

## Avoiding Heat Related Diseases

\*Submitted by John Watkins, safety director

I know summer is the time of year everyone has been looking forward to, and it's finally here. Now that we're all likely to spend more time outdoors working and playing in the sun, and increasing our exposure to the sun's rays and higher heat, it's important to be aware of the dangers. Be sure to take appropriate measures to protect yourself and your family from heat related health problems.

It is important to look out for the symptoms of dehydration. Causes for dehydration are many, and may include diarrhea, fever, vomiting and occasionally drug use. Heat related dehydration, however, is due to overexposure to the sun and/or extreme temperatures. Each day we lose fluids through excretion, breathing, sweating and tears. We generally replace these fluids by drinking liquids and eating foods that contain water. Dehydration symptoms can include:

- ~Thirst
- ~Less frequent urination
- ~Dry Skin
- ~Fatigue
- ~Light headedness
- ~Muscle cramping
- ~Dizziness
- ~Confusion
- ~Dry Mouth and dry mucous membranes



If caught early enough, dehydration may be treated at home under a doctor's guidance. For mild cases, fluids such as sports drinks are appropriate for restoring body fluids, electrolytes and salt balance. More serious cases should be treated as medical emergencies and hospitalization may actually be required.

Take precautions by drinking plenty of fluids. Take in more fluid than your body loses. Try to perform outdoor activities during cooler parts of the day. Sports drinks may help to maintain electrolyte balance.

The most serious form of heat related illness is heat stroke, which may be life threatening. It is caused by long exposure to extreme temperatures when a person's body does not sweat enough to lower their body temperature. This condition can develop very quickly and requires immediate medical attention.

Our bodies produce heat, which is normally dissipated through our skin by sweating. Under some circumstances, such as extreme heat, high humidity, or vigorous activities in the sun, our systems may not dissipate the heat quickly enough, causing our body temperature to rise to dangerous levels. Dehydration can

lead to heat stroke when a person cannot sweat enough to cool the body sufficiently. Heat stroke is very serious, and can cause permanent damage to internal organs or result in death. Symptoms may include:

- ~Headache
- ~Dizziness
- ~Disorientation, agitation, or confusion
- ~Sluggishness or fatigue
- ~Seizure
- ~Hot dry skin that is flushed but not sweaty
- ~High body temperature
- ~Loss of consciousness
- ~Rapid heart rate
- ~Hallucinations



If you believe someone is stricken with heat stroke call for medical assistance immediately. Also move the person inside to a cool place. Remove the person's clothing, apply cool water and fan the person to simulate sweating. Apply ice packs to the groin and armpits, and elevate the feet.

Precautions to avoid heat stroke are simple, and similar to avoiding dehydration. In addition to the precautions already listed do the following:

- ~Wear hats, sunglasses and utilize shade as much as possible
- ~Wear lightweight, light-colored clothing
- ~Take frequent water breaks
- ~Limit exposure to sun on hot or humid days

Enjoy the summer and be productive if you have to work outdoors, but stay safe. Be smart and stay hydrated.

## Among Honor

\*Submitted by John T.

Our employees are not just employees, but they are good, thoughtful and caring people that have genuine concern for others. Last week I received a call from Jeanne at Benefit Management, Inc. Benefit Management is the administrator who handles our health plan. They are located in Joplin, Mo., less than a half mile from where the tornado cut through Joplin. Jeanne works with our account and received a call from John Merlo, one of our drivers out of Salt Lake.

Jeanne said to me, "John, you have the most wonderful drivers."

I said, "Of course we do."

She then told me that John Merlo had called wanting to know if they were ok and if he could do anything. In the next few days, she received a card from him with an uplifting note and \$80. It is an honor for me to be counted among such great men and women; those of Triad.

## Fatigue Studies Flawed, Groups Tell FMCSA

\*Submitted by Houston Brittain

Trucker and shipper organizations unanimously told federal regulators last week that four new driver-fatigue studies introduced into the public record last month are flawed and do not support changes called for in a proposed federal hours-of-service (HOS) rule.

