

The Rock Solid News

LITTLE ROCK FARM *Trucking*

Slow, Smooth, and Steady Wins The

Special points of interest:

- LRFT Company Picnic July 5th at 5pm.
- Picnic Plans Throughout Newsletter
- Mileage Auditing
- Introducing Dave
- Brush Up On Math
- LRFT Driver Gives CPR To Motorist
- The Ugly "F" Word
- "I'm Truly Grateful No One Was Hurt". Page 1
- June Fuel Statistics

Today, when writing this article I received the bad news that one of our trucks had rolled. The good news is the driver has reported he is not hurt, just shook up a bit. After a sigh of relief there's another wave of anxiety...was there anybody else involved? - is there a fuel spill? - is the load a write off? - what is our liability going to be?

The innocent observer may look at a mishap like this and make the quick conclusion, "that's what insurance is for". But I have a little experience in this area.

First of all, there's a \$25,000 dollar deductible. That's a lot of money! How much revenue do we have to generate to earn pay that back?... How about 1.25 million dollars! Maybe you should re-read that! You read it right... We have to generate over a million dollars in revenue to gain

back the \$25,000 out of pocket loss for the deductible.

But it doesn't stop there. We'll lose the revenue for that truck at least a month while it's being repaired. Insurance doesn't cover loss of use on equipment.

Once all the cost are tallied, equipment damage, cleanup cost, value of load, tow bills, possible lawsuits from other motorists, loss equipment us and related revenue...it's huge. The \$25,000 may look tiny in comparison to the effect an accident like this will have on next years insurance premiums.

I've said all that to say this, **"I truly grateful no one was hurt"**. Our fleet of trucks logged 6,435,261 miles from April 2007 to April 2008. Our major accidents are very minimal, and we have been fortunate to

have very few injuries due to on-road accidents.

Where we do "fall down" however is the little minor "fender benders" and slips and falls There are some things you can do to help.

- Slow smooth and steady always wins the race. Fast, forceful rough drivers don't put anymore miles on over a years time. We've proven it.
- Be sure of your footing absolutely everywhere! We have more drivers hurt outside their trucks then in them. When you hurt, so do we!
- Be alert. Feeling drowsy? Don't push it. With the log hours we are required to keep now, there should be plenty of time to ensure you are well rested and alert.

Come one, come all to our annual family picnic on July 5, 2008. This year's picnic is at Mark's house, see map for driving directions.

Starting at 5pm, the Reuber Family will host the entire Little Rock Family with a delicious BBQ, bonfire and fireworks.

Why attend the picnic?

How many times have you heard a name of a driver and didn't know who they are? The picnic brings us all together to meet and greet each other. It's nice to know if you run into the same people on the road that you know a little about them. Suddenly a dinner for one at a truck stop can turn into a friendly social dinner with another. It's always

nice to see a friendly face and someone to talk with on your journey. That's the side affect of our picnics.



Random Thoughts

With Ray Pennington

You should love your neighbour, but you don't have to agree to his silly ideas... We never fully comprehend death till it takes someone we love... Maybe it's bad manners to dunk doughnuts, but it's good taste... Some married men wonder what bachelors do with their time and money... Miracle drugs are those which do what the labels promise... Don't drop what you have till you grab something better... Stay out of bed; that's where most people die... Would it have been better if Plymouth Rock had landed on the Pilgrims?



Did You Know About Sleepy Mode?

Qualcomm has many features at the finger tips of the dispatchers. One of those features is called "Sleepy".

For example, dispatch knows you are sleeping but needs to send you a message and it's not urgent. The dispatcher will send you the information in **Sleepy Mode**.

Our computers know when your truck's ignition is on. In sleepy mode, the message only comes to you if your ignition is on. If you are sleeping and the truck is off, it waits for you to



turn on your truck before the messages beeps. The downside to this feature is that if your truck is idling and you are sleeping, the computer believes you are awake and will beep at you.

Most dispatchers send their information to you in sleepy mode out of respect for your rest.

LRFT GEAR

Dedicated Work Clothing

All LRFT Gear, except for T-Shirts have a high quality embroidered Little Rock Farm Trucking Logo. We have most sizes in stock from XS—2 XL. Check out the glass display in Dispatch Central Walkerton.

