

MPDA President's Report

Hello to all. I trust that you, your loved ones, and your friends had a joyous and safe holiday season.

I have several items I would like to mention in my report this issue and will try not to be too long winded.

I would like to start off by saying THANK YOU to all of you who have shown your trust in me by electing me as your President for the next 2 years - I am very honored, pleased and excited.

I hope we can do the organization right. Yes, I said "we".

I am a believer that no one person can make an organization thrive like MPDA has, and has since it has been in existence. It takes a group of hard working individuals who volunteer their own time, efforts and resources because they believe in something, something as important as MPDA. And I know all of you believe in MPDA just as I do or you wouldn't be reading this newsletter.

I am very fortunate to have a great group of Officers, as well as a great membership, to work for and with for the next two years.

Please let take a moment to introduce the Officers of MPDA to you;

- Vice-President - **Alan Paradis**, (also a past President)
- Treasurer - **Pam Rogers**,
- Secretary - **Terry Stuart**,
- TDC Officer - **Cliff Gray**,
- Legislative Officer - **Dan Schweitzer**,
- Membership Officer - **Pete Mortensen**,
- **Ron Hutchins**, (past President - 2 terms)
- **Dick Brown**, (past President)
- **Fred Thompson**, (past President)
- **John Waisanen**, (past President)
- **Denis Litalien**, (past President)

A very big THANK YOU to all of you.

Unfortunately we don't have a Public Relation Officer for the next 2 years. But I know the Officers will pitch in and do what will be needed to be done when it needs to be done. If you'd like to help with some of the public relation duties, please contact one of the Officers or myself and we will get you started.

I know all of us together as a team can make this organization an organization our current members, and future members, will be proud to be a member of.

You have read in past issues of your newsletter that MPDA is always looking for members to be more involved and active. While we all know you all have lives outside the cab of your truck. I would like to

stress we are a "family" oriented organization. By this I mean, whatever event is going on, at whatever time, you and your family are invited and welcome. Wives, husbands, daughters, sons, mothers, fathers, and so on - if they are a family member (or even a friend), they are always welcome to any and all MPDA events and any MPDA meetings.

While on the subject of members. I have a favor to ask of you.

I will bet you know some professional drivers that are not members of MPDA yet. We have included a membership application at the back of this issue of BTW. Please take that application, (make copies if you need to), and give one to all of those professional drivers you know that are not members. If each member of MPDA can recruit a new member we can double our membership base. Remember, strength comes in numbers.

As you may remember, we have talked in past issues about some videos MPDA would be producing. We have one of them done. It's titled "*About MPDA*". It's 6 minutes long and explains what MPDA is about, what MPDA does, and what MPDA's objectives are.

If you would like a copy, contact me either by email at dstuart@mainepda.org or by phone at 207-221-3198. Let me know if you want it on DVD or VHS tape. We have also put a copy of it on our website. The link is; www.mpda.org/aboutmpda. The quality isn't broadcast quality, but it will give you an idea of what the video is about.

Over the next few months, Executive Director Dick Brown and myself will be visiting our supporting members. We'd like to let them know that MPDA is here for them and their drivers, as well as what MPDA can offer them as a valued member of our association. We also think it would be nice to stop in and say hi to the people who have supported MPDA over the years.

In wrapping up my report, please remember it's still winter in New England. Even though we have been spoiled so far as far as warm weather and fairly good driving conditions on our roads, we still have a few more weeks of possible unsafe driving conditions. Remember to keep your distance following all that traffic, watch out for those "tricky" road conditions.

Most of all, BE PATIENT and show you are a professional to all those "other" drivers that we share our roads with.

Until next time, please drive safe.

Dave Stuart, President MPDA

Legislative Legislative Report

On February 3rd, I traveled to Augusta to sit in on a 'work session' being held by the Legislature's Transportation Committee. In this work session the Committee had to make a decision on recommending a bill for passage by the full legislature. The bill in question was LD 1950 *"An Act to Prevent Dangerous Commercial Drivers on Maine's Highways"*.

This bill came about in response to the tragedy that took place last summer in which an innocent motorist was killed when her vehicle was hit by a truck driven by an operator with a suspended license. The Committee voted to make a recommendation of "Ought not to pass" to the full legislature. Several committee members were very concerned that this bill was not an "effective vehicle" for accomplishing the goal of keeping suspended drivers off the road.