The Federal Motor Carrier Safety Administration, which placed the studies in the Federal Register on May 9, said they were not completed in time to be included in the record when the agency first proposed the new hours-of-service rule on Dec. 23. The agency closed public comment on the four studies June 8.

Two of the new studies focused on truck driver fatigue and two dealt with intrastate bus driver fatigue in Florida.

The Florida bus driver fatigue studies were largely discounted by the comment makers, because intrastate bus drivers' hours-of-service and rest-period rules widely differ.

In comments to FMCSA, the Owner-Operator Independent Drivers Association (OOIDA) said the studies "add little to the debate" over the agency's proposed hours-of-service rule.

In its HOS proposal, FMCSA said it was leaning toward cutting driving hours back to ten from 11 and modifying the 34-hour reset provision by requiring that it include two rest periods of at least six hours and mandating that they fall between midnight and 6 a.m.

"The four supplemental studies addressed in these comments, which are irrelevant or inconsistent, preliminary and incomplete in important respects, do not provide a solid basis for switching gears at this time," OOIDA said. OOIDA opposes the HOS rule.

At press time, only a handful of trade organizations had com-

mented on the four studies. American Trucking Associations (ATA), which commissioned a detailed critique of the studies, called into question their validity.

ATA's reviewer, Ron Knipling, a truck and road safety researcher and consultant who once headed FMCSA's research division, criticized the truck driver fatigue study done by researchers at the Thomas D. Larson Pennsylvania Transportation Institute at Pennsylvania State University.

"It would be erroneous and unwarranted to accept Penn State's principal findings and conclusions without extensive re-analysis, internal validation and external replication," said Knipling.

Regarding a truck driver fatigue study by researchers at the Virginia Tech Transportation Institute, Knipling concluded that "more probing and self-challenging analyses" must be performed before the study's findings can be "accepted as sound science."

Knipling questioned the findings of the Florida bus driver studies saying, "The significant differences between Florida's transit bus operator work (hours-of-service) rules and those for interstate truck drivers render schedule-related research findings from one largely inapplicable to the other."

Knipling also noted that the risk for all types of truck crashes increased during daytime driving, which was "consistent with increased exposure."

The National Industrial Transportation League (NITL) also said the studies do not support a new hours-of-service rule.

"None of the studies that the administration has added to the docket indicate that the proposed HOS rules will increase safety,"

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## Hours of Service Rule Change Would Raise costs, Hurt Safety & Small Fleets

\*Submitted by Houston Brittain

Replacing the current hours-of-service rule with one that cuts driving hours would put more inexperienced truck drivers on the road and pass increased transportation costs onto consumers, four executives who run trucks told a House subcommittee.

"If the proposed rules are finalized, I will need to add more trucks and drivers - and their corresponding expenses - simply to counter the loss in productivity," said Jim Burg, president of James Burg Trucking Co., a Warren, Mich., carrier that runs 75 trucks.

Burg testified on behalf of American Trucking Associations at the June 14 hearing held by the House Subcommittee on Investigations, Oversight and Regulations, which is part of the Small Business Committee.

Congress is not directly involved in crafting the HOS rule. The Federal Motor Carrier Safety Administration was given that task when it was created by Congress in 1999.

After the hearing, Burg told Transport Topics he was disappointed that no one from FMCSA, the Department of Transportation or the Commercial Vehicle Safety Alliance was invited to testify.

"This is a very important topic and we should have information on all sides so we can make an educated decision on the final outcome," Burg said.

"With all due respect to the representatives, they would have gotten more information or more value out of the hearing had they listened to all parties involved," he said.

Rep. Mike Coffman (R-Colo.), chairman of the subcommittee, said at the start of the hearing that it was intended to gather information on whether the HOS proposal would "harm the ability of small businesses to compete."

Coffman said he was concerned the proposal could cost the trucking industry an estimated \$2.5 billion annually, and that FMCSA appeared to be relying on what he called outdated crash statistics.

"How are American small businesses expected to survive in this unstable and costly regulatory environment?" Coffman asked.

FMCSA's proposal may replace the current 11-hour limit on driving time with a ten hour limit and reduce on-duty time to 13 hours by requiring drivers to take two 30-minute rest breaks in the current 14-hour duty time.

