

Trucking Trivia

1. When and how did the Teamsters Union begin?
2. When and where was the first Autocar built?
3. Which American truck manufacturer was the first to install diesel engines as standard equipment? Bonus question: In what year?

Answers on page 6



Behind the Wheel

Newsletter of the Maine Professional Drivers Association

"Committed to Safety, Courtesy, and Professionalism"

Volume XV, No. 1 < > January / February 2005

THE BANQUET THAT WASN'T

Yep, the title line says it all. We took a chance and decided to plan the Annual Banquet for January 22nd. One week before the big day, all internet weather channels predicted a nice, sunny, although cold weekend. Everything looked like a go. We could stand a bit of cold weather if it meant having a really nice time with lots of friends enjoying a good meal, a little entertainment and dancing. Five days out, forecasters were saying "maybe a little snow headed our way for Sunday". Still OK. The banquet is scheduled for Saturday night.

It was all down hill after that. By the time the big day came, all forecasters agreed that a blizzard was headed our way. After many calls canceling and inquiring as to whether we were still having the banquet we were forced to throw in the towel and reschedule the date. Although we may not have had a direct hit we got enough bad weather to cancel the evening.

Good news is, if you weren't able to make the banquet on the original date in January, here's your second chance.

We will be having the banquet on February 26th at Verillo's Restaurant. Social hour begins at 6PM. Dinner will be served at 7PM followed by a small awards presentation. Entertainment and dancing will top off the evening. Cost of such a great evening is \$21 per person.

If you would still like to attend, and weren't able to in January, please contact Terry Stuart @ 727-3704 or thru email at <tstuart@mainepda.org> and we will add you to the list.

2005 CALENDAR EVENTS

FEBRUARY

26 - 15th Annual MPDA Awards Banquet - Verillos Restasurant - Portland, Maine - contact Terry Stuart at 727-3704 or <tstuart@mainepda.org> (Postponed from January 22nd)

MARCH

13 - Tentative MPDA General Meeting - Time & Location TBA - contact Ron Hutchins at 623-4128 or <ronh@mmta.com>

APRIL

23 - Grocery Grudge Set-Up Day - Shaw's Truck Terminal, Scarborough, ME - contact John Waisanen at 1-800-66SHAWS or john.waisanen@shaws.com

24 - Great Grocery Grudge IX - Shaw's Truck Terminal, Scarborough, ME - contact John Waisanen at 1-800-66SHAWS or john.waisanen@shaws.com

28 - 30 - Boston truck Show - Boston Convention & Exhibition Center - Boston, Ma. - FMI contact Jim Costa at 727-5349 or <jcosta@sacoriver.net> www.naexpo.com/truckshow/

MAY

20 - TDC Set-up Day - Dysart's Truck Terminal, Hermon - Noon - contact Cliff Gray at <grayc@mmta.com> or 623-4128

20 - MPDA Hospitality Get-Together - Room 230, Bangor Motor Inn - contact Everett MacMaster at 797-6330 or <emac@maine.rr.com>

21 - Maine State Truck Driving Championships - Dysart's/Bangor Motor Inn - 5:30am - contact Cliff Gray at 623-4128 or <grayc@mmta.com>

JUNE

16-19 - Trek Across Maine Lung Assn. Rally, Sunday River - contact Fred Thompson at 582-1343 or <Tfthompson5349@aol.com>

AUGUST

16-20 - ATA National Truck Driving Championships - Tampa, Florida - contact Cliff Gray at grayc@mmta.com or 623-4128

NOTE FROM THE EXECUTIVE DIRECTOR

While trying to come up with some notes from this past year, my mind drew a blank, leading me to believe we hadn't done a whole lot this year. And I really thought we didn't do a lot because attendance was down at the meetings and membership renewals were flat this year.

But then I took a look at the calendar of events for the whole year and realized we really did have a busy schedule and accomplished a whole lot of things.

We were a major part of the Maine State Truck Driving Championships again and helped put together 7 other company and school competitions.

