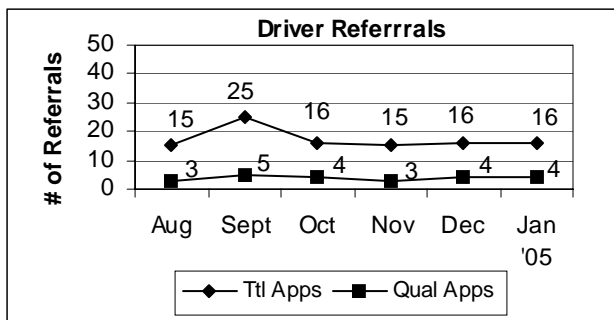
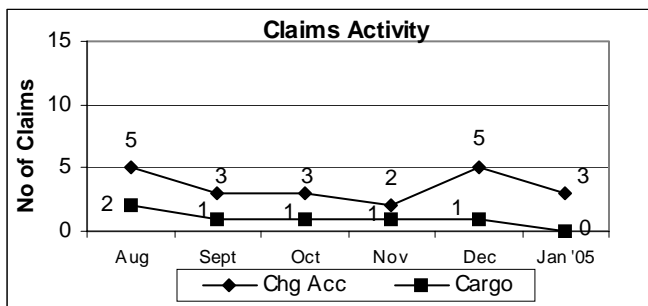
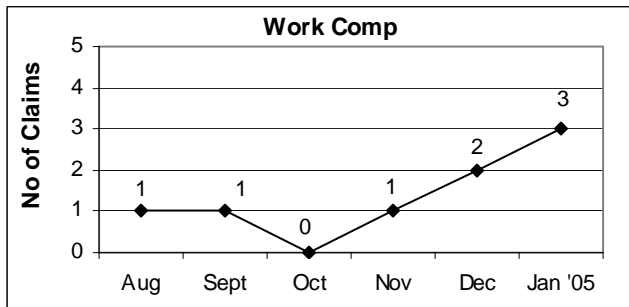




TANDEM EXPRESS

Your Monthly Update on Matters that Matter

Monthly Stats



Driver Referral Payout for JANUARY was \$510!
The year-to-date total is \$510!

<u>Operations</u> (for January)			
# Active Drvrs (All)	235	Fuel MPG (Co.)	5.98
No. Loads	4,820	Fuel CPG (Co.)	\$1.95
Miles(x1000-Rand)	2,123	Fuel CPM (Co.)	\$0.33

Tenure Recognition

The following loyal and dedicated employees have reached another year of service in **February 2005**.

	NAME	YOS	POSITION
1	Ivy Schmidt	16	Fleet Coordinator
2	Terry Camp	14	Professional Driver
3	James Miller	13	Professional Driver
4	Ronald Boyle	12	Professional Driver
5	Russell Babcock	10	Professional Driver
6	Douglas Greenwood	9	Mgr., Driver Training
7	Robert Hickey	8	Professional Driver
8	David Byard	6	Professional Driver
9	Patrick Magee	6	Professional Driver
10	James Cooper	3	Professional Driver
11	Edward Waldron, Sr.	3	Professional Driver
12	Bill Wise	3	Professional Driver
13	Lawrence Buckner	2	Professional Driver
14	Christopher Frazier	2	Professional Driver
15	Jeffery Heilig	2	Professional Driver
16	Marilyn Laurenz	2	Admin., Billing / Rating
17	Glenn Mosher	1	Professional Driver
18	Charles Fletcher	1	Professional Driver
19	Russell Sobek	1	Professional Driver
20	Warren Guinther, Jr.	1	Professional Driver
21	Robert Hesson	1	Professional Driver
22	Kevin Vanhorn	1	Professional Driver

Congratulations and thank you all for your support!

Safety Update

The good news is that we had Zero (0) Cargo Claims in January. Thank You for a job well done. The bad news, however, is that we logged three (3) comp claims; a shoulder, an ankle and a back injury. You can't be TOO SAFE! Injuries can happen when you are lifting or pulling a tarp. A slip occurs when the tarp gives way and your feet are not in a position to balance you or stop your fall. Intending to save time, too often we get in a hurry or take a short cut. There may be a few areas of this business we can short cut, but **Safety** is not one of them. That is when you are most susceptible to injury. Make sure you are "warmed up" or "stretched out" before you tackle the tough jobs of tarping or removing tarps. After sitting or lying in the bunk PRIOR to getting out in the cold and working, your muscles are tight and tensed up. Your potential of injury is very high. Work Safe and be

AWARE of the dangers of your profession. Let us have a Safer February than we did in January.