The new rule also would change the current 34-hour reset time by requiring drivers to take two six-hour rest periods between midnight and 6 a.m.

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NITL said. "Further, two of the studies use an irrelevant data source and a third overlooks the proximate causes of crashes."

"The Pennsylvania State University study suffers from critical analysis flaws," NITL wrote. "It implies that fatigue causes the crash risk to generally increase with each driving hour, but makes no attempt to verify that the underlying crashes were caused by fatigue."

The Virginia Tech study "fails to validate its conclusions that the increased crash risk over a 14-hour duty period or after a rest period is a matter of driver fatigue," NITL said.

The National Association of Small Trucking Companies (NASTC) said the four studies do not establish a factual or scientific basis for changing the current hours-of-service requirements for over-the-road truckers, nor do they contain current fatigue-

management data.

"The agency should allow private industry to propose and conduct pilot programs aimed at measuring fatigue, not hours of service, and allowing reasonable driver flexibility to get miles and get home," NASTC said.

Joint comments by Nasstrac and the Health and Personal Care Logistics Conference said none of the studies acknowledge that FMCSA is implementing its Compliance, Safety, Accountability program or that the agency is dramatically increasing the use of electronic logging devices, steps that would make the industry safer.

"Moreover, the new studies focus on small samples of drivers but ignore the clear trend toward fewer crashes and fatalities shown by DOT's own statistics as to the larger universe of truck drivers operating nationwide since 2004, when the current hours-of-service rules became effective," the two groups said.

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FMCSA is expected to issue its final rule by Oct. 28. Its proposal was part of a legal settlement in litigation that has gone on for nearly a decade. The agency has published updated HOS rules twice - in 2003 and 2008 - and both efforts have been challenged by labor and other interest groups.

Meanwhile, Burg testified that, for his firm, the proposed rule changes "would trigger the need to increase our retained earnings by between 20-percent and 25-percent just to maintain our current level of financial stability."

"At some point, companies like mine need to pass these costs on to consumers, which - as we know - fuels inflation and reduces global competitiveness," he said.

As it is, Burg added, the pool of qualified drivers is limited, and new HOS rules would mean hiring new drivers when he already has been forced to raise salaries "to attract and retain qualified" people.

The proposed changes would not reduce fatigue-related truck crashes, Burg testified.

"FMCSA's own cost-benefit analysis acknowledges that the safety benefits of the proposed rules would not outweigh the economic costs," he said.

Paul James, president of Rex Oil Co. in Denver, testified that the proposed HOS changes would reduce the standard of living for drivers hauling for independent small-business petroleum transporters who pay by the hour.

"Reducing their maximum daily drive time would also reduce their paychecks," said James, who testified for the Petroleum Marketers Association of America.

Rusty Rader, co-owner of J.J. Kennedy Inc., a ready-mixed concrete company in Fombell, Pa., represented the National Ready Mixed Concrete Association.

He told the subcommittee members that reducing driving time would put more trucks on the road to deliver the same volume of concrete.

That would mean "more traffic congestion and increasing the use of fossil fuels in direct opposition to the current administration's policy to reduce the nation's carbon footprint," Rader said.

J.D. Morrisette, senior vice president of Interstate Van Line Operations in Springfield, Va., testified that HOS changes would further burden an industry still reeling from the recession and the housing market collapse.

"We already have downsized as an industry in response to the economic troubles we have faced," said Morrisette, who testified for the American Moving and Storage Association.

The proposed HOS rule would force the small businesses that make up the industry "to restructure and reduce the efficiency of our business operations," he said.

If the current HOS rule changes, every moving firm "will need to increase its staffing and fleet size to compensate for the loss of hours," Morrisette said.

The cost would force many out of business, he added.

## Sizzling Summer Food

\*Submitted by Karen Scarpitti

Who wants to heat up the kitchen during the summer? I know I don't, but my family still wants to enjoy satisfying their tummies; so I try to come up with just the right dishes that they like and that do not require a lot of effort on my part!

Here are two of my favorite summer fresh sides that are delicious and easy: green bean, grape and pasta toss and pepper jelly vinaigrette.