These events are what we feel are one of the best ways to encourage professional driving by giving drivers an opportunity to improve their skills, knowledge and attitude.

Our ROADTEAM continued to do some good things and we continued to provide drivers with one of the few opportunities for networking with professional truckers in the State.

And while we did fight and lose the battle of the truck lane restriction implemented on the Turnpike, our involvement with that issue opened some new doors for us with legislators, Turnpike and DOT officials, enforcement and public relations folks. I had the privilege of representing MPDA in painting the last white line on the new widened Turnpike, an issue we have supported and fought for for many years. Our proposal to the Turnpike in 1998 also finally came to fruition as the I-95 and I-295 designations were finally straightened out in Maine along with the change of exit numbers to mile markers. (No more trucks getting off in Wells

(Continued on page 2)

THIS MONTH'S SPONSOR IS

KRIS-WAY TRUCK LEASING

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(Continued from page 1)

looking for Howell's!!!)

We also had two very successful Convoys for Kids, raising over



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\$10,000 for some worthwhile Children's Charities. And these events led to a series at Thanksgiving on channel 6 of the best public service announcements our industry has ever seen! The

station grabbed the "Sharing the Road with Trucks" idea and spent 3 days "educating" the public.

So all in all, it was quite a productive year.

Dick Brown, Executive Director

ATA SELECTS AMERICA'S ROAD TEAM

American Trucking Associations last week selected 13 drivers to represent the trucking industry as safety ambassadors and role models as part of America's Road Team for 2005-06.

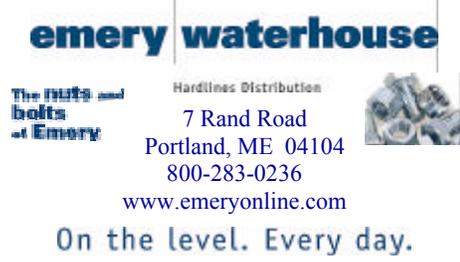
ATA President Bill Graves introduced the Road Team captains as the industry's "best of the best," with combined driving experience of 312 years and nearly 19 million safe-driving miles — "the equivalent of 40 round trips to the moon."

"The general public and other motorists get their impression of the trucking industry from how our drivers behave on the highway," Graves said in a ceremony Jan. 12 at ATA headquarters in Alexandria, Va., where he helped the drivers don their America's Road Team jackets.

"We put the best of the best out there to do the talking for us," Graves said. "To America's Road Team, highway safety is job one. We're proud to have them deliver that message for the entire industry."

ATA created the America's Road Team program in 1986 and new teams are created every two years. The 2005-06 team members were selected from a group of 28 finalists by a panel of judges from the trucking industry and media. The competition included trucking safety knowledge, communications skills and community service records.

Volvo Trucks North America has sponsored the program for the



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past three years. Matt Kelly, executive director of marketing for VTNA, said, "Volvo supports the program, which reflects our core values of quality, safety and care for the environ-

ment."

The 2005-06 America's Road Team members are:

- Jerry Adams, Bi-Lo LLC, Columbia, S.C., who has been a driver for 25 years and has logged 1.8 million accident-free miles.
- Richard Alford, ABF Freight System Inc., Louisville, Ky., who has also driven for 25 years and has more than 2 million accident-free miles.
- Gerard Avossa, FedEx Freight, Duncan, S.C., who has been driving for 11 years and has 1 million accident-free miles.
- Randy Broderick, also with FedEx Freight, Mansfield, Ohio, a driver

for 12 years with 750,000 accident-free miles.

