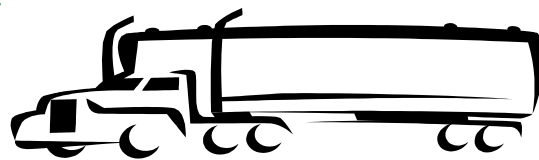




Traveling Tribune



Special points of interest:

- ◇ Automated Molten Steel Sampler
- ◇ Hoover Dam
- ◇ CSA 2010



Inside this issue:

Birthdays	2
Gardening Tips	2
Double Drop Drivers	2
Good Neighbor Fund	3
Anniversaries	3
CSA 2010	4
Hoover Dam	5



Volume 1, Issue 3

March 2010

Slow and steady was the theme of this day.....

As one of Sherman Bros seasoned drivers, Tim Maloney, took charge in moving this gigantic Automated Molten Steel Sampler, in-house at Cascade Steel on Wednesday, February 3rd.

Technicians from Germany, who manufactured this high tech machine, were flown in to supervise unloading, placement and installation.

The sampler will replace the need of a human to suit up in order to go out onto a catwalk over the molten steel buckets and physically drop a probe in for a sample of molten steel for the certification lab.

Our very own driver, Tim Maloney in truck 2415, was a good choice for the movement and did an outstanding job according to Tom Bacon, Melt Shop Supervisor for Cascade Steel. As you can see from the photo, the machine was extremely top heavy and had electronic parts attached to it, making the move, as Tim would say, "Moving across the plant was like moving the Space Shuttle from it's hanger to the launch pad.....slow and gentle"

Sherman Bros appreciates the opportunity that Cascade Steel provided us with and for entrusting that our drivers are properly trained and committed to doing an outstanding job when it comes to specialty unique items such as the Automated Molten Steel Sampler.

Hauls like these give our drivers experience, confidence and the bragging rights to a job well done!!

Thank you,
From all of us here at S.B., Inc.



Birthdays

Craig Wuest	3/1
Michael Whitney	3/2
Daniel Lindbeck	3/4
Rene Rodriguez-Esquivel	3/4
Leslie Warren	3/5
Gerald Gomes	3/6
Terry Abston	3/6
Shelly Sibert	3/9
Robert Nielsen	3/9
Michael Lambert	3/9
Jerry Upchurch	3/12
Frank Guyton	3/12
Joseph Macias	3/12
Bynes White	3/12
Brent Peck	3/14
Richard Larson	3/17
Patrick Duffy	3/18
Randy Coats	3/19
Josh Farnsworth	3/20
J. Travis Mink	3/20
Duane Stewart	3/22
Daniel Kramer	3/22
Ronald Hills	3/23
Francis Harris	3/24
Alfred Hodges	3/24
Aaron Montoya	3/26
Stacy Williams	3/27
John Gunnip	3/28
Donald Thompson	3/29
Carol Bernard	3/30
Lee Duncan	3/31

Pisces: Feb 19th-Mar 20th

Symbol: Fish

Stone: Bloodstone



Aries: Mar 21st - April 19th

Symbol: Ram

Stone: Ruby



Employee News

We've seen some recent changes within SBI in the past few weeks...

As of February 26th, both Mike Cieri our VP of HR & Safety in Harrisburg, OR and Chuck Frederick our Customer Service Representative in Boise, ID will be leaving the company to pursue other endeavors.

Mike had been with SBI for a little over 18 years in various roles. As he moves into a full time teaching and consulting career at surrounding universities and beyond, we would like to send him a warm farewell and good luck.

Chuck had worked with SBI for almost two years, out of our Boise office and had come to SBI through the transitioning of SBI acquiring TCT. As Chuck ventures on to new endeavors, we hope the best for him and wish him well.

In the transition of Chuck leaving we have acquired a new face in our Harrisburg, OR office, Nicole Hartsell. Nicole comes to us with four years of trucking industry experience through NPE. As of March 1st, Nicole will be taking over Chuck's role as a customer service representative and will be stationed at our Harrisburg facility servicing the WA, ID, MT, WB & AB territories.

Welcome Aboard!

Spring Forward

Saturday, March 20th, marks the end of dreary winter and begins with the fresh and clean of spring.



