



The Dashboard

OCTOBER



Phoenix Fleet Services

During the early part of 2013 another trucking company began seeking advice from me and looking for some help repairing their equipment. In large part this was due to the lack of reputable and dependable Truck & Trailer services in our area. Over the last several years we have performed some maintenance work for a few local companies off and on however we never really pursued this as a profit center.

We felt it to be a natural progression by promoting our services for the general public. We began by testing the water and running advertisements in local publications, the internet and leaving flyers at the Scale Houses. We quickly found out that the need was much greater than expected. Not only did we begin receiving calls for individual repairs and breakdowns but also had fleets calling to see if we could handle their maintenance requirements. We have been short in terms of facilities to handle repairs. With have been servicing approximately 200 power units and 350 trailers in what amounts to 3 tractor trailer bays. Multiple repairs have occurred outside in less than ideal conditions. As the business began growing rapidly we had designs completed for a new maintenance facility to be erected adjacent to our current building. This construction will begin the middle of October and hopefully we will be under roof and open by the middle of February.

The purchase of our own wrecker has supported the growth by allowing us to tow in repair business. We are now outfitted to handle just about any requirement thrown our way. In support of this we also have 2 full service road call trucks.

We are happy to report that we soon will have more room to support the growth of the outside repair business and our own fleet requirements. Please feel free to stop by and speak with me if you have any questions.

Bill Wade

2014 Safety Meeting Schedule

Remaining Safety Meetings for 2014 will be conducted on; October 11th, October 18th, November 1st, November 8th, and tentatively on November 15th in the orientation room. If you have not yet attended a safety meeting this year, please make arrangements to do so while there's still time. Because there is limited seating in the orientation room there will be a sign up sheet on the orientation door prior to each meeting. Everybody should call or check the Friday before the scheduled meeting prior to showing up to ensure the meeting has not been cancelled for unforeseen reasons.

**OCTOBER MEETINGS WILL BE:
OCTOBER 11TH AND 18TH**

"Be Careful Out There."

GETTING TO KNOW OUR CUSTOMER

Tops Wins Prestigious Award from Staples

Tops, which is located in Georgetown, KY, won the Supply Chain Excellence Award from Staples just announced last week. The Award is given to Staples #1 Supplier. Tops also announced they were the number one vendor for on-time service to Staples in 2012, 2013 and 2014 year to date. Bill Bowes VP of Supply Chain Management and Jack Kreitzman Logistics Manager accepted the award for Tops. Both Bill and Jack reached out to our group and wanted us to pass along thanks to everyone at Phoenix Transportation.

Tops is a valuable partner for Phoenix Transportation. We have been doing business with Tops since 2002. In 2011 Tops won our award for Logistics Partner of the year. Tops has over 115 employees working at the plant in Georgetown. Tops is in the office supply business, product offerings include binders, business forms, software and folders.



Nothing beats a haunted moonlit night on All Hallow's Eve... And on this fatal night, at this witching time, the starless sky laments black and unmoving. The somber hues of an ominous, dark forest are suddenly illuminated under the emerging face of the full moon.

~Kim Elizabeth

Monthly Health Tip

Get Enough Sleep

You know that “getting enough sleep” is a healthy habit, and now [new research](#) from Finland reveals that getting at least seven or eight hours nightly also reduces a person’s sick days. Sleeping less than six hours (or more than nine) correlated with higher absenteeism on the job.

“Insufficient sleep—due to inadequate or mistimed sleep—contributes to the risk for several of today’s public health epidemics, including cardiovascular disease, diabetes and obesity. Getting at least seven hours of nightly sleep is a key to overall health, which translates to less sick time away from work,” said a spokesperson. Having trouble sleeping? Start with your healthcare provider, because everyone deserves a good night’s rest.