While the Committee remains very interested in preventing more tragedies, they seem united in wanting to find a solution which is both compatible with upcoming rule changes at the federal level, and not likely to create an unfair regulatory burden for Maine trucking companies.

We should all feel proud to have legislators who are willing to take the time to consider both sides of an issue and develop legislation which is fair for all Maine citizens.

One of the highlights of my visit to the Capitol was the opportunity to personally thank State Representative Terrence McKenney. This is the man who led the effort to pass legislation which will ensure that the state property known as Sears Island will be used for commercial and industrial purposes. As you know, deepwater port facilities like those at Portland and Portsmouth create many good paying jobs for mariners, longshoremen, and truckers. While some environmentalists complained, Representative McKenney held strong and took decisive, proactive steps to ensure that Maine has the deep water property necessary to capture more of those high paying seaport jobs.

Dan Schweitzer, Legislative Officer



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OOIDA Files Court Challenge to Hours-of-Service Rules

The Owner-Operator Independent Drivers Association recently filed a court challenge requesting review of the federal hours-of-service rules for truck drivers.

The group petitioned the Federal Motor Carrier Safety Administration last August over the rule, and FMCSA subsequently denied a petition to amend the rule's sleeper-berth provisions.

The group is asking that under those provisions, that a two-hour rest period "stop the clock" on drivers hours so as not to count against working time, OOIDA's Chief Executive Officer Jim Johnston said in a statement.

OOIDA also petitions for so-called split sleeper-berth provisions, in which, under current HOS rules, one driver in a team must remain in a sleeper berth and the other must drive for eight hours straight while the other is off duty.

"That's impractical in most operations," Johnston said. OOIDA petitioned the United States Court of Appeals for the District of Columbia to review the regulations.

From Transport Topics

Federal Court Orders Rewrite of Driver Training Rules

The U.S. Court of Appeals for the District of Columbia ordered the federal government to rewrite its rule setting the standards for driver training programs.

In 2004, the Federal Motor Carrier Safety Administration issued a rule requiring drivers with less than one year of experience to be trained in four areas – hours of service, health and wellness, medical qualifications and whistleblower protections.

But the rules did not mandate any on-the-road driving experience.

A coalition led by Advocates for Highway and Auto Safety, and represented in court by the group Public Citizen, sued the agency arguing the federal government should have including driving training as part of its curriculum based on its research and the standards set by the industry previously.

The Owner-Operator Independent Driver Association joined the two safety and consumer groups in the challenge.

In its opinion, the court said the agency was "patently illogical" for disregarding its own data in not requiring on-the-road training.

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The court did not vacate the current rule, but did remand the case back to FMCSA for “further rulemaking” consistent with the court’s finding that not including on-the-road training as part of the regulation was wrong.

From Transport Topics

Turnpike Update

Portland - Augusta Turnpike Extension Turned 50 on December 13

Fifty years ago, on December 13, 1955, Governor Edmund Muskie cut the ribbon to officially open the Maine Turnpike extension from Portland to Augusta. The celebration took place eight years to the very day after the original Kittery to Portland section of the Turnpike opened in 1947.



Today, it is nearly impossible to imagine how the 64-mile roadway and 91 bridges could have been built in just two years. At the time, there were virtually no environmental regulations or permits to be earned, very

little development to avoid, and most importantly no traffic to contend with during construction. Still, the \$55 million Maine Turnpike extension was a staggering accomplishment.

“The builders of the Maine Turnpike were people of great vision and enormous determination,” said Turnpike Executive Director Paul Violette. “We owe it to

them and to future generations to maintain and improve the incredible piece of infrastructure they built,” he said.

Moving Earth

To construct the highway, contractors moved more than 20 million cubic yards of earth, sand, and gravel—the rough equivalent of nearly 3 million 1950 era dump truck loads. More than 1 million cubic yards of rock was excavated, 38 miles of concrete and metal drainage pipes were laid, and 110,000 cubic yards of concrete, 11.5 million gallons of asphalt, and 350,000 tons of bituminous concrete were used to build the road surface. More than 47 million pounds of steel were used to construct the 91 bridges, the most impressive being the Androscoggin River Bridge, which spans 846 feet across the river.