OTR Tarp Survey

It's finally here, the infamous tarp survey. You will be receiving the survey about the time you get this newsletter. Your Driver Reps have been promoting the use of 8' drop tarps along with the redesign of our shingle tarps for the OTR fleet (this will not affect the dedicated and regional fleets). The Reps have designed an alternative tarp spec that is intended to cover nearly 50% of the loads with a 5' drop system and the balance of the loads with a two-piece, 8' drop system. Their recommended 8' drops tarps will incorporate the use of lighter 14 oz vinyl material. This will increase the chance of rips and tear and will require drivers to be more careful with their tarps. It will also increase the overall weight of the tarps due to the larger size, addition of wear strips, and an additional set of D-rings. You will have the choice of the current tarp system, the Driver Rep recommended system, a two-piece 6' drop option, as well as a chance to list your own comments. Our desire, both the Reps and management, is to find a tarp system that is effective and accepted by most of the drivers. After you receive your survey, please sign and either bring to the MC terminal or drop in the mail. Also remember, that if you return a survey, you will receive a **free Tandem cap**.

IPASS Costs Take a BIG Hike!

We just received the first invoice for IPASS with their new rates. Monthly costs nearly tripled from about \$3,500-\$4,000/month to \$9,800 this past January. This increase, extended out one year, is estimated to cost an additional \$75,000 per year. This is a serious concern. We will be working with our Chicago area accounts but also need to limit toll road usage as much as possible. As we study this situation we will keep you posted on developments. Also, if you have any suggestions or recommendations, please let us know.

New Maintenance Shift at MC (12N to 8P)

Effective the second week of March, the MC Terminal will have a new afternoon maintenance shift. John Pawlicke will be servicing vehicles from 12N to 8P, Monday through Friday. This new shift is the result of discussions with the Driver Reps and comments from the fleet that we need greater maintenance coverage in the afternoon hours. Tandem intends to keep this shift for at least 6 months to determine if it has a positive impact on the shop service performance. We also want to thank all drivers and Driver Reps for their positive input.

Wheatfield OTR "30 Min" Tarping Policy

In order to address the delay concerns for live-loading at GP Wheatfield, Tandem is working on a 30 minute tarping policy. This will require drivers to complete their initial tarping at the dock within 30 minutes after the trailer has been loaded. Any tarping remaining will need to be completed outside so that another truck can be loaded.

There are two live-load bays and one live-loader. It takes the loader about 30 minutes to load the truck. The driver can be securing the load while the loader is loading. The loader will then begin on another truck and if the first truck in out of the bay within 30 minutes, the loader can efficiently begin another load without delay. We will be reviewing this effort and making the necessary accommodations as we proceed.

MC Terminal Dispatches All OTR (except Chattanooga)

Last month we let everyone know that dispatch changes were in the works for the Vanlue and Michigan City terminals. **Effective the first Monday in April (April 4th), Michigan City will dispatch all over the road (OTR) drivers that had previously been dispatched from Vanlue.** Vanlue will focus on their dedicated and regional fleet. We are in the process of notifying customers and working out the details of this change. Therefore, put it on your calendar that Monday, April 4th, you will contact Michigan City for all OTR freight, unless you are in the South where you will continue to call Chattanooga. This change does not affect dedicated & OH regional drivers currently dispatched by the Vanlue terminal.

Owens Corning Medina – Parking Restrictions

Bob Brooks advised that carriers are no longer allowed to park at the Town and Country Co-op fuel stop. The owners have apparently had issues with this for several years and now have the local police involved. If a truck is parked on the premise and not fueling, they will ticket the unit up to \$100. The only current alternative, if the OC facility is full, is to continue past the OC on South Smith Road to the Stop-and-Go fuel stop. This is a temporary solution and other alternatives are being studied. When drivers are dispatched to OC Medina, they will be notified of the situation and advised not to park at the Town and Country. We hope to have a feasible alternative in the near future.

Shipper Updates – Certaineed and OC

Please use your **CB Radio at Certaineed (Avery)** when entering & exiting the facility to communicate with the guard. Also, Owens Corning, **Medina is back to 24 hrs shipping** (starting at 10PM Sunday and will go around the clock until 10PM Friday evening). OC is also requiring that all drivers use some type of **padding under the corners of their securement straps** (v-boards or something similar).

Thought for the Month

Nobody stands taller than those willing to stand corrected.

William Safire, Columnist