And while we’re on the subject of sleep, a study in the journal [Neurology](#) reports that when your sleep is interrupted or shortened, brain volume may decline. “We found that longitudinal measures of cortical atrophy (gradual and progressive degeneration of the outer layer of the brain, or the cortex) were widely correlated with sleep quality,” the authors write. “Poor sleep quality may be a cause or a consequence of brain atrophy (a decrease in size).”



Dwight Lynn

IN THE KNOW

How long have you been working for Phoenix Transportation?.....23 months
What do you do at Phoenix Transportation?.....Driver
What is your favorite music?.....'80's Rock
What is your favorite movie?.....Stripes
What is your favorite drink?.....Jack & Coke
If possible, who would you most like to meet whether they are living or not? ...
.....Grandfather
What is your favorite car?.....1969 Firebird
What place would you dream of going to?.....Ireland

THE PHANTOM OF THE TRUCK STOP

I was on a long haul from Detroit, Michigan to Houston, Texas. This was day three of my trip and I was beginning to run out of driving hours for the day. I noticed a truck stop/gas station on the side of I-40, pulled off and decided to call it a night. I was running ahead of schedule, so I was going to have myself a long, fourteen-hour break instead of the usual ten.

THE MIDDLE OF NOWHERE

Off the bat, I didn't like the area, but had no other choice. The bathrooms were unkempt and had enough graffiti on the walls to classify itself as an inner-city truck stop, even though I was practically in the middle of nowhere. It was also a small stop, with parking for only a dozen trucks. After washing up, I purchased a new work knife, some hot food and headed out to my truck.

I sat in the captain's chair and listened to the radio while I ate my dinner with the windows down, letting in the dry wind. The Mississippi River had just begun flooding, but there hadn't been any rain in over a week. The surrounding area was beginning to look like Nevada more than Arkansas.

I finished my meal and cleaned up a bit. I slid out of the seat and onto the pavement as a gust of warm wind hit me. I strolled over to the dumpster, tossed my garbage inside and began slowly walking back to my truck. I fished out a filterless cigarette and leaned against the bug-splattered side of my truck and lit it with my lighter. I enjoyed the smoke as I watched the sun set below the horizon. A few more trucks had backed into spots. I spotted one guy walking out of the store with a bottle of beer in his hand, looking around nervously as he quickly strode over to his truck. The life of a trucker. Something interesting and new every day. Risking his job over one, lousy beer.

I climbed back into the cab of the truck, dropped back into the sleeper berth, changed into a pair of pajamas and lay down to get some rest. I didn't bother setting an alarm. I felt sleep creep over me and accepted it as I drifted off into dreamworld.

JOLTED AWAKE

I awoke with the cab of the truck rocking violently, knocking the bottle of water I had placed on my "nightstand" over onto the floor. I sat straight up, fully awake and pressed the button on the truck's radio/alarm. It was shortly after three in the morning. I reached down and grabbed the bottle of water that had fallen, twisted the cap off and took a few deep gulps before wondering what had rocked my truck so violently. Then I remembered: the wind. I settled back down, got my heart rate back below a hundred and lay my head down on the pillow. The truck rocked again, knocking my ashtray over that I had set in the cup holder and once again tossing my water bottle onto the floor.

I flipped on the overhead light, slid on my shoes and grabbed another cigarette from my pack. I opened the curtains, sat in the captain's chair and shut off the sleeper light. I opened the door and noticed that it had cooled down considerably. I shut off the truck, pocketed the keys and climbed down onto the pavement to look around.

At this time of night, the truck stop only had lights around the gasoline pumps, and their light could not reach the truck parking area. I looked around a moment, lit my cigarette... and then noticed something. The wind had stopped blowing. I wondered what had caused my truck to rock so violently. Earthquake maybe? I knew that a few had been reported around Memphis, and I was probably close enough to have felt a tremor, but that rocking motion did not feel like an earthquake. It felt like the wind hitting the side of my truck with a strong gust.

THE APPARITION

Curiously and cautiously, I walked around the front of my truck to the passenger side and looked down the length of my trailer. I noticed movement. Low to the ground, about four feet. Not fast. I used my keys to unlock the passenger-side door, jumped up and grabbed my large flashlight from an overhead storage compartment. I climbed back down and closed and locked the door.