- Ted Cash, C.R. England Inc., Redmond, Wash., a driver for 30 years who has 2.5 million accident-free miles.
- Ralph Garcia, ABF Freight System, Albuquerque, N.M., a driver for 27 years with 2 million accident-free miles.
- Charles Goodrich Jr., Overnite Transportation Co., Mechanicsville, Va., who has been driving for 30 years and has logged 1.5 million accident-free miles.
- Phillip Gould, Jevic Transportation, Delanco, N.J., a driver for 40 years who has 2 million accident-free miles.
- David May, Con-Way Central Express, Cheektowaga, N.Y., with 24 years and 1.3 million accident-free miles.
- Steven Norbeck, Roadway Express Inc., Shrewsbury, Mass., a driver for 32 years and 1.6 million accident-free miles.
- Joseph Orié, FedEx Ground, Lewisbury, Pa., a driver for 23 years with 1 million accident-free miles.
- Linda Schriener, FedEx Ground, Bloomington, Calif., a driver for 10 years with more than 1 million accident-free miles.
- Jeff Vermillion, Con-Way Western Express, Denver, a driver for 21 years with more than 1 million accident-free miles.

ATA said that after several weeks of driving with members of the retiring road team, the new captains will go out on their own, speaking on behalf of the industry to news media and the public until their term ends in December 2006.

-from Transport Topics

NEWS FROM THE ROADTEAM

I hope all of you had a joyous Christmas and a Happy New Year.

Last year was a good year for your ROADTEAM. We gave our "Share the Road Safely with Large Trucks" program to at least 400 new drivers. When I say we, I am talking specifically about ROADTEAM members **Dick Brown, Ron Hutchins, Mike Conroy, Mike Frith, Dave Stuart**, and myself.

I have also had the opportunity to present this information to many other drivers through my teaching of the Maine Driving Dynamics class.

This year we will be starting production of our own "Sharing the Road" video. We will, throughout the year, be compiling footage of different driving and backing scenarios. Dave Stuart will be editing the footage, splicing it together and adding the voice commentary for the video. It should be a lot of fun and a real learning experience for everyone involved with this project. *(Editor's Note - If you would like to help with or be part of this video, please get in touch with Fred. All members and supporting members are encouraged to help and be involved with this video.)*

We would like to add some new members to the ROADTEAM this year. If any of you out there are interested in joining, here are the requirements:

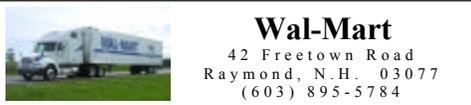
1. You must be a member of the MPDA for at least one year.
2. Must be a commercial vehicle driver.
3. Must be able to make a twelve-month commitment to the ROADTEAM.

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(Continued from page 2)

- 4. Must have a safe driving record for at least the last twelve months.

If you qualify, we have the job you have been looking for. We



We would like to thank all the Professional Drivers for keeping our streets and highways safe.

Your friends at Wal-Mart.

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will train you how to do public speaking, deal with the media, and how to teach our "Sharing the Road with Large Trucks" program. We will give you the materials needed for each presentation or class.

We will give you the tools you need to be successful. The pay isn't great, but knowing you will be making the highways safer and helping to educate other drivers about sharing the roads with large trucks is very satisfying in itself. You will become part of a team that is committed to highway safety and is showing it through there actions.

If you are interested you can e-mail me at tfthomp5349@aol.com, by phone at 207-582-1343 or by calling the MPDA phone at 207-318-7395. I will be looking forward to your call.

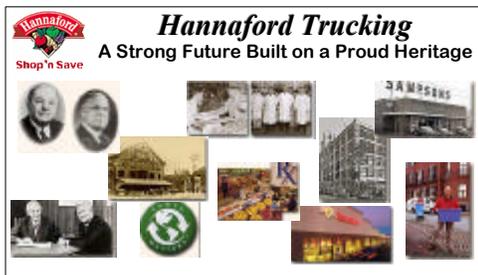
Well I guess that's it for this issue of BTW. So as the old timers say I'll see you on the boulevard and keep the shiny side up and the greasy side down.

Fred Thompson, Captain - MPDA ROADTEAM

MAINE TURNPIKE'S E-ZPASS HAS BEGUN

Maine Turnpike Authority crews worked through the night on Monday, January 31, removing the seven-year-old magenta Transpass signs, replacing them with the new purple E-ZPass signs.