Prices

Pacific Removable Lining Winter Jacket	\$84.00
Storm Tech Wind Breakers	\$59.00
Long Sleeve Blue or Beige Denim Shirt	\$29.00
Short Sleeve Blue Denim Shirt	\$29.00
Short Sleeve Golf Shirts, Light Brown or Beige	\$25.00
Short Sleeve Dark Blue T-Shirts	\$15.00

T-Shirts have silk screen LRFT Logos.

We can deduct payment for the clothing right off your pay check.

Beige Denim Long Sleeve
Jet Black Lined Wind Breakers

After Hours Dispatch

LRFT's after hours dispatching has proved to be a good strategic move in being able to handle issues around the clock.

The after hours dispatchers Katherine, Mike M, and Michael are there to assist our fleet while the regular dispatchers are at home. In the past, the regular dispatchers were on call 24

hours, as well as having to report in for their weekday shifts.

Please keep in mind that the after hours dispatchers are following plans from the regular dispatchers. Some decisions are fixable while some other decisions can't be made because they spill over to the rest of the fleet if changed. After hours is for

important dispatching help. After 3pm on weekends, Michael is working remotely from home and is unable to print anything for faxing. It's important that drivers plan ahead and not wait unit last minute.

If a driver is experiencing personal issues, they are encouraged to speak with Don.

Calling Amateur Photographers

The true view of trucking is through our drivers. We would love to see images from life on the road.



Selected photographs will be displayed as part of our Newsletters.

Take pictures of where the customers are lo-

cated. Take pictures of your truck. Take pictures of yourself doing your job. Possibilities are endless.

Reality is that most of us spend more time at work than we do at home. Get Snapp'n.

The Ugly Four Letter “F” Word—Fuel

Fuel pricing for Trucking Companies are more than just reading a sign, filling up the truck, and paying the bill when it comes in. There's taxes to consider.

It's called IFTA Fuel Tax (International Fuel Tax Agreement). This agreement causes Trucking Companies to report in their fleet's mileage and fuel consumption. AND we must report how many miles we traveled in each state and province.

This tracking is done through T-Chek fuel receipts, our dispatching program called “Fleet” and Satellite Tracking through Qualcomm. Sandy's job is to figure it all out and report it monthly.

HERE'S HOW IT WORKS!

Let's make an assumption. A driver has a regular run from Michigan State to Ontario Daily. He is only fueling up in Ontario at the Flying J in London Ontario.

Little Rock is required to report that driver is driving between Ontario and Michigan. Breaking down the mileage on the Ontario Roads traveled and breaking down the mileage on the

Michigan Miles traveled. We report to IFTA that we bought fuel in Ontario only. The situation that now exists is that the State of Michigan hasn't made any money on the fuel purchase for this run. Michigan (as well as any other states) require payment for using their roads through IFTA.

IFTA figures out that we should have purchased a dollar amount in Michigan and Little Rock is taxed to pay a that amount to Michigan.

Here's Another Assumption

A driver has a run from Michigan to Ontario Daily but is only buying fuel in Michigan at the TA in Monroe.

Little Rock is required to report the mileage breakdowns as stated earlier, this time we are reporting we are only buying fuel in the United States.

IFTA figures out that we

have traveled so many miles on Ontario roads without paying for fuel and that we now owe Ontario taxes for fuel.

This happens with every one of our trucks with each fuel receipt telling the story about our fuel purchases.

So why are we asking our drivers to

fuel up in the States as much as possible?

The IFTA Taxes are something that we are going to have to pay regardless of our activities. However, the IFTA fuel taxes are a consistent percentage rate. What is changing is the rate of fuel.

Ontario has become one of the highest regions for fuel costs across North America. Mark has determined the following:

1. Fuel is cheaper in the United States.
2. Even with the IFTA taxes, we will be taxed to pay Ontario, it is still cheaper than the cost



3. Purchasing fuel from places like Michigan has been a big “NO NO” for many years. That opinion has now changed due to the rising costs of fuel.

It's no longer a nice little Memo asking our drivers to be responsible for deciding the locations for purchasing fuel. It's a matter of staying in business by finding the loop holes to allow us to remain competitive in this changing market place.