Gardening tips that make you look smart:

- ◇ To remove stubborn rubber gloves, hold hands under cold water for a few seconds and the gloves will slide right off
- ◇ If you plant flower beds in a diamond pattern rather than straight rows, they'll look fuller faster
- ◇ To prevent accumulating dirt under your fingernails while gardening, draw your fingernails across a bar of soap and you'll effectively seal the undersides of your nails
- ◇ The next time you boil or steam vegetables, don't pour the water down the drain, use it to water potted patio plants, and you'll be amazed at how the plants respond to the "vegetable soup."
- ◇ To remove the salt deposits that form on clay pots, combine equal parts white vinegar, rubbing alcohol and water in a spray bottle. Apply the mixture to the pot and scrub with a plastic brush. Let the pot dry before you plant anything in it.

100% for Double Drop Drivers

Robert Arrell; Daniel Braswell; Olimpo Carrasco; Alan Choate; Ray Cleary; Darry Darby; Julio Escobar; Ricky Eversult; John Fannin; Doug Flowers; John Garrison; Frank Guyton; Peter Heil; Alex Huichapan; Larry Jacobs; Joseph Macias; Francisco Ortez; Marvin Osgood; Marco Ponce-Garcia; Emilio Reyes Rojo; James Roos; Scott Seiler; Dennis Tewes; Doug Valentine

The above double drop drivers delivered loads on time, no accidents/incidents, no citations, or out of service violations for the 4th quarter of 2009.

A total of 556,902 miles hauling glass.

Great job!!

Good Neighbor Fund



Test your luck of the Irish!!.....

The Good Neighbor Fund has decided to extend February's Penny Drive until St. Patrick's Day on Wednesday, March 17th.....

You will be able to guess the amount in the pot on Tuesday, March 16th, with the winner be announced on March 17th @ 3:00pm. There will be entry forms to fill out at Mary's desk. Drivers, you may send in your entries via your driver manager. Entries will need to be made no later than Tuesday, March 16th @ noon. Who ever guesses the closest, will receive a gift certificate to their favorite restaurant. You may chose to take the gift cer-

tificate or just re-donate to the GNF.

There's still room to fill the pot of gold, so be sure and bring in your change and drop it in.



Are you feeling lucky??

Anniversaries

Doug Tull	34yrs
Stanley Diggs	16yrs
Doug Hainline	12yrs
Dale Ellis	11yrs
Shon Hart	11yrs
Tom Coombes	9yrs
Marli Ward	7yrs
Richard Caulfield	6yrs
Jeff Fowler	6yrs
Ryan Gallagher	6yrs
James Mink	6yrs
Gary Rolly	6yrs
Larry Rother	6yrs
Richard Bidwell	5yrs
Nikolai Kopets	5yrs
Troy Noel	5yrs
Craig Wuest	5yrs
Donald Magoon	4yrs
Larry Reed	4yrs
Glen Westerbur	4yrs
Robert Arrell	3yrs
Thomas Brown	3yrs
Larry Cheadle	3yrs
Vicki Moore	3yrs
Mark Phillips	3yrs
Ronald Kirkpatrick	2yrs
Daniel Lindbeck	2yrs
Wayne Lowry	2yrs
Ronda Richards	2yrs
John Thompson	2yrs
Steve Fowler	1yr
Marvin Osgood	1yr
James Roos	1yr
Mark Rosman	1yr
Donald Thompson	1yr
David Willard	1yr

Driver of the Month - January 2010

January's Driver of the Month is **Alejandro Garcia** in truck # 498, for going out of his way to help others:

Patt Wagner, the wife of the gentleman that Alex helped, emailed in to explain that Alex had gone out of his way to help her husband with his tire chains.

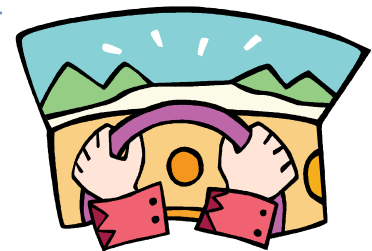
"I wanted to let you know how nice one of your drivers was last night. We were coming home from San Francisco and had to chain up around Dunsmuir - (we paid to have the chains put on as my husband is having arm and hand problems) - a little past Weed we pulled over to take the chains off as the roads were clear - one of your drivers pulled in behind us to take his chains off - my husband was having problems getting our chains off as his arms were hurting - your driver helped us take the chains off. Unfortunately, we didn't get his name and didn't realize he was from Sherman Trucking until he pulled out and we saw the side of the truck."