I clicked on the light and shined it down the side of my trailer. There was a young girl standing off into the field about ten feet behind my truck, but when I looked harder, she wasn't there.

Well, like I said earlier, truck drivers see something new every day. This was certainly new. I began to walk toward the rear of my truck, scanning the field with my flashlight for any trace of the girl I had just seen. When I reached the back, there was no trace. It must have been a trick of the eyes. Heck, I haven't even fully awakened yet. I glanced over my shoulder. There were no cars at the pumps and the clerk definitely hadn't noticed me.

I felt "the call of the wild" coming on and didn't feel much like walking into the store wearing my pajamas. I was in the middle of nowhere and no one could see me, so I figured no harm, no foul. I stood at the rear of the trailer and did my business, looking around for that girl again (also hoping that she wasn't hiding behind something and watching me do this).

TOYED WITH

I put everything away and walked to the driver's side of my truck toward the cab. I took the last couple of puffs off my cigarette and flung it into the parking lot, used my keys to unlock the truck and popped the door open. Just as I planted my foot on the faying, I heard a distinct giggle. A girl's giggle. I stepped back down and shined the flashlight around. Nothing. "This is getting kind of creepy," I said aloud.

"He heard me," a small girl's voice answered back.

I jumped backward away from my truck. The voice had come from *inside* the cab! Something was wrong. I had the entire truck locked up while I was walking around. There was no way that someone could have gotten in without breaking a window. Steeling myself for what was going to be an uncomfortable encounter at the least, I took a step up on the faying and leaned my head into the truck.

"Is anyone in here?" I asked. I hit the switch to turn on the sleeper berth light. I climbed in. I put a knee onto the seat and peered into the sleeper berth.

"Goodnight," a soft voice said, which seemed to emanate from all around me. I flinched as I heard the word and felt a cold chill run through my body. I slid off the seat and stood up in the cab, bumping my temple off the overhead storage bins. I looked around the sleeper. No one was there.

SOMETHING... INHUMAN

I turned around and shuffled into the cab to close the door when I saw the young girl standing outside my truck on the pavement, looking up at me with lifeless eyes. Those eyes, you see, weren't meant for a person. They were designed for a predator, and all of a sudden I felt like prey.

I reached forward and slammed the door shut and flicked the lock. I quickly decided that I was not staying here for the rest of the night. I turned the key and heard my truck's motor rumble to life, along with the familiar, annoying buzzing that was my air-pressure gauge telling me that I didn't have enough air to release the brakes. I took a furtive glance out the window, and there she stood - still as a tree, looking up at me and smiling. I didn't want to get any closer to the window until I was ready to get my truck moving. This was wrong, and I didn't want any part of this.

That "girl" wasn't human, at least not anymore she wasn't. It was almost as if she was something so inhuman that it would take the form of a human. It's hard for me to explain and I feel sick just thinking about it. I heard the siren shut off and hit the valves to supply air to my brake system. As the system began to air up, the siren came on again.

Screw this, I thought to myself. *I have enough to get out of here.* I disengaged the clutch, grinded the truck into gear and roared out of the parking lot like the devil himself was behind me... which, for all I knew, he was.

I looked in my side mirror as I was about to start turning right and saw the girl washed in the red and amber glow of my running lights. She was smiling at me and waving. I flew through my gears as quickly as they would let me as I got back onto the interstate.

THE KNIFE AND THE POSTCARD

I drove for about forty-five minutes, repeatedly hitting the switch to turn on my interior lights to look around the cab and the sleeper before finally spotting a larger truck stop at the next exit. After backing into one of the few remaining spots left, I shut off my lights and turned on the sleeper berth light as I walked into the back. Then paused.