956 BANKRUPTED TRUCKING COMPANIES IN THE FIRST QUARTER OF 2008

Fuel is having a tremendous impact on our companies as well as personal lives. The days of cheap freight being shipped are over. Massive corporations are folding. We are a small company with lots of great people. All of our trucks are still busy and though some of our customers have slowed down, we need to stay smart and one step ahead of the rest of the trucking companies so that we too don't become a negative statistic.

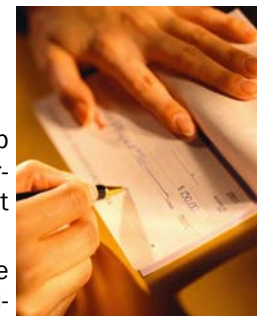
Cash Flow Being Choked

All Little Rock's customers require BOL's for proof during invoicing. Drivers who drop loaded trailers at places like P & H, need to ensure they are taking a copy of the paperwork with them for their trip envelope. The customer's invoices are created based on that paperwork.

When no paperwork comes back, we don't have the information to be able to invoice the customer. Also, we don't have the proof to back up our invoices. The original signed documents you put in your envelopes are mailed back to the customer with our invoices attached.

When paperwork is not returned, it can take several weeks before the customer faxes us a copy of the paperwork so that we can finally invoice for the work the drivers have done. The same several weeks is wasted time trying to sort out the missing paperwork when the customer could have received an invoice and already paid for it.

Please keep in mind that the money that pays all of our paychecks is from customers paying for their shipments. It's not okay for documents to not be submitted or go missing. Your performance bonus depends on it.



Running Over The Sidewalk

Learning to drive truck is no easy task, especially for one who has never driven a standard vehicle before. Other than looking at trucks, driving a rig was a brand new experience.

I had only been driving for two months with my learners permit. My backing up was still making me sweat and I was still missing gears. I would verbally count my gears out loud to keep track.

The road test was scheduled. Over and over I heard, **"Whatever you do, don't run over the sidewalk with the trailer... you will automatically fail!"**

I was nervous and the pre-trip was nearly an hour to perform. The examiner rolling her eyes because I was being too cautious. I had to disconnect and I had forgotten I lowered my air in the tractor to do a smooth release. When attempting to back up, I

couldn't figure out why the pin was so high. The examiner was kind enough to give me a lesson and lecture about what I was doing wrong.

The road test started off fine, I was counting my gears out and she told me to pull to the side of the road on a hill. I never expected it to be like a car and have to turn my wheels into the curb to prevent a roll away situation.

I had to do a back up into the Hammond parking lot. It was a miracle. The trailer for the first time backed up exactly the way it needed to be. I was so happy.

No one ever told me that I couldn't use the Engine Brake during the test. I was sailing nicely along a back road in Walkerton and coming up to a right hand turn. I flipped on the engine brake and the examiner said that wasn't allowed and told me to turn it off. In that same time frame, the corner was quickly approaching. I quickly applied the brake and tried to down shift. The truck stalled part way into the turn. The steering locked up and the

brakes were really tough to apply. Suddenly, the ditch was right in front of me. I was able to stop in time. My nerves were shot.

In the same time frame, the examiner dropped her clip board and grabbed onto the handles of the truck. It was sinful.

My next right hand turn was too wide and I was coming back into town. I was doomed and knew I wasn't doing so well but figured maybe she realized it could be a lot worse.

While in town I made the right hand turn at Tim Hortons. During that turn my trailer went over the sidewalk by a few inches. That's when I freaked out, **"GREAT I JUST FAILED!"**

Needless to say, I didn't pass but pulled a high 90's a month later!

"Whatever you do, don't run over the sidewalk with the trailer"

See Above

FREE

Family Photographs

We are trying something new at this year's family picnic. Michael has volunteered to take dedicated family photographs. Michael



will take the family photographs and have them printed for you to keep.

Due to time of day and lighting, family photographs will be done at the beginning of the picnic.

These photographs won't appear in the newsletters. Let Michael know if you are interested during that day. There is no obligation to participate.

Beating The Payroll Saturday Deadline

The Saturday before the Friday pay day is the cut off point of payroll. It has always been Saturday but it wasn't enforced. In the end, some driver's late envelopes were stalling the "SEND" button to inform the bank on how much to deposit into everyone's accounts.

If a driver knows they will be late, it's up to them to inform Don or management to do a cash advance.

Also, it is time consuming to enter in

envelopes. Mileage auditing, receipt reconciling, invoicing, and driver's pay are all done at the same time. Some envelopes take up to 2 hours to process.