Thanks Alex for going the extra mile.....

January Driver of the Month Nominee:

Bill Mains, truck 398, was our nominee for the month of January. Nominated by his co-workers for an outstanding job done during a oversized load taken from Red Bluff, CA to Commack, NY. Along his two week journey, Bill fought bad weather, holiday shutdowns, numerous difficulties with his over dimensional permits, route surveys and pilot cars.

All while maintaining a cool head. "Bill is a true asset to Sherman Bros"



	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
Cost of a new home:	\$76,400	\$149,800	\$169,000	\$233,000
Avg. Household Income:	\$17,710	\$29,943	\$41,994	\$39,423
First Class Stamp:	\$0.15	\$0.25	\$0.33	\$0.44
Gallon of Regular Gas:	\$1.25	\$1.16	\$1.51	\$2.73
Dozen Eggs:	\$0.91	\$1.00	\$0.89	\$1.37
Gallon of Milk:	\$2.16	\$2.78	\$3.00	\$2.72

CSA 2010

Commercial Motor Vehicle Drivers:

Starting in summer 2010, FMCSA will implement Comprehensive Safety Analysis 2010 (CSA 2010), which is designed to improve the efficiency and effectiveness of FMCSA's enforcement and compliance program.

How will this change affect drivers?

- Unsafe carrier and driver behaviors that lead to crashes will be identified and addressed
- All safety-based roadside inspection violations will count, not just Out-of-Service (OOS) violations
- Drivers will be more accountable for safe on-road performance — good news for drivers with strong safety performance records

What can drivers do to prepare for the change?

- 1) Know and follow safety rules and regulations
- 2) Become knowledgeable about the new Behavior Analysis and Safety Improvement Categories (BASICS) and how FMCSA will assess safety under CSA 2010
- 3) Keep copies of inspection reports
- 4) Learn about employers' safety records

Frequently Asked Questions

Under CSA 2010, CMV carrier and driver safety performance records will be more important than ever and all safety-based violations from roadside inspections will count, not just OOS violations. Drivers should know what CSA 2010 will mean for them and how they can prepare for this important, new safety program.

Q. Why does FMCSA's new CSA 2010 program emphasize driver safety enforcement?

A. Studies have shown that unsafe driver behavior, both on the part of CMV drivers and other drivers, is a major contributor to CMV-related crashes. Some studies indicate that a small segment of the CMV driver population is involved in a disproportionately large number of crashes. As a result, during the CSA 2010 Operational Model Test, FMCSA is expanding its approach to identifying and addressing unsafe drivers during interventions with motor carriers.

Q. Can you describe the CSA 2010 driver safety enforcement process?

A. The driver safety enforcement process provides FMCSA with the tools to identify CMV drivers with safety performance problems and to verify and address the issues. The new tools enable Safety Investigators (SIs) to identify drivers with poor safety histories who work for carriers that have been identified as requiring a CSA 2010 investigation. If the investigation results verify the driver violation(s), FMCSA takes an enforcement action against that driver, such as a Notice of Violation (NOV) or a Notice of Claim (NOC).

Q. What kinds of driver safety performance data is CSA 2010 looking at?

A. The new program focuses on driver enforcement for serious rule violations, such as:

- Driving while disqualified
- Driving without a valid commercial driver's license
- Making a false entry on a medical certificate
- Committing numerous Hours-of-Service violations

Q. Do tickets or warnings that drivers receive while operating their personal vehicles impact the new SMS?

A. No. Tickets or warnings that drivers receive while operating their personal cars are state citations and do not count in the new measurement system. SMS only uses violations of FMCSA's regulations, and those regulations only apply to people driving large CMVs. In measuring on-road safety performance SMS uses all safety-based violations documented at roadside inspections, as well as state reported crashes.

Q. Will CSA 2010 assign safety ratings to individual CMV drivers? I heard that CSA 2010 is designed to rate CMV drivers and to put many of them out of work this summer.