As if the project were not challenging enough, construction was hampered by over 100 days of relentless rain and two severe hurricanes in 1954. More than 14 inches of rain was recorded during the last eight months of the project.

Maine Contractors Earn Their Stripes

The project employed some 2,000 construction workers. Many of the subcontractors were Maine companies, but most of the general contractors were large out-of-state firms coming from as far away as North Carolina. However, the very first contract issued - a 6.6-mile grading project be-

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Jeff Crane’s Tricked Out Truck, ‘Ice Breaker’. Insert: Jeff and his wife

What An Ice Breaker Local Maine Truck Driver On National Television

If you’re like most people, you’ve never seen a truck go from broken to beautiful in the course of a half hour. But if you tuned into the Country Music Television network on Friday February 3rd, you did.

At 8 p.m. EST Friday, Feb. 3, CMT will begin airing “Trick My Truck,” a reality television series that documents the work of the “Chrome Shop Mafia” in Joplin, MO, as they

give breathtaking facelifts to the trucks of eight owner-operators.

An OOIDA member was the first to have his truck made over on the show. According to CMT’s Web site, OOIDA Life Member Jeff Crane from Gardiner, ME, had his truck, “Icebreaker,” featured in the debut episode.

In addition to Crane, one other OOIDA member – Darlene Swift of Taylor Ridge, IL – had her truck modified on the show.

From Country Music Television’s Website

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tween Gray and New Gloucester - went to H.E. Sargent, Inc. of Stillwater, Maine. H.E. Sargent continues to be a major player in state and regional construction today.

Cianchette Brothers, Inc. of Pittsfield, Maine, known today as **Cianbro**, also served as a general contractor, building five bridges between Gray and New Gloucester. And a firm from North Anson, Maine, W.H. Hinman played a huge role as the general contractor for 15 bridges between Lewiston and Gardiner, as well as the construction of the Augusta Interchange and the massive Androscoggin River Bridge. W.H. Hinman later became Blue Rock Industries and moved its operations to Westbrook, where they continue to be a leader in highway construction. Howard, Needles, Tammen & Bergendoff of Portland, now HNTB Corporation, engineered the entire project and continues to serve as the Maine Turnpike's chief consulting engineer.

Driving Force

The Maine Good Roads Association, today known as the Maine Better Transportation Association, was the driving force behind the extension project, issuing a report in 1953 that made a strong economic and traffic growth arguments in favor of the extension.

Turnpike Authority Executive Director, Williams B. Getchell Jr. managed all aspects of the project from beginning to end. And though he did not live to see the project completed, Joseph T. Sayward of Kennebunk was critical to the project's success. As a freshman legislator in 1941, Sayward wrote the law creating the Turnpike Authority and served as its first chairman until his death in 1954.

Extension Attention

According to Violette, the maintenance and rehabilitation of the 64-mile extension will be the Maine Turnpike Authority's primary focus over the next 10 to 20 years. The anticipated structural lifespan for a bridge built during the forties and fifties was about 50 years, varying as much as 20 years from bridge to bridge based on the traffic volumes endured by each structure.

Traffic growth has certainly exceeded what was projected five decades ago. In 1956, the first full year in which you could travel the Turnpike from Kittery to Augusta, 5.4 million vehicles traveled the Turnpike. Last year, more than 75 million vehicles traveled the Turnpike, an increase of nearly 1300%.

Building Bridges

Maintaining and rehabilitating the aging Turnpike will present both physical and financial challenges, but

it does not come as a surprise and will not result in a crisis for the Turnpike Authority or its customers, according to Violette.

Over the last twenty years, the Turnpike has routinely repaved roughly 7 miles of the highway each year and has been systematically re-decking and replacing bridges, completing an average of 3, and as many as 10, bridges each year. All of the bridges on the older section of the Turnpike, between Kittery and Portland, have either been widened and re-decked or replaced—their progress accelerated by the 30-mile widening project.

The most heavily traveled and worn bridges on the section between Portland and Augusta will be targeted over the next 10 to 20 years.