Drivers who are local drivers and local chicken drivers are to submit their trip envelopes every day **if possible**.

There is a lot of work involved with processing envelopes. Don't let two weeks go by before submitting 6-10 envelopes at once.

Thank You In

Advance.

LRFT Driver Gives CPR At Horrific 401 Accident

On June 12, 2008 our very own Ed Hall, long haul driver, was involved with helping victims at a fatal accident on the 401 heading to Montreal.

Ed has been in tennis sports training for a number of years before deciding to be a truck driver with Little Rock. CPR would be an asset to someone working in the sports area just in case one of his students were to need his help.

Ed was traveling east bound when he noticed an SUV passing him. The SUV wasn't speeding obsessively but did catch Ed's attention. What the SUV

didn't know is that ahead was a transport and a pick up truck was parked on the side of the highway.

The two vehicles weren't up to speed and merged onto the flowing traffic. The transport driver decided to not wait for the pick up to speed up and pulled into the centre lane. That action of not being patient caused the SUV to barrel full steam into the rear end of the transport trailer.

The traffic came to a grinding halt leaving Ed behind the wreck only six vehicles away. Instinct kicked in and Ed rushed out to be first on the scene

to give medical aid and CPR to the victims of the crash.

Ed says "Only the rear wheels of the SUV were sticking out of the back end of the truck!"

Ed was obviously shaken up by the ordeal after the initial instinct and shock was behind him.

Ed says, "It was really hard to continue driving after witnessing such a horrific accident."

We all feel that emotional tug after witnessing something horrific on the road. That's one of the down sides to trucking is witnessing something so far away

from home and not being able to step back for a day or two to reflect upon the moment. May the people he helped be thankful for Ed's kindness and expertise.



Ask The Editor

Stan Whitehead Asks:

LRFT doesn't want us filling up small amounts of fuel into the tanks but I need fuel in order to get across the border into the States. Where does LRFT stand with that?

LRFT pays a surcharge for every time the T-Chek is swiped. However, if you know you will be heading into the States, fill up a minimal amount to get yourself across and then fill up

the remainder of your truck on the States side.

The cost savings are phenomenal if we can have as much fuel purchased States side at this time. This includes filling up in Michigan. We need to ensure every dollar that can be saved is actually saved.

A Sign Of The Times

According to the Highway Star Magazine, 950+ trucking companies went bankrupt in the first quarter of this year. Another 400+ in April as part of the second quarter.

Lately, the office is receiving high call volumes from drivers looking for employment. In fact, never have we seen so many walk in this month alone.

Applications are being handed out and some peo-

ple are receiving calls for an interview with Don Church.

The key is to have balance and be realistic. It's not fair to hire on new staff which causes drivers who have been with us for a long time to go without work. It's a fine line.

LRFT is a customer driven business. Some weeks are chaotic, while other weeks are quiet. It's not always easy to predict what the future holds.



We have a number of part-time staff, especially in the poultry haul area. Some weeks the part-timers kick start the poultry haul while other weeks there is no work for the part-timers.

With the stress of fuel pricing and changing economy, we will be seeing more people looking for work. It's sad but a true sign of the times.

Random Photography At Picnic By Melita

Just like the years before, Melita Crigger (accounts receivable), will be taking random photography shots at the picnic.

Melita is great at catching the action without many people knowing. She is the queen of the camera.

Melita usually puts together a super collage of photographs for all to see in Walkerton's reception area.

You never know, somewhere, somehow, someone may come up to you and say "Smile!"



Popular Trucker Mathematical Conversions

Weight:

Kilograms to Pounds

$$\text{KG} / 2.2 = \text{lbs}$$

Pounds to Kilograms

$$\text{lbs} \times 2.2 = \text{kg}$$



Distance:

Kilometres to Miles

$$\text{KM} / 1.6 = \text{Miles}$$

Miles to Kilometres

$$\text{Miles} \times 1.6 = \text{KM}$$



Liquid Volume:

Litres to Gallons

$$\text{Litres} \times .26 = \text{Gallons}$$

Gallons to Litres

$$\text{Gallon} \times 3.8 = \text{Litres}$$

Height:

13 Feet 6"

=

4.128 Metres

Misreading Cancomm Satellite Messages

The written word is an encourager, a teacher, an emotional tear jerker, and our worst enemy.