### Green bean, grape, and pasta toss

~1 cup chopped pecans

~8 bacon slices

~1 lb. thin fresh green beans, trimmed and cut in half

~1 (8oz.) package penne pasta

~1 cup mayonnaise

~1/3 cup sugar

~1/3 cup red wine vinegar

~1tsp. salt

~2 cups seedless red grapes, cut in half

~1/3 cup diced red onion

Preheat oven to 350 degrees. Arrange pecans in a single layer on a baking sheet, and bake at 350 degrees for 5 to 7 minutes or until lightly toasted and fragrant.

Cook bacon in a large skillet over medium high heat until crisp; remove, drain and crumble.

Cook beans in boiling salted water until crisp-tender; drain.



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## Linley Deployed

\*Submitted by Sherri DePue  
Brian Linley, son of Sherri DePue, trainer coordinator, deployed for a year on June 11, 2011. He is doing good and staying busy so time will go by fast. His wife, Val, and his two boys are also trying to stay busy by visiting family. We love you son and stay safe. Please keep them and all our troops in your prayers.



## A DAY OF INDEPENDENCE

\*Submitted by Glen Wilson

The Fourth of July, to most of us, is simply just a day that we shoot fireworks, or go to the lake, or cookout. Or maybe for some it just means a paid day off from work, but to the men and woman of the original 13 colonies it was a day of independence.

The colonies of the new world were under the control of England's King George III. Under the constant taxation on the colonies from England, the colonies grew angry that they did not have a representation in the English parliament, and they grew tired of being ruled by a king 3,000 miles away. Being British themselves, some did feel that they owed allegiance to the king.



There were many battles and hardships to gain our independence. July 4, 1776, was the day that the continental congress signed the Declaration of Independence in Philadelphia, Pennsylvania, declaring their independence from England. Signing the Declaration was seen as treason by England, and anyone signing was subject to death by hanging. Many of our founding fathers signed.

Thomas Jefferson wrote, "We hold these truths to be sacred and undeniable; that all men are created equal and independent, that from that equal creation they derive rights inherent and inalienable, among which are the preservation of life, and liberty, and the pursuit of happiness."

The next year, in Philadelphia, bells rang and ships fired guns. Candles and firecrackers were lighted. However, the War of Independence dragged on until 1783, and in that year, Independence Day was made an official holiday.

In 1941, Congress declared the 4th of July a national holiday. Now, every 4<sup>th</sup> of July we can think back to the brave men and women who risked their lives for our great nation which we live in - the United States of America.

## Troops 2 Truckers

By: Matthew Harrell

\*Submitted by Courtney Scarpitti

The Troops 2 Truckers program provides active-duty servicemen and women the opportunity to obtain a Commercial Driver's License (CDL) at no cost. To make the transition to civilian life smoother, the Troops 2 Truckers program educates servicemen while serving active duty, so that they are qualified for a transportation job immediately.



Chris Lopez has worked with the Troops 2 Truckers program for the past two and a half years and spoke to *CareersinGear.com Magazine* about the services they offer.

"The Troops 2 Truckers program was born out of an idea, and that idea stems primarily from the American Dream. Our service members have spent the early parts of their life defending the American Dream, and when they leave the service, they want to continue to live that. As you know, they want to do that with a great career and a bright future," stated Lopez about the origins of Troops 2 Truckers.

Troops 2 Truckers allows companies to choose from an exceptional pool of safety-minded, hard-working and physically fit individuals. In addition to providing the precise workforce that the trucking industry needs, the Troops 2 Truckers program also caters its education to companies that request drivers with specific requirements.

Active duty soldiers are covered under the military's tuition assistance program. While the program is primarily for active-duty servicemen and women, there are still opportunities for those who have already completed their military service. Those who find out about the program after their service can sometimes be covered under various scholarships.

Troops 2 Truckers are partners with a number of different transportation companies that desire the high-quality employees that the military offers.

"Our program is perfect for anyone who has a need for hiring good, quality talent for behind-the-wheel opportunities," stated Lopez. "The key to our program is that we want our graduates to have a job before they make that final salute on base."

