

K & J CONVOY

A Newsletter for the Drivers of K & J Trucking, Inc.



In January we celebrated multiple 25 year K&J driver anniversaries, but we had a lunch celebrating them this March. Congrats to Bob Hoffman, Dave Underland, and Al Parrish! We are happy to know you and blessed to work with you and call you family.

APRIL ANNIVERSARIES

CRAIG ELLINGSON - 2 (9 YRS)
DOUG NEWMAN - 7 (6 YRS)
RANDALL KUYPER - 8 (1 YR)
BRUCE OLSON - 10 (4 YRS)
JASON KETCHERSIDE - 14 (2 YR)
MIKE GROSSHUESCH - 15 (4 YRS))
SCOTT MARGESON - 15 (11 YRS)
MARK BEATTY - 19 (12 YRS)
MATT MCEACHRAN - 20 (2 YR)
DARIN HACKET - 23 (2 YR)
KEITH HARMON - 30 (20 YRS)

APRIL BIRTHDAYS

MARK GROVE - 6
SAM GALLOWAY - 10
JOHN SNOWE - 23
BILLY BOESE - 24
AARON LITWILLER - 24

Thank You Note From Cynthia Pischke

I want to thank all the K&J drivers and staff who donated money toward holding masses in my mother's honor after her recent passing.

It is a huge blessing to me to work with all of you and call you family. Thank you for your generosity, your calls, and your hugs as I've recovered and grieved the loss of my mom.

Moving Pre-Paid Truck Tires

In an effort to clean up our shop area and get better organized we are asking all owner operators who pre-purchased tires ahead of needing them to make arrangements for the storage of those tires off-site. Take them home, put them in your storage, cuddle with them as you fall asleep... but they can't stay here.

If you have questions or concerns about tire storage, please contact Mack.

6 Reasons We Are Sure the Easter Bunny is a K&J Driver

1. He has ridiculously high expectations for himself
2. Yet he always manages to deliver on time
3. He can't say no to adorable kid requests.
4. His deliveries would *obviously* require refrigeration.
5. Once he delivers, he doesn't stay in the limelight.
6. You never see a K&J driver and the Easter bunny in the same place...

A Note From Dispatch

Happy April and Happy Easter. What a difference a month makes. With high fuel prices and lower demand, here we are in the middle, still trying to make a buck or two. While demand has softened, our revenue is still holding relatively steady, and I hope we hope the markets can get through what is hopefully just a spring lull. Time will tell, and with the changes in the past month, the best I can say is we'll see what happens next month!

From the dispatch crew, let's talk a bit about Transflo: Please be diligent with Transflo putting in your drop trailers. We are spending much of our time correcting loaded and finding out where our trailers are actually at. Dispatchers will be calling to get them corrected and help you with the Transfo process if needed. But remember, this is time taken away from trying to book better freight, so please help us, help you, and fill out that loaded call correctly with the drop trailer.

Our system is now pinned down to a 20 mile radius for shipper and receiver locations. Stating the obvious here, but please do your arrival, loaded, empty calls from the correct location to keep the machine running properly as well.

We've also learned that dry loads are showing a temperature of 0 on the Transfo. **We will never use 0 as a temperature**, and we're trying to get that fixed.

Until then, please think about what you're hauling, and as always, call into dispatch or ask the shipper if you have any questions on load temperature requirements.

I'm sure there's a 100 more I could add, but that's enough to try to lock into our heads. They say it takes 3 times repeating something for us to remember, but I'm out of room. Please re-read this three times!!

Thank you,

Mike & Dispatch

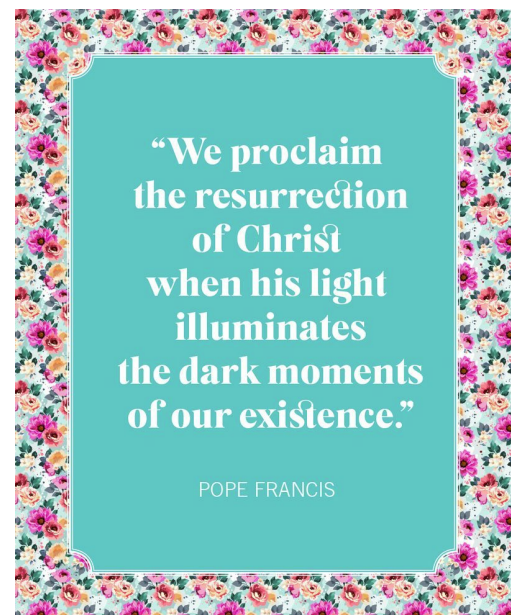
An End to Transflo

If you missed the Friday video a few weeks back, you may have missed the important announcement that we are making an effort to move on from Transflo. We are currently on the hunt for a viable alternative that can use the same equipment.

This means there will most likely be no new purchases required for us to make this change. Our promise to you is that this time we are going to go in with our eyes wide open and do our best to do test units before we jump in.

This has been a rough go for many of us and we are looking toward better days ahead. The only chance we stay with Transflo is if they fix all their problems in VERY short order, and at this point, that seems unlikely. Therefore we are proceeding with "Plan B" to seek resolution.

If you have questions or concerns, please reach out to Shelley.



PAPERWORK - 24 HRS AFTER EMPTY!

Reminder: Please send your paperwork in within 24 hours of finishing the load. The cutoff for paperwork for owner operators and fleet drivers is Tuesday at 5, for company drivers it is Wednesday at 5. To hold a load to be paid in a later week, contact Kari Jo or Twila and let them know, but always send the paperwork in within 24 hours of finishing the load.