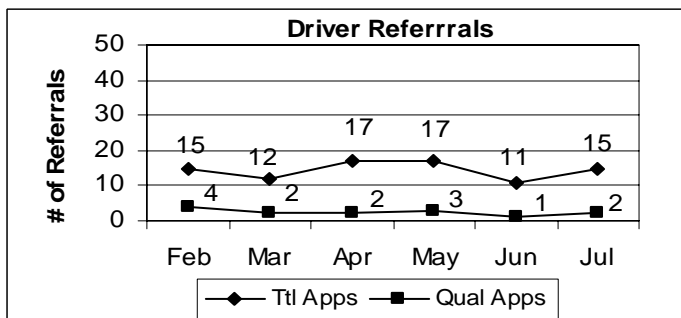
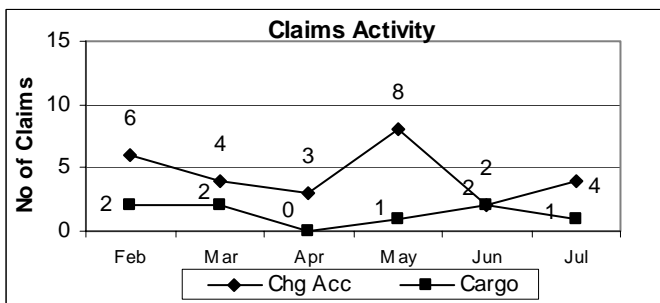
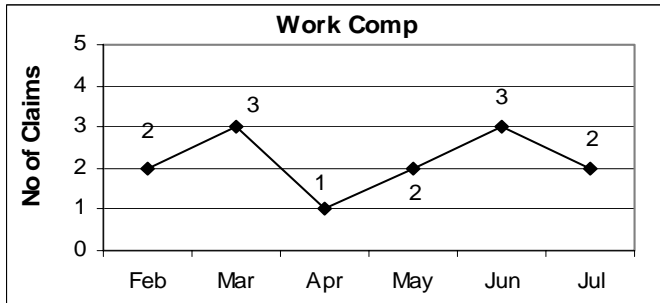




TANDEM EXPRESS

Your Monthly Update on Matters that Matter

Monthly Stats



Driver Referral Payout for JULY was \$1,040! The year-to-date total is \$11,770!

Operations (for July)			
# Active Drvrs (All)	232	Fuel MPG (Co.)	6.65
No. Loads	5,277	Fuel CPG (Co.)	\$1.71
Miles(x1000-Rand)	2,135	Fuel CPM (Co.)	\$.26

Tenure Recognition

The following loyal and dedicated employees have reached another year of service in **August 2004**.

	NAME	YOS	POSITION
1	Robert Ekema	17	Dir., Driver Resources
2	Bruce Holmquest	12	Maintenance Technician
3	John Pawlicke	12	Maintenance Technician
4	Thomas Hyer	11	Maintenance Technician
5	John Beard	7	Professional Driver
6	Charles Haynes	6	Professional Driver
7	George Pilarski	6	Professional Driver
8	Sam Owl	6	Professional Driver
9	Arlyn Vos	6	Professional Driver
10	Howard Letcher	6	Professional Driver
11	Shane May	6	Maintenance Technician
12	Charles Sharp	5	Professional Driver
13	Edward Uebinger	4	Professional Driver
14	Ryan Phillips	3	Professional Driver
15	Jamie Arthur	3	Regional Traffic Coord.
16	Robert Forbes	2	Professional Driver
17	Kevin Kram	2	Professional Driver
18	Matthew Woloszyk	2	Professional Driver
19	Henry Leja, Sr.	2	Professional Driver
20	Clayton Clark, Jr.	1	Professional Driver
21	Todd Henson	1	Professional Driver
22	Derrick Walls	1	Professional Driver
23	Todd VanZuiden	1	Professional Driver
24	William Reese, Jr.	1	Professional Driver

Congratulations and thank you all for your support!