Courtesy of Maine Turnpike Authority

Notes from Up & Down the Road
Elvis seen alive, well and driving a truck!

When I think about what happened one morning about 2am a while back on my way to Philadelphia, Pa., it makes the hair stand up on the back of my neck. I was traveling southbound on 95 in Ct. and I had just passed a big truck and the driver flashed the lights for me pull back into the right lane, so I did and I told him, thank you very much, the way that Elvis used to say it. Well out of nowhere what seemed to be the real voice of Elvis came over the air waves and told me that the way I said thank you very much was good but he would show me the way it really was supposed to be done. Of course he wasn't Elvis but he sure did sound like him.

We spent the next two and a half hours on channel 40 talking about Elvis, him and I and another driver. Every Elvis song we could think of - this truck driver knew it by heart and he would sing it. He told us that he was only nine years old when Elvis died, and he started at that time to practice sing and talking like Elvis and I think that he has got it down pat. He told us that every night he was on the road he would sing to people on the CB just to pass the time away. He was one of the nicest drivers I have ever encountered on the highways in my years of driving. I tried to get him to stop and let me buy him a meal for all the fun I had that night, listening to such a great singer, but he told

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me that he had to be in N.C. by 1pm and didn't have time to stop.

He wouldn't even give me his name or his company name until just before we had to go our separate ways at the end of the N.J. pike. When I told him that I was a member of the MPDA and that I was going to write this story about the fine gentleman that I had the pleasure of talking to, he finally gave me his name and the company that he works for. His name is Donny North and he drives for May's Trucking out of Eden, N.C.

So if you see a May's truck on the road somewhere in the northeast pick up the CB mic. and ask for Elvis! And if it is Donny you are in for a great time. He is the kind of driver that your wife and kids can listen to because this man is a class "A" gentleman.

Thank you Elvis, I had a great time and your company should be proud of you.

Dick Brown . Exec. Director

Stroudwater/Westbrook Bridge Closing

The bridge that carries Stroudwater/Westbrook Street over the Maine Turnpike in Portland is scheduled to be closed for reconstruction from February 15, 2006 until November 15, 2006 .

Stroudwater/Westbrook Street is a significant commuter route between Portland and Westbrook and is used by residents when traveling to work or on shopping trips.

After much consideration and public input, the **Maine Turnpike Authority** determined that this reconstruction project can best be accomplished by closing the bridge completely and getting the job done as quickly as possible. This strategy will enable contractors to complete the job in 9 months as opposed to the 18 months that would have been required to maintain a single lane of traffic over the bridge throughout construction. It was determined that trying to maintain a single lane of traffic over the bridge during construction would result in more traffic and safety problems than it solved.

As of February 15, drivers who use the Stroudwater/Westbrook Street Bridge will be required to adopt an alternative route for a nine month period. The Maine Turnpike Authority is planning an aggressive program to inform drivers about the bridge closure. It will include electronic roadside message boards, newspaper and radio advertising, web site postings, mailings and e-mails.

If you have questions or additional suggestions about how the Turnpike Authority can keep interested parties informed, please contact Dan Paradee at 871-7771 ext. 117 or dparadee@maineturnpike.com

What's Going On Out & About Bike Trek Across Maine

The bicycle trek is a 3-day, 180-mile ride, beginning at Sunday River Ski Resort in Bethel, with overnight stops at the University of Maine at Farmington and Colby College in Waterville. The annual event ends at Snow Marine Park in Rockland on Father's Day.

Since its inception in 1985, the Trek Across Maine has raised over \$11 million to support the work of the American Lung Association of Maine.

It has also become clear that this event is more than just a well organized bike ride and fundraiser. It has become integrated into the very core of the lung association's work and is an example of the organization's mission in action.

The Trek demonstrates non-polluting transportation, lung healthy physical activity, non-smoking, community service and volunteerism at its finest. It has become an annual celebration of the association's accomplishments and a reminder of the challenges ahead. But most of all, the Trek has grown as a source of supporters who are passionate about the mission of the American Lung Association of Maine.

MPDA is proud to support this event by providing drivers to haul the bicycles to and from the event for riders. If you would care to volunteer as a driver for one of the straight trucks on June 15 and/or June 18, contact **Denis Litalien** at dentruck@hotmail.com or 468-7373.