Troops 2 Truckers is currently located at Camp Pendleton, CA, with expansion expected in several bases in the Midwest. For more information, visit [Troops2Truckers.com](http://Troops2Truckers.com) to see how you can make the transition from the military to a job in transportation.



## Editor's Corner: A Quarter of a Century

\*Submitted by Courtney Scarpitti

The big two-five, a quarter of a century... this is what I have to look forward to on my birthday this year, which is this month. I have had a love/hate relationship with my birthday this year; I mean a quarter of a century does sound pretty old in my opinion! I even thought about trying to have a repeat birthday so I could stay 24, but as we all know that doesn't actually work. Therefore, I've decided to face my birthday head on instead.

I like to reminisce, and I realized a plethora of events have happened over the last 25 years, and over half of these events I can remember. That is the good part about getting older - being able to share stories with friends and family.

I am going to share with you the events over the last 25 years that have stuck out in my mind. Here is a timeline of sorts:

**1986:** January 28 - The space shuttle Challenger explodes. April 26 - The Chernobyl disaster at the Chernobyl Nuclear Power Plant in Ukraine.

**1987:** June 12 - President Reagan encourages Gorbachev to "tear down this wall."

**1988:** February 21 - TV evangelist Jimmy Swaggart resigns from his ministry after it was revealed he had been consorting with a prostitute.

**1989:** January 20 - George W. Bush, Senior inaugurated. March 24 - Oil tanker Exxon Valdez runs aground in Prince William Sound, spilling 10 million gallons of oil. November 9 - The Berlin Wall falls.

**1990:** August 2 - Iraqi troops invade Kuwait.

**1991:** January 16 - February 28 - U.S. leads international coalition in military operation (code named "Desert Storm") to drive Iraqis out of Kuwait. October 11 - 13 - Senate Judiciary Committee conducts televised hearings to investigate allegations of past sexual harassment brought against Supreme Court nominee Clarence Thomas by Anita Hill, a law professor at the University of Oklahoma.

**1992:** February 1 - President Bush and Russian president Boris Yelstin formally declare an end to the Cold War. May 22 - Johnny Carson's last time hosting *The To-*

*night Show*.

**1993:** January 20 - Bill Clinton inaugurated as the 42<sup>nd</sup> President. February 26 - A bomb explodes in the basement garage of the World Trade Center. April 19 - Branch Davidian compound in Waco, TX, burns to the ground.

**1994:** June 17 - O.J. Simpson is involved in a (top speed 35 mph) car chase. June 20 - Simpson was arraigned and pleaded not guilty to the murders of Nicole Brown Simpson and Ron Goldman.

**1995:** April 19 - At 9:02 a.m., a large bomb exploded in front of the Alfred P. Murrah Federal Building in Oklahoma City, Okla., killing 168 people.

**1996:** December 25 - Jonbenet Ramsey, a six-year-old beauty pageant star, is found murdered in her own home in Boulder, Co.

**1997:** January 20 - President Clinton's second inauguration. August 31 - Princess Diana dies in a car crash in Paris, France.

**1998:** February 2 - President Clinton released the 1999 federal budget plan; it is the first balanced budget since 1969. August 17 - President Clinton admits to having sexual relations with Monica Lewinski. December 19 - House of Representatives votes to impeach Clinton.

**1999:** February 12 - Senate acquits Clinton of impeachment charges. April 20 - Two students at Columbine High School in Columbine, Co., open fire on classmates and teachers, killing 12 students, one teacher and injuring 21 others.

**2000:** November 7 - There ends up being no clear winner for the Presidential Election between Al Gore and George W. Bush, Jr. December 13 - Bush formally accepts the presidency.

**2001:** January 20 - George W. Bush, Jr., inaugurated as 43<sup>rd</sup> President. September 11 - The World Trade Center in New York is attacked by terrorists.

**2002:** October (various dates) - Known as the D.C. Sniper Killings, one man and one minor went on a rampage killing ten people and critically injuring three others in various locations throughout the Washington Metropolitan Area and along Interstate 95 in Virginia. December 13 - Bernard Francis Law resigned as archbishop of Boston in response to the Roman Catholic Church sex abuse scandal after Church documents were revealed which suggested he had covered up sexual abuse committed by priests in his archdiocese.

