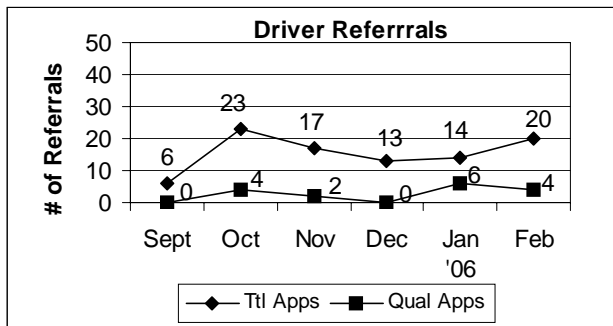
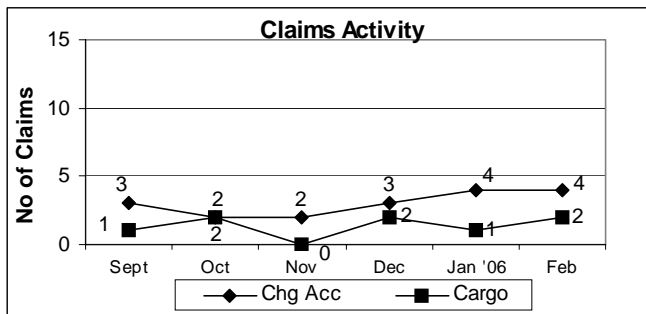
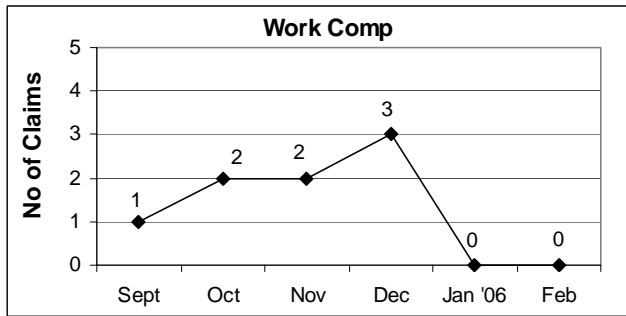




TANDEM EXPRESS

Your Monthly Update on Matters that Matter

Monthly Stats



Driver Referral Payout for FEBRUARY was \$3,265!
The year-to-date total is \$6,825.

Operations (for February)

# Active Drvrs (All)	262	Fuel MPG (Co.)	6.04
No. Loads	5261	Fuel CPG (Co.)	\$2.42
Miles(x1000-Rand)	2,331	Fuel CPM (Co.)	\$.40

Thought for the Month

Difficulties in life provide opportunities for growth.

Tenure Recognition

The following loyal and dedicated employees have reached another year of service in **March 2006**

	NAME	YOS	POSITION
1	Walter Bay	35	President, CEO, COB
2	Craig Smith	23	Professional Driver
3	Bueford Lee	18	Professional Driver
4	Roger Davis	18	Professional Driver
5	Terry Killingbeck	14	VP Marketing & Logistics
6	Roberta Heuer	11	Supv., Driver Recruiting
7	Teresa Burnham	9	Supv., Driver Payroll
8	David Byard	7	Professional Driver
9	Dan Culbertson	7	Professional Driver
10	Albert Goyette	7	Professional Driver
11	Aaron Kenyon	7	Controller/Legal Counsel.
12	Jayne Baker	7	Fleet Compliance Coord.
13	Carl Hunt	6	Professional Driver
14	Kevin Deyoe	6	Professional Driver
15	Gerald Montry	6	Professional Driver
16	Randolph Smith	5	Professional Driver
17	Edward Waldron, Sr.	4	Professional Driver
18	Bill Wise	4	Professional Driver
19	James Sarley	4	Professional Driver
20	Michael Jones, Sr.	4	Professional Driver
21	Robert Wilson	4	Professional Driver
22	Ronnie Ward	4	Building & Grounds Maint.
23	Toby Brooks	4	Regional Traffic Coord.
24	Jeffery Heilig	3	Professional Driver
25	Douglas Christensen	3	Professional Driver
26	Robert Barnhorst	3	Professional Driver
27	Warren Guinther, Jr.	2	Professional Driver
28	Steven Charles	2	Professional Driver
29	Jeffrey Krull	2	Professional Driver
30	Christopher Parker	1	Professional Driver
31	David Coufal	1	Professional Driver
32	Mike Sheldon	1	Professional Driver

Congratulations and thank you all for your support!

Safety Update

February started out with a bang! We had 4 "chargeable" accidents and 2 cargo claims. However we had ZERO Work Comp claims. Good job on working safely! The BANG started with none other than a "Motorist Complaint". In the first 3 days of the month, I received 5 complaints on our drivers! That's the most EVER recorded in a month's time, much less, in just 3 days. For the vast majority of our professional drivers that operate their vehicles properly, I thank you. But for those who are not, I have a few words to share.