ATA Says Driving Championships Will Remain in New Orleans

American Trucking Associations said it will host its 2006 National Truck Driving Championships as scheduled in New Orleans this summer, even as the Crescent City continues its struggle to recover from the damage caused by Hurricane Katrina.

ATA said the annual event will take place as scheduled Aug. 15-19. The group said about 400 professional truck drivers from across the

country will visit the city for the annual event. The competition was last in New Orleans in 2000.

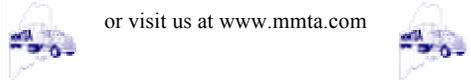
"The trucking industry and our professional drivers were first on the scene when Louisiana needed emer-



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gency help," said ATA President Bill Graves.

"Our New Orleans competition will be a great showplace to not only demonstrate their safe driving skills but also that truckers will help when needed — anytime, anywhere," said Michael Baker of Usher Transport in Louisville, Ky., chair of this year's championship committee.

From Transport Topics

Fatal-Crash Rate Involving Large Trucks Falls to Record Low

The rate of fatalities last year in crashes involving large trucks fell to its lowest level since the Department of Transportation began keeping records in 1975, according to DOT figures.

Newly released vehicle-mileage figures released by DOT's Federal Highway Administration, which are used to help determine crash rates for all vehicles, show the 2004 rate for large trucks stood at 1.96 fatal crashes per 100 million vehicle-miles-traveled.

The rate is the lowest since DOT began tracking large-truck safety records in 1975, and breaks the previous low of 1.97 fatal crashes per 100 million VMT set in 2002.

The figures are for trucks of 10,001 pounds or greater - Class 3-8 trucks.

The record-low improvement in the fatal crash rate comes despite an increase in the number of vehicles on the road. According to FHWA, there were nearly 6.3 million more registered cars and trucks in 2004 than in 2003.

"The numbers show a continuing improvement in U.S. highway safety within the trucking industry and among our professional drivers," American Trucking Associations President Bill Graves said in a statement.

From Transport Topics

NH Driver of the Year

The members of the New Hampshire Professional Drivers Association recently held their Annual Awards Banquet and recognized the following drivers and companies. Appreciation Awards were presented to Tru-Serv and Wal-Mart for their support throughout the past year. Wayne Peaslee, Membership Officer; Neal Nogues, Treasurer and **Linda Rafeal**, Secretary, were presented with certificates of appreciation for their service as officers of the Association during the past year.

Dennis Soucy of **H. P. Hood** was presented with the

Association's Driver of the Year Award while Robin Lemauk received the Sportsmanship Award and Ernie Bullock of CCX was presented with the Association's Special Recognition Award.

It was announced that the Truckers Drive for Kids will be held this year, tentatively on October 22nd. Location and other details will be sent out at a later date and will be posted on the Association's website at www.nhpda.com.

Congratulations to all the recipients of NHPDA's awards.

Ontario Trucking Association Calls for Speed Governors

Trucking companies attending a recent Ontario Trucking Association meeting adopted a policy calling for requiring all trucks that operate into, out of or within Ontario to use speed limiters, also known as speed governors, on their trucks.

They approved setting limiters to make the highest speed a truck could go at no more than 105 kph, the equivalent of about 65 mph.

A speed limiter is a built-in microchip that allows a truck engine's top speed to be preset; all trucks built in the last decade come equipped with this technology, OTA said.

OTA said that while truck drivers are the least likely of all drivers to be operating at excessive speed, there are good environmental, safety and economic reasons for making the activation of speed limiters mandatory.

The group said the fuel savings could reach about 2,310 gallons of diesel a year for a typical tractor-trailer, reduce greenhouse gases and improve safety.

OTA President David Bradley said the OTA plan "demonstrates the industry's commitment to ensure all trucks on the highways operate at a safe speed and that incidents of tailgating and improper lane changes are reduced."

From Transport Topics

Reminder

Don't forget to check those trailer plates. Maine Trailer, L.T. Trailer and Semi-Permanent Trailer plates all expire on the last day of February each year.