**2003:** February 1 - The space shuttle Columbia explodes. March 19 - War waged by the U.S. and Britain against Iraq begins.

**2004:** February 1 - Janet Jackson's infamous "wardrobe malfunction" happened during Super Bowl XXXVIII's halftime show resulting in CBS getting fined \$550,000 by the FCC. December 26 - A 9.0 magnitude earthquake rocks the Indian Ocean causing possibly the deadliest tsunami in history. The tsunami's waves were 50 feet high in some places. The death toll is said to be about 230,000.

**2005:** May 30 - Natalie Holloway went missing on her senior high school class trip in Aruba. August 29-30 - Hurricane Katrina hits the U.S.; the hardest hit was New Orleans, Louisiana. At least 1,836 people died and the total property damage was estimated at \$81 billion.

**2006:** December 30 - Saddam Hussein is executed.

**2007:** April 16 - A gunman on the Virginia Tech campus opens fire killing 32 people and wounding 25 others before committing suicide.

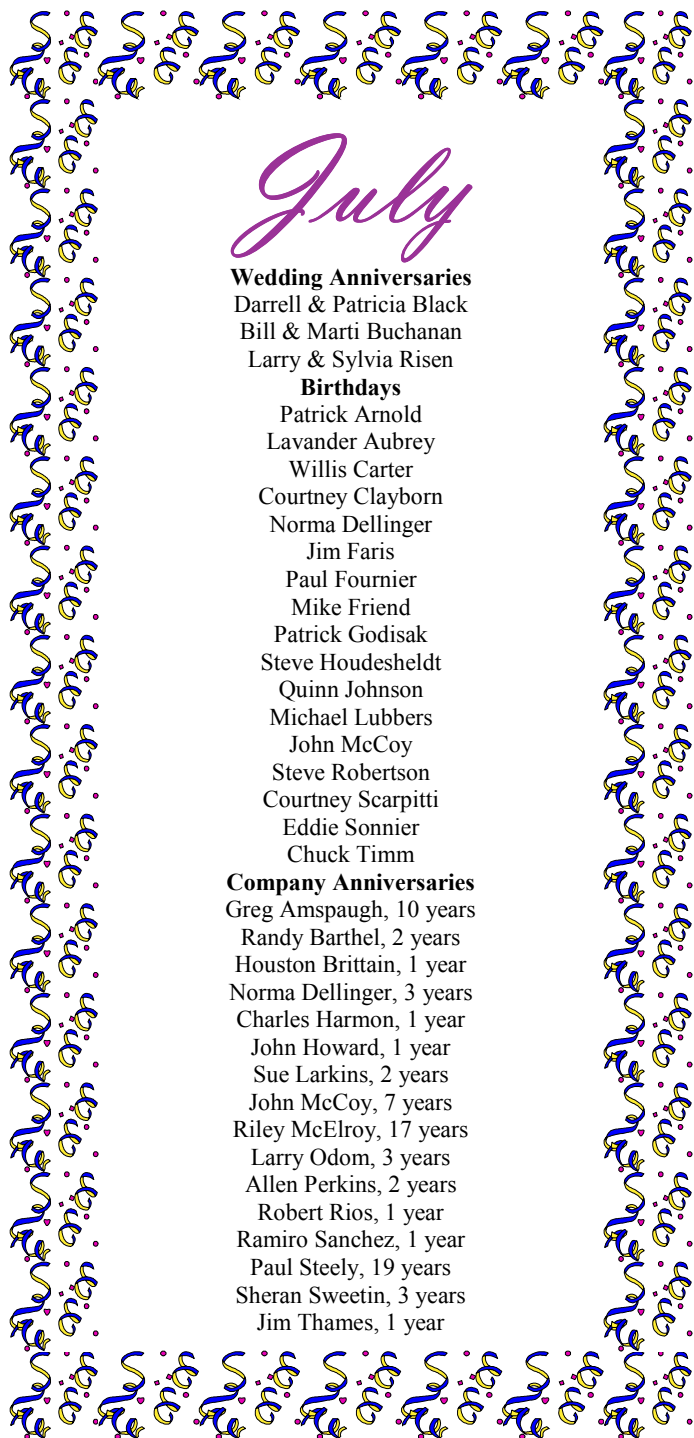
**2008:** February 17 - Kosovo declares independence from Serbia. August 8-24 - U.S. swimmer Michael Phelps won a record eight gold medals at the 2008 Summer Olympics in Beijing.

