

# DONNELLY Farms Ltd

*"Your Transportation Specialist"*

## MEANWHILE, BACK AT THE FARM...

December, January & February (7th) Edition

DONNELLY FARMS LTD NEWSLETTER:

### **BIRTHDAYS!!!!**

Robert Trites – December 2<sup>nd</sup>  
 Fred Welsh – December 13<sup>th</sup>  
 Nila Foshay – December 14<sup>th</sup>  
 Robert Taylor – December 18<sup>th</sup>  
 Randy Cronkhite – December 18<sup>th</sup>  
 Donald Courtney – December 22<sup>nd</sup>  
 Aaron Jones – December 24<sup>th</sup>  
 Terry Babstock – January 1<sup>st</sup>  
 Andre Rossignol – January 14<sup>th</sup>  
 Willie Dugan – January 23<sup>rd</sup>  
 Wally Crocker – February 2<sup>nd</sup>  
 Bert White – February 3<sup>rd</sup>  
 Eric Cyr – February 4<sup>th</sup>  
 Brian Parsons – February 9<sup>th</sup>  
 Larry Brown – February 14<sup>th</sup>  
 Wim Van der Have – February 17<sup>th</sup>  
 Jim Boyer – February 17<sup>th</sup>  
 Preston Hanscom – February 19<sup>th</sup>  
 Albert Donaldson – February 26<sup>th</sup>  
 Grant Alexander – February 26<sup>th</sup>

Dwayne Donnelly – February 26<sup>th</sup>  
 Josh Foster – February 29<sup>th</sup>

### Occupational Health and Safety:

The OHS Committee is in place to comply with Federal and Provincial Regulations. We meet once a month to discuss issues or hazards that have been observed by employees. We are responsible to raise awareness of any hazards, we are not the ones responsible for getting things fixed.

### Committee Members:

Donna Donnelly  
 Ginelle Martin  
 Bev Marshall  
 Richard Clark  
 Mark Foster  
 Ellen Armour

We are pleased to announce Rick O'Brien as the driver rep for Newfoundland. Rick has taken a 2 day course and will be responsible to report any hazards or concerns on the road to the committee for review.

Donnelly Farms Ltd would like to extend a warm welcome to the new members or our team...

Bobby Murray-Spare Driver  
 Wim Van der Have-Driver  
 Tom Diamond-Driver  
 Andre Rossignol-Driver (return)  
 Heidi Viel-Billing  
 Jason Claire-Spare Wash Bay  
 Sabrina Ivey-Dispatch  
 Ben Kent-Shop  
 Jeff Woods-Shop Manager  
 Scott Broad-Wash Bay (return)

### **INSIDE THIS ISSUE:**

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  - New 'Service Required' Macro
  - New Passenger Policy
  - Paperwork

Rick O'Brien – Denim DFL Shirt

### **Winners of Door Prizes at Drivers Meeting....**

Paul Watkins – DFL Dress Shirt

**Drivers Meeting December 17<sup>th</sup>, 2005:**



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Permit Renewals 2006: In December there was a brown envelope with all your permit renewals for 2006. This included a new US Custom Decal. To replace the window sticker, we now have a FAST sticker & transponder with a microchip in it and it is to be placed in your front windshield. NY Hut sticker & permit, IFTA sticker & permit, Single State Registration Permit, IRP Registration & sticker for plates on truck. Please also make sure you have your insurance card. A lot of time and money has gone into getting all these new permits for you so please do not misplace any of it. You will be responsible for the cost of new decals or permits if any are lost.

New Canadian Hours of Service: New regulations to be in effect in January 2007. Some changes include a 16 hour working window (like the US 14 hour window), 36 hour reset (like the 34 hour reset in US) and 10 hour off duty period instead of 8. Please see attached information on the new regulations.

2006 Drivers Manuals: Over the past couple of years we have revised some policies and procedures. We always issue out notices and bulletins but if they don't get put with their manual it is hard for you guys to find if you want to look at it or review it. We have decided to issue a "2006" edition of our drivers manual so that you have all the proper information. If you were at the Meeting and got yours, thank you. If not, come see me with your current handbook and I will replace the pages for you with the new one. Most of you will probably also need page protectors and I have them here as well.

Customs Paperwork: We were having some troubles with the Thomas Colace paperwork. Since there are 2 different consignees there must be 2 different PARS & we were missing the second PARS on a few. For the most part this problem has been fixed but please still watch and make sure it is getting done properly.

New 'Service Required' Macro: Upon the suggestion of some of you we have developed a new macro, #30, to pre-notify the shop and dispatch if there is

work to be done to your truck when you arrive. You are asked to send in your unit #, mileage, description of the work you need done and your ETA to DFL. So far it has been working well at helping us prioritize the maintenance that needs done and keep trucks moving efficiently.