Satellite messages can be so easily misread with angry tones when it was never implied.

Depending on our moods, the way we read the written word can be so out of sync with reality. A missing period here or a space there can really can throw us for an emotional roller coaster.

Take for example, a child in the back seat says to a parent when asked if there are any cars coming. "No Cars". The parent looks for themselves and sees no cars coming down the lane but suddenly the parent jerks on the brakes and screams "WHERE!!!!!"

The way the parent

heard it was "No! Cars!" meaning not to go and cars are coming. The words used and how it was said could have meant two different ways of looking at the same situation.

We experience this phenomenon on a regular basis because of the hundreds of messages going back and forth with our drivers.

At times, picking up the phone can clearly differentiate the real emotion of the moment.

There are times when we, the office staff, are not at the top of our game and we misread the messages to add in our tones into the words when they were never implied negatively.

Text messaging, emailing, and even Cancomm are all new

technologies in the past several years. It seems that human beings could use a lesson on how to communicate with these new forms of technology and actually write what we mean, so that they are read with the right voice tone.

Try it for yourself and see if you are misreading tones too. It's hard to be objective when upset, but try it anyway... you may be surprised!

Computer Nerds Paradise—Awesome Websites

www.save.ca

This website is awesome for getting free coupons for every day household items such as cleaners, toilet paper, hair products, and etc. Go to the website, point and click the coupons you want. They will mail you the coupons right away. They are good value coupons and real. **COST = FREE**

I've been using this for 6 months. It's a super site to save money.

www.cook.com

Tired of eating the same old thing. This site is terrific for finding a new recipe to change up your eating habits. People submit their recipes.

Not sure exactly what you want to do with chicken? Simply use the search to narrow down your choice. It's printer friendly to print it out and take it to the kitchen. **LOVE IT!**

I Can Hear Keys



I recently had two friends leave the trucking industry but are thinking about coming back. **What is it about trucking that lures people to want to get back behind a steering wheel?**

I am thinking it's a cross section of three things that make trucking a desirable job. They could be yearly salary, personal freedom and simplistic nature of the job.

I used to be a logistics manager before joining the world of trucking. Drivers would tell me how much they are making. I was always so stressed out. I would come to work regretting the car ride in. I would be lost in thought throughout the day thinking how bad my job was. I would run out of the door ten seconds after the buzzer rang but realize I had to come back the next day.

A Little Rock driver encouraged me to think about being a trucker. I was making okay money but nothing to brag about. I would listen to the truckers who

came in everyday telling me their salaries and there was me having a shipping crisis because company "A" never got their box on time. Life had to be better.

The job change had more than doubled my wages and by the 6 month mark, I had made more money than I had all of the year prior? I couldn't believe I never figured out to be a trucker younger. It's hard to leave the industry going back to a low paying wage and getting used to having to think about purchasing things a lot more carefully.

There is personal freedom when you are alone in your truck. Though drivers are stuck to a shipping schedule, there is a sense of freedom because you are your own boss to decide where you will eat and sleep next. The windows to the world are almost endless when you realize you get to a barn, warehouse, or freezer and think about

the employees inside who see dimly lit workplaces. I feel sorry for people trapped indoors like that for eight hours per day.

Driving isn't monkey business. There is great responsibility and exceptional skill involved with backing up those 53' trailers. Once you get the concept of space requirements, backing up angles, and functional nature of a truck, it's smooth sailing. It becomes second nature. **Don't you think it's amazing that you can go on holiday but jump back into a truck and know instinctively how to drive a standard truck?**

Here's a secret and don't tell Mark. There's been a couple times where I've heard the keys jingling in my pockets when life gets stressing behind my desk. For me, I enjoy sitting behind a desk and assisting drivers. There is a sense of thrill understanding the mindset and problems that a driver is facing. Having been there, and done that, it makes it easier to make decisions. After all, without drivers, I have no job here.

Mileage Auditing

Little Rock monitors mileage for all vehicles. The purpose of the auditing is to report the IFTA Fuel Taxes because it's based on entire kilometers traveled each month.

Each trip envelope requires us to enter in the mileage for two purposes. Firstly, to figure out a driver's rate of pay. Secondly, to report how

many miles the truck is traveling for tax reasons.