Meanwhile, Maine Turnpike communications and software systems began to interact with systems operating on more than 40 other toll roads in nine states, from the Massachusetts Turnpike, to the Lincoln Tunnel in New York City, to the Benjamin Franklin Bridge in Philadelphia, to the Pocahontas Park-



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way in Virginia.

Maine Turnpike officials estimate the number of vehicles paying their tolls electronically will jump by more than 11,000 per day almost immediately after the transition to E-ZPass takes place.

Cracking down on toll violators

Enhancing the ability to catch toll violators is one of the Turnpike Authority's primary goals in making the transition to E-ZPass. The new system will feature both front and rear enforcement cameras and next generation enforcement software designed to tighten security at toll plazas.

Late and heavy response

The Turnpike's Chief Financial Officer, Neil Libby said that the late rush of orders has jeopardized the Turnpike Authority's goal to fulfill all tag orders received prior to January 14 before February 1, turn-on date.

To rectify the situation, the Turnpike Authority has approved a two week grace period, ending February 14, for anyone currently enrolled in the Turnpike's Commuter Discount Program

under Transpass or E-ZPass. These commuter customers are being asked to proceed through the toll lanes as if they had a valid E-ZPass tag until they actually receive one. Violation photos snapped of their license plates will be dismissed during the grace period.

Individuals who applied for an E-ZPass Account including a debit plan prior to January 14, and are not shipped a tag prior to January 29, must continue to pay cash tolls until they receive an E-ZPass tag. However, the Maine Turnpike Authority will credit their new E-ZPass account with an additional \$5 for travel during this transition period.

Transpass Recycling Program

Current Transpass customers are being asked not to throw their Transpass devices in the trash, but to participate in the Turnpike Authority's effort to recycle them, which will begin Monday, February 7th. The Turnpike Authority has announced a schedule of times and locations where customers can drop off their Transpass devices for recycling. A list of the recycling schedule can be obtained on the MTA's website at www.ezpassmaineturnpike.com/docs/TranspassRecycling.pdf and will be in the newspapers. A newsletter is expected to arrive in the homes of all Transpass customers by the first of February.

There will be two types of E-ZPass accounts - personal & business. For more information about E-ZPass, you can contact the MTA a number of ways:

- **E-ZPass Questions, Comments, & Info:** ezpass@maineturnpike.com
- **E-ZPass Customer Service Center:** 1-888-MTA-PASS (1-888-682-7277)
- **Maine Turnpike E-ZPass Retail Center** - 400 Riverside Street - Portland, Maine - Hours: Open Monday - Friday 8:00 am - 6:00 pm.
- **Website:** www.maineturnpike.com

- compiled from www.maineturnpike.com



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HIGHWAY WATCH

WHAT IS IT? HOW DOES IT WORK?
WHO CAN BE A PART OF IT?

Highway Watch® is the roadway sector's national safety and security program that utilizes the skills, experiences, and "road smarts" of America's transportation workers to help protect the nation's critical infrastructure and the transportation of goods, services, and people.

What is the Highway ISAC and how does it work?

The Highway Information Sharing and Analysis Center (Highway ISAC) is a critical component to the Highway Watch® effort and

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serves as the analytical and communications focal point for the Highway Watch® program. In close cooperation with the Department of Homeland Security (DHS) and intelligence and law enforcement agencies, the Highway ISAC, a nationwide team of well-trained and experienced transportation security professionals collectively detect, assess, report, process, analyze, and respond to incidents which



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might post a threat to national security.

When a security-related call is made to the Highway Watch® hotline the operator notifies local law enforcement authorities; a report of the incident is then generated and forwarded to the Highway ISAC where it is shared with government intelligence officials and other law enforcement agencies.

Highway Watch® participants - transportation infrastructure workers, commercial and public truck and bus drivers, and other highway sector professionals - are specially trained to recognize potential safety and security threats and avoid becoming a target of terrorists or to spot a terrorist threat to others. The Highway Watch® effort seeks to prevent terrorists from using large vehicles or hazardous cargoes as weapons and to help protect America's critical infrastructures and people.