Safety Update

Once again we missed the "Zero" column in claims activity. We had 2 new Work Comp claims, 1 Cargo claim and 4 Chargeable accident claims. As with past injury claims, we find that most are caused by "carelessness"! Getting in a hurry will only get you hurt. Loss of time injuries cost everyone, especially the driver. Now that we have talked about what "has" happened, let's focus on what we can do to keep accidents from happening. Although summer months are dangerous because of the additional traffic and campers on the roadway, we are coming into a time of year that is ever bit if not more dangerous than summer traffic. **"BACK TO SCHOOL TIME"**

If you think dodging campers and tourists was difficult, school buses and children are even more of a challenge. During the early morning hours, usually between 6:30 and 8:00am school buses are out making their stops and may be picking up YOUR children. Our day light hours are getting shorter now which complicates this dangerous situation even more. Kids are standing along the streets and highways and sometimes not paying attention to traffic. Professional Drivers must make allowance for this. Sometimes buses make stops on hill crests, low areas in the roadway, and on curves. ***Don't OVERDRIVE your sight and stopping distance.*** School buses again make their "rounds" after 3:30pm in most cases. Dawn and Dusk are the worst of times for these activities, but that's the nature of the system. School buses are required by law to display Amber Flashing lights followed by RED FLASHING lights prior to stopping. ***Remember: It is illegal to pass a bus with RED flashing lights.***

Also keep in mind that at 55 to 60 MPH, you are traveling about 65 feet per second. If you are following a school bus, BACK OFF, until you have the proper distance to pass. Bus drivers don't like seeing your bumper and grill, so they will usually allow you to pass as soon as they can. They too, are Professional Drivers! When you see a bus coming towards you, scan the side of the road for children to alert yourself if the bus has a stop to make. Also keep a sharp eye out for "Bus stop signs", they are a great "fore warning". Stay alert, keep a sharp lookout and stay SAFE! ***"SAFETY TAKES PRECEDENCE OVER ALL OTHER REQUIREMENTS"***

Handrich Trucking Supports Tandem

Since we are down in driver count and we have an increased volume of freight, Tandem is developing ways to better service our account demand. An example of this is Handrich Trucking and its support of the EXCESS volume of GP (Gaylord) freight to Jamestown, New York. Historically, Tandem was covering 2 loads per day. This increased to 3 or 4 loads per day. In the last few months however, the volume has doubled to 8 loads per day. Tandem cannot effectively cover all the additional loads to Jamestown with its core fleet.

Consequently, we have an arrangement with Tim Bill's and his newly acquired company Handrich Trucking. Tandem has 17 trucks available for seating new drivers. Rather than have these trucks sit and not earn revenue, we are leasing 3 additional trucks to Tim so that his driver's may cover the EXCESS Jamestown freight. That means, Tandem is again increasing its service to GP by covering more of the Jamestown freight with its company drivers than ever before, but still needs assistance with 2 or 3 loads per day. Tandem is grateful for the excellent working relationship we have with Tim Bill's and his operation. Without Tim and Handrich Trucking, Tandem would be hard pressed to meet the increasing demands of our top accounts. Tim's continued support is helping to prevent other competitors from gaining a foothold in Tandem's back yard.

New Direction Book 2004

Very shortly the new and updated direction book will be distributed to the fleet. We have just made the finishing touches and are eagerly awaiting the first proof. The new direction book will contain 9,300 locations! That is about 2,100 more than the last book. We have increased the binder size to allow more directions and have revised the maintenance and accident procedures noted in the front of the book. We hope to begin distribution of the new book the first part of September.

We Need Your Name, Unit Number and PO#

It is imperative that you place your ***name and unit number on all of your receipts.*** St. Louis receives hundreds of pieces of mail everyday. Without your name and unit number on EVERY receipt, it becomes difficult to make sure the correct name gets placed on your paperwork. Tolls and receipts are no different than any other paperwork you send in. Because so many drivers are NOT following this procedure we need to ask the fleet to address this concern. If you want us to pay you for these expenses, you must have your name and unit number on every receipt. ***Also, if you need to have something repaired on your unit, you must contact the Maintenance Department in Michigan City and obtain a Purchase Order Number.*** We have been receiving numerous receipts for headlights, windshield wiper blades etc... without a PO#. You MUST clear ALL purchases with Maintenance before buying these items to authorize reimbursement. This also helps Maintenance keep track of recurring problems so that Tandem can better manage its equipment concerns.

Percentage Pay is Still OK

Mileage pay is the favored form of pay in the truckload industry. Because more and more drivers are opting for this method, Tandem has been encouraging its percentage drivers to convert. However, there are circumstances where percentage pay may be preferred by the driver. In these cases, Tandem continues to offer the percentage pay package. For those drivers on percentage pay, keep in mind that your pay increases automatically when there is a rate increase. You are also benefiting from greater tarp pay, detention pay changes, \$120 minimum load pay, and other accessorial pays that may have increased. However, you are not eligible for productivity pay, tenure pay and possibly other benefits of the mileage pay plan. Although the mileage pay plan is generally the preferred method of pay (please check with Bob Ekema or John Good to establish the best pay plan for you), we are happy to put or keep you on the percentage pay plan, if you so choose.

Thought for the Month

Don't cry because it's over, SMILE because it happened.