New Passenger Policy: Donnelly Farms Ltd. understands the benefits of taking a passenger (ie: spouse) with you on occasion. Donnelly Farms Ltd recognizes that any trucking company that is going to stay in business and be successful must reduce or eliminate any area susceptible to risk. Carrying passengers in the truck is a proven risk. Due to Insurance renewal in December 2005, we are no longer permitted to have any passengers in the vehicle other than your spouse or significant other. Passengers must wear their seatbelt and must be pre-authorized to travel with you by following the procedure below. Sorry, NO PETS.

We require you to send in macro #22 and we require a passenger authorization form to be sent in prior to the passenger boarding the truck.

1. Fully complete the form
2. Have the passenger sign it
3. You, the driver must sign
4. Fax the form to 506-375-8446
5. Call to confirm that dispatch received the fax, if yes>
6. Allow passenger to board the truck
7. Both the driver & passenger should keep a copy of the form
8. Remember to send in your Macro when the passenger gets in the truck

Passengers are not permitted in vehicle until authorization has been received and approved by Office Staff.

Some drivers are putting your PARS # on your 'loaded and leaving' macro; this helps us a lot; if the broker calls and there is a problem or if you can't get to a phone to see if the load cleared we can check it for you.

Jokes of the Quarter



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*Please be advised that this is only a joke...*

LONG ISLAND, NY  
DRIVING RULES

- 1) Turn signals will give away your next move. A real Long Island driver never uses them.
- 2) Under no circumstances should you leave a safe distance between you and the vehicle in front of you or the space will be filled in by somebody else putting you in an even more dangerous situation.
- 3) The faster you drive through a red light, the smaller the chance you have of getting hit.
- 4) Never get in the way of an older car that needs extensive bodywork.
- 5) Electronic traffic warning signs are not there to provide useful information. They are only there to make Long Island look high-tech, and to distract you from seeing the D.O.T. parked on the median.

6) Speed limits are arbitrary figures, given only as suggestions, and are apparently not enforceable during rush hour.

7) It is assumed that when a state police car is passing at high speed it may be followed in the event you need to make up a few minutes to get your load delivered in time.

8) Heavy snow, ice, fog, and rain are no reasons to change any of the previously listed rules. These weather conditions are God's way of ensuring a natural selection process for body shops, junkyards, and new truck sales.

The Blonde and The Lord

A blonde wanted to go ice fishing. She'd seen many books on the subject, and finally getting all the necessary tools together, she made for the ice.

After positioning her comfy footstool, she

started to make a circular cut in the ice. Suddenly, from the sky, a voice boomed,

**"THERE ARE NO FISH UNDER THE ICE."**

Startled, the blonde moved further down the ice, poured a thermos of cappuccino, and began to cut yet another hole. Again from the heavens the voice bellowed,

**"THERE ARE NO FISH UNDER THE ICE."**

The blonde, now worried, moved away, clear down to the opposite end of the ice. She set up her stool once more and tried again to cut her hole.

The voice came once more,  
**"THERE ARE NO FISH UNDER THE ICE."**

She stopped, looked skyward, and said,  
**"ISTHATYULORD?"**

The voice replied,

**"NO, THIS IS THE MANAGER OF THE HOCKEYRINK."**

**Trucking Headlines**

**Trick My Truck premieres Feb. 3**

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**By Jorge Arboleda**

The new reality series *Trick My Truck* premieres at 8 p.m. EST Friday, Feb. 3, on cable's Country Music Television.

The eight-episode series follows the Chrome Shop Mafia, a group of mechanical wizards with expertise ranging from body work to electronics. The heroes roam the truck stops of America looking for run-down trucks whose weary owner-operators are in hard need of a break. With the secret assistance of family members, the Mafia "steals" the rig and fully revamps the truck, customizing it to suit the needs of its fortunate owner.



"These guys work real hard, living on the road separated from their families and facing adverse circumstances such as skyrocketing fuel prices and deteriorating pay rates. We just want to give them a hand," said Bryan Martin, "don" of the Chrome Shop Mafia and owner of 4-State Trucks in Joplin, Mo.

## **Over Weight Fines**

In 2005 we received \$7 700.66 worth of fines. Some for Unauthorized Parking, some for Invalid Inspection Sticker, some for Log Book Violations but most are for Over Weight. 56% of fines; 54% of the money spent on fines, are associated with over weight.

Before being loaded please instruct the workers on the dock how you want the pallets arranged on the trailer. If there is a problem and they don't load it as you asked, phone dispatch and have them assist you. Some of you have already learned the hard way that if you are overweight and leave the customer without having the problem corrected you will be responsible for the cost of the fine. All fines affect our carrier profile, the more points we lose off our carrier profile the greater the chance of

you getting stopped by the DOT on the road; if we lose a lot of points they may come in here for a Compliance Audit, if we lose too many they have the right to shut our doors.

Please know your gauges and monitor them before, during and after loading. If you suspect that you are carrying too much product to comply with weight restrictions ask the shipper to correct it or call dispatch.

Let's strive to lower weight fines in 2006.