Highway Watch® participants are also reminded to use wireless location and communication technologies properly when reporting safety hazards, unsafe road conditions, auto accidents, and other roadway concerns.

Highway Watch® reports are combined with other information sources and shared both with Federal agencies and the Sector by the Highway ISAC.

Highway Watch® training provides Highway Watch® participants with the observational tools and the opportunity to exercise their expert understand of the transportation environment to report safety and security concerns rapidly and accurately to the authorities.

Highway Watch® reports are combined with other information sources and shared both with federal agencies and the roadway transportation sector by the Highway ISAC.

Highway Watch® is administered by the American Trucking Associations (ATA) under a Cooperative Agreement with the U.S. Department of Homeland Security (DHS). Roadway transportation sector professionals are welcome to join Highway Watch®.

How does Highway Watch® work?

Highway Watch® volunteers are trained by security professionals, law enforcement, and other expert personnel. Highway Watch® participants are given observational tools and the opportunity to exercise their skills to spot problems such as homeland security concerns.

How do Highway Watch® participants make their reports?

After completing the Highway Watch® training, transportation professionals use cell phones and other telecommunications equipment to contact emergency personnel through a special Highway Watch® hotline - providing emergency responders with precise location and incident information. A trained operator at the Highway Watch® Call Center verifies the highway professional's iden-

tity (each participant has a unique Highway Watch® ID number) and location and then routes the call to the appropriate law enforcement authorities in that area. The Call Center correlates the location information and routes the call to the proper response agency in that area or to the proper state or regional emergency dispatch center. Additionally, Highway Watch® training instructs all participants to use 911 for life threatening emergencies.



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What type of training do Highway Watch drivers receive?

Highway Watch® participants attend a comprehensive training session before they become certified Highway Watch® members. This training incorporates both safety and security issues. Participants are instructed on what to look for when witnessing traffic accidents and other safety-related situations and how to make a proper emergency report. Highway Watch® curriculum also provides anti-terrorism information, such as:

- a brief account of modern terrorist attacks from around the world,
- an outline explaining how terrorist acts are usually carried out,
- and tips on preventing terrorism.

From this solid baseline curriculum, different segments of the highway sector have or are developing unique modules attuned to their specific security related situation.

Are Highway Watch® professionals paid extra?

Are there any financial incentives to join the program?

Highway Watch® participants are self-motivated and do not seek compensation for participation. They participate because they want to do their part to keep America safe.

How are Highway Watch® professionals identified?

Highway Watch® participants receive certificates of completion and individual ID cards at the conclusion of the training course.

Is there any outreach communication to Highway Watch® participants?

As needed, the Highway Watch® hotline sends out alerts to trained participants. These alerts may include national security updates, Amber Alerts, and 'be on the look out' (or BOLO) requests.

Who is eligible to participate in the Highway Watch® program and how can they join?

Recognizing that safety and security concerns on our highways extend beyond just trucking, Highway Watch® is open to any person or organization that works within the roadway transportation environment. Highway Watch® is a voluntary effort and coordinates the professional skill sets of the transportation sector as a whole, for example:

- bridge builders know the kinds of activities that should and should not exist at a construction site;
- school bus drivers who carry our most precious cargo know the im-



We salute all truck drivers for the safe and professional driving you all do.

Without "*Professionals*" like yourselves, this great country of ours would not be what it is today. Thank you for all you do !!

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(Continued on page 6)



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South Portland, Maine

43 Hemco Road
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(207) 799-8593 or
1-800-544-5747
(207) 799-8657 fax



Waterville, Maine

Airport Road
Waterville, ME 04901
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1-800-838-4263
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Portsmouth, New Hampshire

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portance of safety and security and can recognize when something is out of the norm;

- if a hazardous materials (HAZMAT) truck is driving on an unapproved HAZMAT route, this would not appear unusual to most people but a transportation professional immediately knows that this is out of the norm.

Roadway transportation sector professionals are welcome to join Highway Watch® by calling the national toll free number at 1-866-821-3444 or visiting Highway Watch ® on the internet at www.highwaywatch.com/.

