

QA-21501

FHWA-97-2350-47

MC-96-28

ADMINISTRATION

Feb. 1, 1997

97 FEB 12 AM 8:19

TO THE DOCKET CHECK

LEGS. & REGS. DIV.

A way that you could improve the hours of MOTORCOACH OPERATORS is AFTER A DRIVERS shift, is AFTER 8 eight hours off duty, MAKE IT (10) TEN hours off duty. THAT IS TO ALLOW FOR OFF DUTY, MEAL TIME, IT WILL ALLOW FOR A COMMUTE HOME AND BACK TO WORK. IT WILL ALLOW AN OPERATOR TO GET MORE REST TIME.

Sincerely

TED MUÑOZ

LEWIS DRDS. STAGES.

SALT LAKE CITY, UT.

(801-359-9788)

TED MUÑOZ  
219 S. Foss ST. #8  
SALT LAKE CITY, UT

84104-308

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ADMINISTRATION

P. M. 2/8/97

Sir:

97 FEB 12 A8:19

MC-96-28

LEGS/REGS. DIV

The present log book regulations does need some adjustments. But I think the biggest problem is the stress that builds on a driver. The crap that we have to put up with, and I realize that a lot is brought on by the driver.

An example of what happen to me in Missouri. D. O. T. officer checks my overrize local permit, I didn't have the rules and regulation sheet staple together. So he said that's a violation I could give you a ticket, but I wait ~~over~~ this time. Now tell me what difference a staple would have made, I had both of them.

In Georgia a County sheriff or city police can D. O. T. your vehicle, but most of the time they just want to check your log book, Revenue game. This has nothing to do with new log book regulation, but it sure does build a lot of stress. The local sheriff and police can't even control the local dope trade, burglars, murders, and they have time to do a D. O. T. check. Simple B.S.

DOCKET MC-96-28-106

Cecil Pittman  
Rt 2 Box 263  
Madison Hl.  
32740

PAGE 1 OF 1  
Cecil Pittman  
X - Police officer  
X - Deputy Sheriff  
J. H. [unclear]

Federal Highway Administration  
Department of Transportation  
Room 4232  
400 Seventh Street, SW  
Washington, DC 20590

ADMINISTRATION

97 FEB 11 10 12 AM '84  
A.S.A. TRUCKING  
BONNIE BROOK TERR.  
MIDDLESEX, NEW JERSEY 08848

LEGS./REGS. DIV.

ER P&DC

Mr. Allen G. Starks  
1 Bonnie Brook Terrace  
Middlesex, New Jersey  
08846-1644  
Ex-Owner Operator & President  
of  
A.S.A. Trucking Company  
Phone # 1-(908)-968-3354

Dear Sir:

I'm surprised, that after the Cow got out of the Barn, someone decided to close the door, and it has only taken 35 years to do it! This problem should never have taken place to begin with, and now you say it will take another two to three years to figure out what to do about it:

"What a crying shame:" When the answer is right in front of your face!! Legislation should be brought before Congress to bring into Law that all Shippers and Consignees, and I mean all, including Produce Shippers, who seem to be exempt from following I.C.C. Rules & Regulations: The Law should read as follows; "Any and all Shippers & Consignees who use Carriers or Owner Operator or Private Commercial Tractor Trailers or Trucks that are Governed by the I. C.C. Rules & Regulations where Drivers have to keep a written Log Book each day that he or she is on the road, No Shipper or Consignee can or will perpetrate that the Driver or Drivers should partake in the Physical Unloading of or Loading of their freight. If the Shipper or Consignee should force the Driver or Drivers to partake in this Physical Loading or Unloading, then the Driver or Drivers should have a "Hot Line" or a 1-800 phone number to call to report the incident to that is Governed by the Federal Highway Administration! If the Driver or Drivers cannot report at the time of the incident and due to the fact the nearest phone is out of order or the Shipper or Consignee will not allow the Driver or Drivers to use the phone because it's their policy, and the Drivers are forced to partake in the physical loading or unloading, then a Fine should be imposed on the Consignee or Shipper by the sum of 2 time the value and 2 times the cost of said freight and one half of this fine should be awarded to the Driver or Drivers that were forced to partake in the physical loading or unloading of their freight, Then and only then will the Driver or Drivers regain the respect that is due them for more than 35 years.

To have a driver unload or load a trailer that he or he and his partner have driven more than 250 miles to the shipper or consignee and then have to load or unload the trailer and have to return to the Highway to drive again, is putting the driver in jeopardy of driving Fatigued and possibly causing him to fall asleep at the wheel, and we all know what happens next, "Don't we!"

(See page # 2.)

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The following are my answers to Questions # 33., 35. and 36.

# 33. A law and Fines **adjudicated** by Congress two times the value of the freight and two times the cost of shipping the freight and half of this fine to be awarded to the driver or drivers involved.

# 34. A hiring hall for the Homeless and people on welfare that really want to work should be set up. Also Transportation from the hiring hall to where the work is to be performed, but, with the stipulation that the worker is to pay fee upon payment of the work performed. A maximum or minimum should be set so these people can also provide for themselves. My Data which provides for the above answers is the voice of **experiance** for over thirty years of driving over the road that I did before retiring.

# 35. Every Shipper and Consignee and Produce shippers included, that use Carriers, Owner Operators, or any Tractor Trailer or Truck which is Governed by the I.C.C. Rules and Regulations as set forth and where a driver has to keep a daily log, all Shipper or Consignees will receive Notice of the Law as set forth by the Congress that Fines will be levied against any and all perpetrators that interfere with a drivers (HOS).

# 36. "YES" The FHWA should introduce legislation to Congress to pass a law Forbidding Shippers and Consignees and Especially Produce Shippers, who think they are immune to the I.C.C. Rules and Regulations. If Produce Shippers use Tractor Trailers or Trucks which are Governed by the I.C.C. Rules and Regulations then they to should be fined as well. The Reason Why? The word is FATIGUE. If a driver has to work like a Mule loading or unloading even a Mule gives out after awhile and becomes Fatigued, and so will a man. A driver is just what his title implies, a person who drives with a lot of responsibility on his or her shoulders that is Driving a Freight Train on the Highway along with other **obstacles** like People in there pleasure vehicles or cars with children in them., No child should be subjected to a Professional Driver that is FATI

Sincerely Mr. Allen S. Starks

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