**2009:** January 20 - Inauguration of the first black president of the United States, Barack Obama. April - The Swine Flu first appears in the United States, which turns into a pandemic. June 25 - Michael Jackson dies.

**2010:** January 12 - A 7.0 magnitude earthquake rocked Haiti. February 24 - A Sea World employee is killed by a killer whale. April 20 - BP oil well explodes in the Gulf of Mexico. June 3 - Joran van der Sloot arrested for the murder of Natalie Holloway.

**2011:** May 2 - Osama bin Laden is killed. July 5 - Casey Anthony found not guilty of killing her 2-year-old daughter.

These are just a few of the numerous events that have happened over the last 25 years. I am sure there are some that you have remembered that did not make it onto my list of events. I can't imagine what news stories will happen over the next 25 years of my life; it reminds me of when I used to talk to my grandparents, and they could go on for hours about the past! I hope you have enjoyed this trip down memory lane!



# July

**Wedding Anniversaries**

Darrell & Patricia Black  
 Bill & Marti Buchanan  
 Larry & Sylvia Risen

**Birthdays**

Patrick Arnold  
 Lavander Aubrey  
 Willis Carter  
 Courtney Clayborn  
 Norma Dellinger  
 Jim Faris  
 Paul Fournier  
 Mike Friend  
 Patrick Godisak  
 Steve Houdesheldt  
 Quinn Johnson  
 Michael Lubbers  
 John McCoy  
 Steve Robertson  
 Courtney Scarpitti  
 Eddie Sonnier  
 Chuck Timm

**Company Anniversaries**

Greg Amspaugh, 10 years  
 Randy Barthel, 2 years  
 Houston Brittain, 1 year  
 Norma Dellinger, 3 years  
 Charles Harmon, 1 year  
 John Howard, 1 year  
 Sue Larkins, 2 years  
 John McCoy, 7 years  
 Riley McElroy, 17 years  
 Larry Odom, 3 years  
 Allen Perkins, 2 years  
 Robert Rios, 1 year  
 Ramiro Sanchez, 1 year  
 Paul Steely, 19 years  
 Sheran Sweetin, 3 years  
 Jim Thames, 1 year

Thank You  
 Thank you Triad for the beautiful flowers for our 40th Wedding Anniversary.  
 ~James & Darlene Potteet

## Welcome to the World!

\*Submitted by Courtney Scarpitti

On June 29, 2011, at 11:01 a.m., Adalie Aaniyah Scarpitti-Bryson was born at In-tegris Baptist Hospital in Oklahoma City, Okla.

She weighed 7 lbs. 6 oz. and was 20 1/2 inches long.



Adalie is the niece of Courtney Scarpitti, billing department/newsletter editor.

Adalie is the daughter of Candice Scarpitti, Courtney's sister, and Kendall Bryson both of Norman, Okla.

Amerie Nicole Scarpitti-Bryson is the proud older sister.

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Plunge beans into ice water to stop cooking process.

Meanwhile, prepare pasta according to package directions; drain.

Whisk together mayonnaise and next 3 ingredients in a large bowl; add pecans, green beans, pasta, grapes and onion, stirring to coat. Season with salt to taste! Cover and chill 3 hours; stir in bacon just before serving.

**Pepper jelly vinaigrette**

- ~¼ cup rice wine vinegar
- ~¼ cup pepper jelly
- ~1 tsp. fresh lime juice
- ~1 tsp. grated onion
- ~1 tsp. salt
- ~¼ tsp. pepper
- ~¼ cup vegetable oil

Whisk together 1<sup>st</sup> 6 ingredients. Gradually add oil in a slow, steady stream, whisking until blended.