Road Warrior

You can go online at www.hmshosttravelservices.com to get your own Road

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Warrior Card. This card is good for a 15% discount on any food and beverage purchase at HMS Host Travel Plazas on the Maine Turnpike and on other Turnpikes and Interstates in the eastern United States.

An ICE'y Tip for Those of Us On the Road...

"ICE" stands for "In Case of Emergency". In the directory of your cell phone, enter a listing for ICE, then the phone number of someone who could help an EMT or first responder with information about your medical history.

Use the phone number of a parent, friend or relative. If you put the listing as ICE (with the underscore symbol _), it shows up first on the phone list. In the event of an accident where you are not conscious, the EMT can pull out your cell phone, look at the directory and call the ICE number to get vital information or let someone know what hospital you have been taken to. You can even put listings for ICE 1, ICE 2 and ICE 3.

Cell Phone Signals May Help States Track Traffic

Some state transportation agencies have begun testing technology that allows them to tracking cell phone signals and mapping them against road grids to monitor traffic, the New York Times reported Friday.

The technology, being tested in Virginia and Maryland among other places, underlines how readily cell phones can become tracking devices for private companies, law enforcement and government agencies, the Times said, though the development has troubled privacy advocates.

Such traffic systems can monitor several hundred thousand phones at once, as long as they are on and even if they are not in use. By using software, it is possible to

tell whether a signal is coming from a moving car or a pedestrian, the Times reported.

State officials say that the systems will monitor large clusters of phones, not individual ones, and that the benefits to could be substantial, in providing updated pictures of traffic flow across thousands of miles of highways.

Maryland is set to begin tests in December for a cellular tracking system in the Baltimore area, while Virginia plans to test a system around the Norfolk, Va., beltway, the paper reported.

And Missouri says it is about to sign a deal that will allow it to monitor traffic movements over 5,500 square miles of state roadways, the Times said. Similar mapping technology is in use in London, Israel and Belgium.

From Transport Topics

Gerald Cole Passes Away

Trucking legend Gerald Cole, 92 passed away February 1st in Portland.

Gerald started driving his father's trucks in his teens. The family business, Coles Express, was his life's work, much of it as the company's senior vice-president. Gerald served both as vice-president and as a director of the American Trucking Association's Maine Chapter for many years. He served twice as president of the Maine Truck Owners Association (predecessor to the Maine Motor Transport Association). Gerald was very much a part of the development of the trucking industry in Maine.

He was present when the road from Bangor to Houlton first was plowed in the 1930's. In 1959, when Alaska became a state, he and former Senator Edmund Muskie brought truckloads of items from Maine to Alaska to welcome its residents to the union.

Gerald served on the Portland City Council for seven years and was elected to the Maine State House of Representatives in 1946."

Excerpts from Bangor Daily News Obituary

MEETING NOTES

NEXT MPDA OFFICER'S MEETINGS

February 25th - Yarmouth Lumber, Gray Maine - @ **9:00am** - Contact Dave Stuart - <dstuart@mainepda.org> or call 207-221-3198 for more information.

March 18th - Old Country Buffet, Maine Mall, South Portland, Maine - @ **8:00am** -Contact Dave Stuart - <dstuart@mainepda.org> or call 207-221-3198 for more information.

NEXT MPDA GENERAL MEETING

March 18th - Old Country Buffet, Maine Mall, South Portland, Maine - @ **9:00am** -Contact Dave Stuart - <dstuart@mainepda.org> or call 207-221-3198 for more information.

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MPDA's 2006 Calendar of Events