BACKGROUND CHECKS COULD COST OVER \$100 FOR MANY HAZMAT DRIVERS

Effective Jan. 31, 2005, CDL holders seeking a hazmat endorsement for the first time must undergo a fingerprint-based background check.



Truck drivers who haul hazardous materials could pay close to \$100 - or in some cases, even more - to undergo a fingerprint-based background check required by the USA Patriot Act, according to the Transportation Security Administration - www.tsa.gov/public/.

The fee is made up of three parts: a fee for the collection of fingerprints and applicant information; a fee for threat assessment, during which the TSA decides whether the person is a security threat; and a fee for the FBI to run the fingerprints through its system.

The fee can vary, depending in part on whether a government agency or a private contractor performs the first step of the check. If TSA conducts the first step, the total of all fees would be \$94.

As listed in the TSA's final rule, the fees are:

- Collection - \$38;
- Threat assessment - \$34; and
- FBI fingerprint check - \$22.

Most of the states – 33 states plus the District of Columbia – will have the fingerprints and accompanying information gathered by Integrated Biometric Technologies, a private company chosen by the Transportation Security Administration, a part of the Department of Homeland Security.

Those 33 states are: Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Georgia, Hawaii, Idaho, Louisiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Rhode Island, South Dakota, Utah, Washington, West Virginia and Wyoming.

The other 17 states have chosen to undertake the task themselves. TSA, in a news release issued Jan. 31, said those states would conduct the collection of prints and information “using state resources.” However, some of those states are using separate private contractors.

The states not using Integrated Biometric Technologies are: Florida, Illinois, Indiana, Iowa, Kansas, Kentucky, Maryland, Mississippi, New Mexico, New York, Pennsylvania, South Carolina, Tennessee, Texas, Vermont, Virginia and Wisconsin.

Applicants should call the state-level agency that handles CDLs or hazmat endorsements in their states to find out where and how to submit fingerprints.

However, in states that do not use Integrated Biometric Technologies, the collection fee can run higher. The amount could be different in each of the 17 states that are not using the TSA-approved contractor.

Drivers who are renewing their hazardous materials endorsements and those who are transferring the endorsements from one state to another do not have to undergo a fingerprint-based background check until May 31.

“Several commenters stated that the estimated total fee . is unreasonable,” TSA officials wrote in the final rule.” They noted that the proposed fees are significantly higher than fees for security threat assessments in other transportation-related programs such as the security threat assessments TSA proposed for individuals requiring unescorted access to air cargo (air cargo handlers) (\$39) and drivers seeking certification under the Free and Secure Trade (FAST) program (\$50).

However, since the other programs have different congressionally mandated requirements, the fees correctly reflect the costs of those checks. For example, air cargo handlers - who load cargo onto airline flights - have to undergo either a name-based or fingerprint-based background check; hazmat drivers must undergo both.

Rick Craig, OOIDA's director of regulatory affairs, said the association objects to fees being charged to truckers at all, especially considering the organization's view that the whole background check process is unnecessary and ineffective.

- Landline Magazine Online

Maine Professional Drivers Association's
Behind the Wheel Newsletter

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MPDA is a 501(c)(3) nonprofit organization dedicated to promoting courtesy, safety and professionalism in the field of commercial driving. Articles of interest to members, advertising copy, inquires, payments, change of address, comments, and newsletter submissions should be mailed to:

**Maine Professional
Drivers Association
P.O. Box 5672
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Tel – (207)-318-7395
Email – mpdainfo@mainepda.org
Website - www.mpda.org**

Trucking Trivia Answers

1. The International Brotherhood of Teamsters was founded in 1903 when the Team Drivers International Union, formed in 1899, united with the Teamsters National Union, formed in 1902.
2. 1897 in Pittsburgh, PA, by the Pittsburgh Motor Vehicle Co. Two years later, the company became the Autocar Company. Autocar Number One is owned by the Smithsonian Institute in Washington, DC, although it is not on display.
3. Kenworth; 1933.