A. No. Under CSA 2010, individual CMV drivers will not be assigned safety ratings or safety fitness determinations. Consistent with the current safety rating regulations (49 CFR part 385), individual drivers will continue to be rated, as they are today, following an on-site investigation at their place of business when they operate independently as a "motor carrier" (i.e. have their own USDOT number, operating authority, and insurance). CSA 2010 is designed to meet one overriding objective: to increase safety on the Nation's roads. Therefore, it is, by design, a positive program for drivers and carriers with strong safety performance records, and it will send a strong message that drivers and carriers with poor safety performance histories need to improve.

~Continued on Page 5

Safely serving our customers with quality specialized transportation services that meet their customers' needs."

~Continued from Page 4

Q. What is the Pre-Employment Screening Program (PSP) and when does it start?

A. PSP is a new FMCSA program mandated by Congress that is designed to assist the motor carrier industry in assessing individual operators' crash and serious safety violation history as a pre-employment condition. The program is voluntary. It is not part of CSA 2010. The system is expected to launch in early 2010 and enrollment for PSP will be available soon. For more information about PSP, email FMCSA at psp.fmcsa@dot.gov.

Q. What is the detailed process for drivers to contest information contained in their FMCSA driver records?

A. Drivers should use FMCSA's DataQs system to challenge data in FMCSA databases. To do this, drivers can go to the DataQs registration page at <https://dataqs.fmcsa.dot.gov/login.asp>, should select "Register Online" as a general public user, and can create a DataQs account profile. Once registered, drivers can challenge their data by following detailed instructions in the help menu. The Agency is in the process of improving the DataQs website to make the process of challenging data more apparent to drivers.

An Engineering Marvel Takes Shape Near Hoover Dam

BOULDER CITY, Nev. - Less than a mile downstream from one of the nation's best-known engineering marvels, the Hoover Dam, a second is taking shape.

A soaring 1,900-foot span across the gorge created by the Colorado River on the Arizona-Nevada border should be completed this fall, eliminating much of a sometimes hour long bottleneck as traffic creeps over the dam on the key route between Phoenix and [Las Vegas](#). When it is scheduled to open in November, motorists will cross the longest bridge of its kind in the western hemisphere, with towering concrete columns that rise above a twin rib arch beneath them.

"It's pretty spectacular," said Sidney Spears, a 68-year-old retired truck driver from South Dakota, sitting at the dam and admiring the bridge 1,500 feet away. "This day and age, they are only limited by their imagination."

Construction began on the \$240 million project nearly five years ago and has caught the eyes of many who have driven over the dam for decades.

Visitors to the dam will be able to see the bridge, but the sheer height of the bridge - 900 feet above the river - won't allow motorists traveling across the span to see the dam. A walkway on the north side of the bridge will give pedestrians a view of both. Access to the dam also will change with the opening of the bridge.

Tourists no longer will be able to get to it from the [Arizona](#) side, instead having to cross the bridge and backtrack, said U.S. Bureau of Reclamation spokesman Bob Walsh. A checkpoint put in place the afternoon of the Sept. 11, 2001 terrorist attacks will remain on the Nevada side.

The new bridge won't have any such checkpoints, and semi-truck drivers who once had to reroute through Laughlin, Nev., a 30-mile detour, will be able to drive over it.

When crane operator Kevin Raines first heard that a new bridge would bypass the roadway over the dam that his late boss helped build in the 1930s, he said, "I want to be part of it, it's historical," recalled the 56-year-old from southern Utah. For about eight months, Raines teetered on the edge of a steep canyon in his crane, high above the river carrying 20-ton boulders excavated from the canyon walls and the miners who were hired to blast them out. The work was to help support the arches for the bridge. "It was a real unique one-of-a-kind type job," said Raines, who has helped build 36 casinos and high-rise buildings in Las Vegas. "Not many people get that chance."

The projected opening had been late 2007, but work was suspended at least twice when two 280-foot-tall steel construction cranes collapsed amid high winds in 2006 and a worker died in 2008. Nevada's [workplace](#) safety agency investigated the death but determined it was an accident and the contractor, a joint venture of Obayashi Corporation and PSM Construction USA, Inc., wasn't cited.



~Better Roads Magazine