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- Feb** **25** **MPDA Officers Meeting** – Yarmouth Lumber, Gray, Maine - contact Dave Stuart at 207-221-3198 or email at <dstuart@mainepda.org>
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- March** **18** **MPDA Officers Meeting** – Old Country Buffet, Maine Mall, South Portland, Maine – **8:00am** - contact Dave Stuart at 207-221-3198 or <dstuart@mainepda.org>
- 18** **MPDA General Meeting** – Old Country Buffet, Maine Mall, South Portland, Maine – **9:00am** - contact Dave Stuart at 207-221-3198 or <dstuart@mainepda.org>
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- May** **19** **TDC Set-up Day** – Dysart's Truck Terminal, Hermon – Noon - contact Cliff Gray at <grayc@mmta.com> or 207 623-4128
- 19** **MPDA Hospitality Get-together** Room 230 (for everyone involved in competition), Bangor Motor Inn – Contact Everett MacMaster at 797-6330 or <emac@maine.rr.com>
- 20** **Maine State Truck Driving Championships** – Dysart's/Bangor Motor Inn – 5:30am - contact Cliff Gray at <grayc@mmta.com> or 623-4128
-
- June** **10** **New Hampshire State Truck Driving Championships** – CCX Terminal, Manchester, NH - contact Vera Tucker at 603-224-7337 or <vera@nhmta.org>
- 15 18** **Trek Across Maine Lung Assn. Rally**, Sunday River – contact Denis Litalien at 468-7373 or <dentruck@hotmail.com>
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- August** **15-19** **ATA National Truck Driving Championships** – New Orleans, Louisiana - contact Cliff Gray at 623-4128 or <grayc@mmta.com>
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- Sept** **9** **Charity Challenge Set-up Day**
- 10** **8th Annual Northeast Professional Truck Drivers Charity Challenge** – Devens, Mass.- contact Fred Schenk at 508-453-3632 or <charitychallenge@comcast.net>
- 17** **Wishes on Wheels Convoy** (Charity Fundraiser) – Willington, CT. – contact Roland Bolduc at 413-525-0764 or <roadeo@charter.net>
- 23** **2006 Charity FunDrive** (Charity Fundraiser) Lehigh Travel Plaza, Lexington, VA (I-81, Exit 195) – contact Larry Davis (336) 924-1751 or <info@maptda.org>
- 30** **Trucking 4 Kids Convoy Set-up Day** - 8:00am - Old Country Buffet Rest., Maine Mall - contact Dick Brown at 318-7395 or <rbrown9@maine.rr.com> or <trucking4kids@aol.com>
- 30** **Trucker's Day** – Cumberland Fairgrounds, Cumberland - Contact Ron Hutchins at 623-4128 or <ronh@mmta.com>
-
- October** **1** **Maine Trucking 4 Kids Convoy**, 7:00am to 4:00pm – Scarborough Downs, Scarborough - contact Dick Brown at 318-7395 or <rbrown9@maine.rr.com> or <trucking4kids@aol.com >
- 22** **Tentative 11th Annual N. H. Truckers Drive for Kids** – Contact Linda Rafeal at 603-435-6366 or <LndaRfl@nhpda.com>
-

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Maine Professional Drivers Association's Behind the Wheel Newsletter

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Maine Professional Drivers Association
P.O. Box 5672 / Augusta, Maine / 04332-5672
Tel – (207)-318-7395 / mpdainfo@mainepda.org
www.mpda.org

MPDA is a 501(c)(3) nonprofit organization dedicated to promoting courtesy, safety and professionalism in the field of commercial driving.

Maine Professional Drivers Association

Application for Membership

Please mail this application to:

Maine Professional Drivers Association
Attn: Membership Officer
P.O. Box 5672
Augusta, Maine 04332-5672

(PLEASE PRINT)

Applicant's Name: _____

Telephone: (_____) - _____ - _____

Mailing Address: _____

Birth date: ____/____/____

City, State, Zip: _____

Spouse's name: _____

Drivers License #: _____ State Issued _____

Email Address: _____ @ _____

Employed by or Leased to: _____

Their Address: _____

Are you a company [] or organization []?

Contact person: _____

Your position with company: _____

Time you have been in the trucking industry:

Present Company: _____ total years / Trucking Industry: _____ total years

How long since last accident? _____ years.

How long since last traffic violation? _____ years.

Person who gave you this application, or the location where you picked it up:

Type Membership applying for (please check one):

Driver: [] Associate (non-driver): []

Supporting (companies or organization): []

Are your annual Dues included? Yes [] No []

\$25 Individual [] - \$65 Supporting [] (please make checks payable to MPDA)

I acknowledge that, to the best of my knowledge, all the information contained in this application is true.

Date ____/____/____ Signature _____

For Association Use Only

Application Rec'd ____/____/____ Member Officer Approval _____

Dues Rec'd - Yes [] No [] Board Approval _____

By-laws Sent - Yes [] No [] Membership # _____