When the report is run, mileages that are not reported properly stick out like a sore thumb. Missing mileages and trip envelopes that have mistakes on starting and ending miles stand clearly out.

Some hand writing is difficult to read and is the biggest reason for mileage errors. Once an error is found, all conflicting trip envelopes

have to be pulled back out and visually checked over again. Payroll adjustments have to be made if the error affects the driver's pay in a positive or negative manner.

The best way to avoid this issue is to ensure the mileages between envelopes are continuous without overlapping.

An example is that a driver recorded ending his mileage at 180359 but their next envelope started at 179980.

There's a difference of 379 km. Sounds odd to some, but happens more often than you would think. We don't believe it's intentional to gain mileage for pay, the driver may not have recorded the ending mileage and guessed. The next trip out with the truck flags the errors in our system.



Dave Our New Live Poultry Dispatcher

Have you met our new Walkerton Live Haul Poultry Dispatcher?

Dave replaced Teri in May of 2008. He has taken over the reins for the ML account focusing on live haul drivers who are crossing borders.

Dave is from Walkerton and has vast experience in the chicken business. In his previous life he was the scheduler for chicken catchers. He was coordinating trucking companies with

their own crews to properly align. Dave understands the importance of scheduling and keeping all parties in the loop of communications.

Little Rock is technologically advanced when it comes to utilizing computerized scheduling. Dave comes from an era of using sticky notes to keep everything straight and organized. He's been amazed on how much we rely on computers to

monitor driver locations, farms and etc.

Adapting to change is always difficult for most people to accept. It's difficult to know how people will be accepted into the organization when a key member of staff is changed. We are extremely proud of the level of professionalism that our drivers have shown to Dave.

Our drivers are usually the best teachers to any new member of staff when it comes to procedures and

ideas.

Some procedures have changed since he has taken his seat to simplify the process.

Dave is a determined individual and committed to serving our customers. We welcome Dave aboard "The Rock".