SOME drivers seem to be in a big hurry and are not showing their “professionalism” in driving. Cutting cars off and tailgating are the most common complaints. There is absolutely NO EXCUSE for this type of behavior by a Tandem driver. Big trucks already struggle with a poor reputation on the road without our drivers adding to it. Tandem is currently in good standing with the law enforcement community and we want to keep it that way. The insurance companies also take a dim outlook on non-professional drivers, and if you receive a citation for “Improper Lane Change”, “Tailgating” or a “Rear-end Collision”, you have jeopardized your job with Tandem as well as most other “reputable” trucking companies. If you are getting the idea that I am really upset, you’re absolutely correct! Myself, and other managers are the one’s who have to answer to the motorists when they call in their complaint. We then try to soothe the situation over. ***So be careful out there as I would rather talk to you than answer for your behavior!***

HOS Update and Enforcement

This is a reminder to everyone that the “soft” enforcement for violations of the new regulations is over now according to FMCSA and DOT authorities. Due to the crash involvement across the country with “Big Trucks”, the Federal agencies are going to be cracking down on violations and violators. Consequently, Tandem will be increasing log audits. The new HOS regs are in one sense simpler to comply with, but in some cases may cause you to shut down sooner. ***To insure compliance and prevent yourself from disciplinary actions, please notify dispatch and safety whenever you have a log issue.***

If you have any questions or concerns regarding the new HOS regulations or Tandem’s enforcement policy, please contact Jerry Hutchin to discuss the matter.

New Pay on the Way

Tandem is reviewing all pay packages and will shortly have improvements to many of them. Tandem is still one of the highest paying flatbed companies that you can find (all benefits included). However, we also understand that to keep our record retention levels and our trucks filled; we have to anticipate the market and driver needs. We plan to have more details of the pay improvements by the end of May or earlier.

New Equipment Coming in June

Tandem is proud of its late-modeled, state-of-the-art tractors and trailers. We keep our fleet young with a four year trade cycle on tractors (average age of 2 years) and about six years on trailers. We have a number of new East trailers that are currently being issued. By the end of this month we will have issued 22 new trailers since the first of the year. We also recently issued five 2007 Freightliners. Our next set of tractors is not scheduled to arrive until June. You may see a lot of tractors in the yard, but they are mostly “deprepped” 2002 tractors that are being traded in. Currently we have about a dozen

units to fill with new drivers. With our recruiting success in the North and growth in the South, we hope this will be sufficient until the new equipment arrives early this summer.

New Developments: Gaylord and South Carolina

The word is out – now for “the rest of the story”. Yes, GP Gaylord, MI is closing. This is a bitter-sweet scenario. It is bitter because it “changes” things for us – our traffic lanes and a major source of Northern freight. However, it is sweet for the same reasons. It gives us the opportunity to pursue customers that our dedication to GP did not permit. We have about one month to support Gaylord as they deplete their inventory. During this time we will be working with other accounts to cover our truck capacity. Since GP still wants to maintain their customers, we will also learn what other GP locations will be handling their “Gaylord” business.

We also have some big things happening in South Carolina. Tandem has been successful in developing a strong presence in the South. South Carolina and Chattanooga combined represent nearly 40 drivers. Tandem intends to keep this trend growing. Even though we have two people from South Carolina leaving, we have two more Tandem people to replace them – one on a temporary basis and one on a permanent basis.

James Conway and Phillip Caesar have given notice and as of this printing will no longer be with Tandem. Phillip Conway, however, will be “taking the helm”, so to speak. We have also offered John Good from Michigan City a permanent position at the South Carolina terminal. John will team with Phillip to continue building our presence in the area. We also have Toby Brooks from our Vanlue office that will be helping during the transition on a temporary basis until we find a new Traffic Coordinator.

We have also decided to move the South Carolina operations to the Savannah, GA area. Over the next three months management will be reviewing sites and establish a permanent home for this terminal to develop sales, traffic, and maintenance. The intent is to make this facility our second largest corporate-wide and continue both our emphasis and commitment on growing in the South.

Black Tarps – Feedback Time!

The Driver Reps were responsible for motivating management and developing the new Black Tarps. The only major issue we are currently aware of is how many rows of D-rings should be on the 8’ drops? 2 rows were designed on the 8’ because the 5’ drops were to be used on the shorter loads. We are aware of the GP Wheatfield issue (they will not use 5’ drops) and are increasing our Wheatfield Dedicated fleet to reduce reliance on the OTR fleet. Other than the rare “tall and narrow load” management does not see a need to change the current spec. This would add weight and cost to the 8’ drops. Please contact Karl Galamback, Jeff Crossno, or Bob Ekema with your feed back.