

Hot Topics, Smoking *(continued from pg. 1)*

symptoms. The Federal Motor Carriers Safety Administration issued warnings about the use of Chantix among truck drivers citing potentially dangerous physical and mental side effects. The danger was enough for the Federal Aviation Administration to ban its use by pilots and air traffic controllers.

Whatever the method someone chooses (and they must choose to quit for themselves) the best weapon someone has to kick any habit is **support**. Smokers need help when they are quitting. That means encouragement, not lectures.

Here are a few tips from the American Heart Association on ways family and friends can play a key role in helping a smoker quit successfully.

- Keep a supply of low-fat, low calorie foods around for them so they have something to chew on.
- Do things together to help pass the time like taking walks, playing games, or watching a movie.
- Give support and encouragement instead of being a policeman or watchdog. Nagging can actually make people want to smoke.
- Be a good listener when they need one (even if they want to talk about cigarettes) and don't force them to talk when they don't want to.
- If you smoke, try to quit with them, it's usually easier to team up with someone that will be going through the same thing. If you aren't ready to quit, hide your cigarettes and try not to smoke in front of them.

The American Heart Association also has some helpful information on what to expect when someone

quits smoking. Expect bad moods including anger, nervousness and irritability from the ex-smoker. Their body is withdrawing from not only the nicotine, but the physical habit as well. Remember, smoking is one way they used to deal with stress or was part of a routine (after a meal, driving, etc.) that is no longer there. They will have to get used to a new way of doing things and coping with stressful situations without that cigarette.

If the person quitting is taking a prescription medication, be aware of the side effects and alert to changes in their mental health including aggression, or prolonged depressed moods. If this happens, encourage them to see their physician as soon as possible.

Quitting is hard. More people should do it, but the stress of quitting usually results in someone continuing to smoke. Remember, you can't make a smoker quit on your schedule, they have to want it themselves if they are going to be able to do it. If you have never had to go through it, you're lucky... now be patient and encouraging. To the soon-to-be ex-smokers, good luck and good health.

Need to find support while quitting?

There are several online and phone based behavioral coaching support programs available. The Free & Clear Quit For Life is one developed in collaboration with the American Cancer Society. You can find others through the National Cancer Institute, The American Lung Association, local hospitals or physicians, and state or county health departments.

New Faces

Who's new, Who's moved

Welcome to all of you that joined the Waggoners family in June!

Columbus, Ga.

Betty Webster, *Administrative Assistant*

Mount Clare, W.Va.

John Blevins, *Dispatcher*
Michele Grant, *Data Entry*

Irving, Texas

Anita Hernandez, *Safety*
Heather Kennedy, *Safety*

Billings, Mont.

Danielle Althoff, *Mercantile Clerk*

Columbia, S.C.

James Smith, *Mechanic*
Shelly Satterfield-Quinn, *Office Manager*

Oklahoma City, Okla. (LTL)

Dora Blunt, *LTL Clerk*

Oklahoma City, Okla. (Auto)

Robert Berry, *Load Supervisor*

Houston, Texas

Hector Dominguez, *Local P & D*
Matthew McMullin, *Shuttle Driver*

Corpus Christi, Texas

Keith Ball, *Local P & D*

Shreveport, La.

David Bilby, *Dispatcher*

We would also like to extend a big welcome to these drivers that have joined Waggoners and are completing their training classes. Congratulations and we're looking forward to many miles ahead with all of you!

Company Drivers

Brunswick, Ga.

Eduardo Werenck
Jerome Taudte
Steve Ozgowicz

Chicago Heights, Ill.

Gerald Schrean
Ricky Branch

Columbia, S.C.

Edward VanDyke
Marquise Hallman

Columbus, Ga.

David Schneider

Houston, Texas (Auto)

Christian Fletcher

Houston, Texas (LTL)

James Symons

Ladson, S.C.

Duane Jewett
Jeremiah McGee
Mary Crouch
Naomi Green
Rodney Albert
Jose Rodriguez

Mesquite, Texas

Dextes Law
Mount Clare, W. Va.
Joseph Zentmyer
Roger Wright
Thomas Loughery

Oklahoma City, Okla. (LTL)

Chad Severson

Oklahoma City, Okla. (Auto)

Joseph Miller

San Antonio, Texas

Ronnie Culpepper

Santa Rosa, N.M.

Kirk Widner

Wichita Falls, Texas

Bradley Gooch
Carolyn Evans
Charles Howell
Ernest Davis
Gary Crank
Gina Ray
Jerald Launer
Mark Hesbrook
Robert Evans
Ronald Bruce

Owner Operators

Alliance, Texas

David Brzozowski
Rickey Ricketts

Oklahoma City, Okla. (Auto)

Raul Salinas, Jr.

Announcements

Events, Updates & Corrections

Time to update your rolodexes once again!! We have had one location move and three more that have opened for business. Be sure your terminal address list is the most recent version that include these changes.

Mt. Clare Terminal, #173 (Moved):

61 5th St.
Buckhannon, WV 26201
P) 304-473-1740
F) 304-473-1746



Terminal Contacts: Johnny Thomas and Jennifer Ramey

Now operational!

Ladson, #167

8501 Palmetto Commerce
Parkway
Ladson, SC 29456
Phone: (843) 518-8305
Fax: 1-888-511-5377
Terminal Contact: Greg Lewis

Wichita Falls, #108

14444 FM 2393
Wichita Falls, TX 76301
Phone: (940) 761-6185 Main
Fax: (940) 761-7532 Fax
Toll Free: 831-7419
Terminal Contact: John Billings

West Point, #106

2400 Webb Rd
West Point, Ga. 31833
Phone: (334) 558-1047
Terminal Contact: Jerrel Long