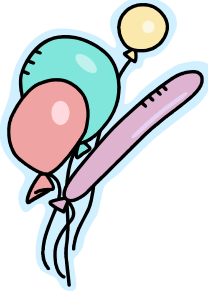


Province	June Avg	208.00	Savings on 1 Fill	Week Save	650.000
MONTANA	4.241	882.02	97.57	213.253	1,927.731
OHIO	4.307	895.88	83.72	182.977	1,958.008
MICHIGAN	4.309	896.27	83.32	182.113	1,958.871
OKLAHOMA	4.323	899.16	80.43	175.794	1,965.190
INDIANA	4.324	899.35	80.25	175.385	1,965.599
NEBRASKA	4.330	900.56	79.04	172.748	1,968.236
WISCONSIN	4.332	901.14	78.46	171.475	1,969.509
ILLINOIS	4.342	903.20	76.40	166.975	1,974.010
KANSAS	4.344	903.49	76.11	166.338	1,974.646
SOUTH DAKOTA	4.345	903.70	75.90	165.884	1,975.101
NORTH DAKOTA	4.353	905.36	74.24	162.247	1,978.737
MISSOURI	4.356	906.07	73.53	160.701	1,980.283
IOWA	4.357	906.24	73.36	160.337	1,980.647
NORTH CAROLINA	4.361	906.98	72.61	158.701	1,982.283
MINNESOTA	4.363	907.55	72.05	157.473	1,983.511
MISSISSIPPI	4.375	909.90	69.70	152.336	1,988.648
NEW MEXICO	4.375	909.92	69.68	152.291	1,988.693
VIRGINIA	4.378	910.54	69.06	150.927	1,990.057
ARIZONA	4.380	910.96	68.64	150.018	1,990.966
KENTUCKY	4.380	911.00	68.60	149.927	1,991.057
SOUTH CAROLINA	4.380	911.10	68.49	149.700	1,991.284
ARKANSAS	4.396	914.35	65.25	142.608	1,998.376
TENNESSEE	4.404	916.07	63.52	138.835	2,002.149
WYOMING	4.408	916.78	62.82	137.289	2,003.695
PENNSYLVANIA	4.408	916.82	62.77	137.198	2,003.786
TEXAS	4.410	917.22	62.38	136.335	2,004.650
FLORIDA	4.411	917.40	62.19	135.925	2,005.059
WEST VIRGINIA	4.427	920.86	58.74	128.379	2,012.605
LOUISIANA	4.430	921.44	58.16	127.106	2,013.878
WASHINGTON	4.436	922.60	56.99	124.560	2,016.424
ALABAMA	4.442	923.92	55.68	121.696	2,019.288
UTAH	4.452	926.04	53.56	117.060	2,023.925
MARYLAND	4.474	930.61	48.98	107.058	2,033.926
GEORGIA	4.483	932.48	47.11	102.967	2,038.017
NEW JERSEY	4.489	933.65	45.95	100.421	2,040.563
COLORADO	4.491	934.19	45.41	99.239	2,041.745
IDAHO	4.492	934.23	45.36	99.148	2,041.836
DELAWARE	4.492	934.29	45.30	99.012	2,041.972
SASKATCHEWAN	4.496	935.11	44.49	97.239	2,043.745
MAINE	4.502	936.44	43.16	94.329	2,046.655
NEW HAMPSHIRE	4.520	940.22	39.37	86.056	2,054.928
OREGON	4.524	941.05	38.54	84.237	2,056.747
NEVADA	4.537	943.78	35.82	78.282	2,062.702
CALIFORNIA	4.550	946.48	33.11	72.372	2,068.612
CONNECTICUT	4.551	946.50	33.09	72.327	2,068.657
NEW YORK	4.577	952.08	27.52	60.144	2,080.841
VERMONT	4.608	958.40	21.20	46.324	2,094.660
ALBERTA	4.625	962.04	17.56	38.368	2,102.616
MANITOBA	4.628	962.62	16.97	37.095	2,103.889
MASSACHUSETTS	4.637	964.39	15.20	33.231	2,107.753
ONTARIO	4.710	979.60	0.00	0.000	2,140.984
BRITISH COL	4.813	1,001.00	-21.40	-46.778	2,187.763
QUEBEC	5.076	1,055.72	-76.13	-166.384	2,307.368
NEW BRUNSWIC	5.225	1,086.88	-107.29	-234.483	2,375.467
NOVA SCOTIA	5.242	1,090.27	-110.68	-241.893	2,382.877
NEWFNDLND LABR	5.523	1,148.87	-169.27	-369.953	2,510.938

June 2008—Fuel Statistics

June 2008 fuel statistics are in. Time for a partaaaaay! Ontario moved up on the list by 1 notch beating out British Columbia. Ontario is now 51 out of 56.

Since our last newsletter telling drivers not to fuel up in Canada, almost the entire fleet who is jumping across into the United States has been purchasing fuel in the States too! You should thank yourselves for making that change. Realistically, your change like that dramatically impacts our expenses, in turn, makes each shipment have a higher return.



Continue not to fuel up in Canada as much as possible.

Did you notice that Ohio is the 2nd Best State? Capitalize on that statistic. Sure it changes daily / weekly / monthly, but take advantage of it. In the end, it will be the fuel prices that keep knocking cheap freight companies out of business.



Times are looking tough ahead, but with everyone paying attention and making better choices, we will all get through it.

How To Read The Chart



Column 1—State / Province

Column 2—Average Current Price For State Converted Into Gallons.

Column 3—Based on 208 Gallon For An Average Tractor Fill.

Column 4—Savings Calculated Using Ontario As A Base Point.

Column 5—Savings Based On A Week's Average of Fuel Purchasing.

Column 6—Cost of Fuel In One Week Based on 1554 Miles

Passengers—Children

Mark talked about an accident that recently occurred and photographs were transferred to LRFT through email. We could see that accident on city traffic cameras to the seriousness of the accident. Unbelievably, no one was injured.

Pictures from the insurance came in. The truck toppled onto the passenger side. The window was shut but if there was an unbuckled child in the passenger seat, they would have been bumped out of the truck (if the window was open) and the truck could have crushed the child.

Our policy is that no children under the age of 6 is to be a passenger in our vehicles. Drivers who are taking children should think twice before considering it. Children are fascinated with the truck set up and have a tendency to be rest-

less, even lying down in the bunk during transit. Accidents are obviously spontaneous and a child can be thrown around or out of the truck during a vehicular crash.

There were no children on board this truck. Remember that truck seats are not designed for children. Passengers also much have a passenger release form filled out and authorized by LRFT before departure. Thanks