At the store, I had bought a souvenir. Nothing fancy, just a postcard with a picture of Arkansas on it. I also had bought a new knife. I had never even taken the knife out of the box, and remembered putting the postcard into a drawer for safekeeping. The point of the blade had been driven directly into the spot on I-40 where I had originally stopped for the night! The blade had been driven in deep, pegging the postcard to my nightstand!

It took me several minutes just to work the knife loose enough to withdraw it from the nightstand. Thankfully, when I turned the postcard over, no message had been left for me.

To this day I do not know what I saw. I hear other truckers talk of strange things that they see on the interstates, U.S. highways and state routes, but I've never mentioned my experience. I've always felt that just by mentioning her, I'd walk back out to my truck and there she would be, sitting on my bunk and waiting for me.

I threw that postcard away and tossed the knife into a dumpster. I got another postcard from Arkansas, just to keep the collection going. I've got 36 so far.

October Birthdays

Larry Chumbley	03
Jamie Pike	03
Daryl Zumwalt	03
James Ledford	06
Rick Faucett	09
Kaz McKinney	09
Charles Moore	10
Kelly Slade	10
Roy Tincher	12
James Brock	14
Joseph Hicks	17
Mike Workman	20
Karen Benningfield	21
Jordan Drake	27



Certified DOT Physicals to Become Available at Truckstops Nationwide

Truck Stop Health Care is planning to make DOT physicals for CDL drivers available at truckstops in all states across the U.S.

CDL drivers are required to have a DOT physical every two years, and allowing them to be examined at truckstops is more convenient and will save drivers time, says Truck Stop Health Care.

FMCSA-certified medical examiners will be sub-contracted to perform DOT physicals at truckstops and transmit medical certificate data to DMV offices where permitted. Drivers or their employers can schedule a physical on the driver's route and a medical certificate will be printed on site.

Truck Stop Health Care was founded by a husband and wife team of physicians, Dr. Gunwant S. Dhaliwal, board certified internist and FMCSA certified medical examiner and Dr. Tejinder Dhaliwal, a board certified anesthesiologist.

They are working to lease space from truck stop owners across the U.S. for DOT physicals to be performed. Truck Stop Health Care is enlisting the help of industry professionals and regional coordinators and will arrange the physicals through DOT specific software on iPads.

Local doctors, nurse practitioners and chiropractors will be sub-contracted to work part-time or full-time for the venture. Medical examiners will take a test in order to be certified in DOT physicals.

The average medical examiner will be able to accomplish 30 physicals per day with the help of two assistants and all CDL drivers with medical issues will be referred to their primary care physicians or other providers in the area.



OCTOBER DAYS TRIVIA

- October 6th is Mad Hatter Day
- October 9th is Fire Prevention Day
- October 12th is Old Farmer's Day
- October 14th is National Dessert Day
- October 24th is National Bologna Day
- October 28th is Plush Animal Lover's Day
- October 30th is National Candy Corn Day

NLT James 2:13-15

And remember, when you are being tempted, do not say, "God is tempting me." God is never tempted to do wrong, and he never tempts anyone else. Temptation comes from our own desires, which entice us and drag us away. These desires give birth to sinful actions. And when sin is allowed to grow, it gives birth to death.

Several new employees were hired during the month of August. Please introduce yourself and make them feel welcome.

- Darrin Burton
- Steve Maynard
- Stephen Crook
- Darin Viera
- Michael Moyer
- Magilla Gilbo
- James Pulliam
- Richard Van Beek
- Trons Bell
- Christopher Johnson
- Nabil Majid
- Thomas Bardin



Jon Bassitt

IN THE KNOW

How long have you been working for Phoenix Transportation?3 months
 What do you do at Phoenix Transportation?.....South Carolina OTR
 What is your favorite music?.....Country
 What is your favorite movie?.....Not Sure
 What is your favorite drink?.....Sweet Tea
 If possible, who would you most like to meet whether they are living or not?...
Johnny Cash
 What is your favorite car?.....Truck (Ford FX4)
 What place would you dream of going to?.....Heaven