

ADMINISTRATION

DEC 18 12:23

LEGS./REGS. DIV.

December 11, 1996

Docket Clerk
Attn: FHWA Docket No. MC-96-28
Federal Highway Administration
Department of Transportation
Room 4232
400 Seventh Street, SW.
Washington, D-C 20590

QA-21416

FHWA-97-2350-14

To Whom It May Interest:

It has recently come to my attention that the FHWA is requesting comments relative to Tired Truckers, etc. Hopefully many will respond to your call and highway safety can be improved.^A

It is reasonable to say that much of this country's economic strength rests upon an efficient transportation system, one using every means possible: air, rail and highway equipment. There are surely advantages as well as disadvantages with each medium. The goal of it all is to get materials from one location to another and to do it safely. It is this matter of safety which has our attention. While safety has usually been a part of the equation, it has often been set aside for financial gain. There is the constant pressure to make money, which isn't necessarily something bad. But this pressure can occasionally become unhealthy when lives are placed into unnecessarily perilous situations.

There is in the human heart a tendency toward evil. While we don't hear much about evil these days, it still exists and expresses itself in various manners. In transportation, it is expressed as a nearly uncontrolled appetite for money. This is known as greed. It may be difficult to define greed though it appears to be the drive to acquire money (and things) at the undue expense of others. Those who are greedy seldom put themselves at risk but take chances with other people; their fortunes, their very lives. Greed is largely the problem now being addressed by the FHWA.

It appears to me, after considerable time thinking of this matter, that much corrective therapy [though maybe not all] can be applied to this situation by defining the job of truck driver to conform with the already established guidelines of the Labor Department. This department has said that everyone is to be paid when conditions of the employment precludes an individual from doing what he otherwise wants to do. This is spelled out in the Fair Labor

^A I addressed several of these concerns a couple of years ago with some material sent the FHWA. I would like to think these had some impact but that may be presumptuous.

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Standards Act. This act says that all employees are to receive compensation whenever they are expected to be on the employer's premises (truck?). This act seems to imply an exception for 'certain employees of motor carriers.' If this exception applies to drivers, the act needs to be changed. It appears that those individuals who work in Over-The-Road trucking are entitled to be viewed as working 24 hours per day. They are not free to be anywhere else except with or in their trucks. Even as they sleep, OTR drivers are working, as truck guards. Consider the employer's reaction to a driver who might refuse to do anything to prevent a truck breakin, or vandalism to a vehicle. Or who would refuse to take appropriate action when a refrigeration unit quit while on a sleep break, or who waited until the end of a ten hour sleep period before calling that something was awry. Each scenario implies a driver is truly working every moment, even though it may appear to be inactivity. (see endnote)' This means drivers are to, at least, receive minimum pay 24 hours daily, or as long as they're away from the home terminal. Once it is determined that drivers are expected to be paid minimum wage at: least, the word will spread and employers can begin to compete on the basis of real wages.

Those who take strong exception to such an idea don't truly grasp the concept of working. In essence, we all work on the basis of at least two things: we exchange time & effort/skill. for compensation. In some cases, the work involves a large amount of waiting time (like drivers) and in other cases the work might be short. time and large skill, as in the case of a medical practitioner. This is the way things operate. This is not to imply that drivers are any less professional than doctors, etc. We all have our own particular skills. It appears in trucking that employers don't wish to recognize the time element and only want to pay for wheels that turn. This has to be changed so that every moment of work is recognized.

We already recognize this work principle, though we don't often consider it in terms of trucking. Consider a factory worker who puts a bolt into a hole as the assembly passes by. The worker is not constantly inserting a bolt but is, at times, simply waiting for the next piece of action. In much the same way, though the waiting period may be much longer, a trucker is working every moment; driving, sleeping, waiting, phoning, expecting the next command or action. That there is often a large amount of time between periods when the tires are rolling is simply part of the scheme and the person (driver) involved is doing exactly what is expected of him: waiting, etc. It is safe to say that if a driver took it upon himself to do something else (something he may wish to do, like return home empty) he would probably be out of a job. This is further confirmation that even though a

driver may appear to be doing nothing during those times when wheels are not turning, he is in fact doing what is expected of him, as directed by a dispatcher, boss, etc. It is not the driver's responsibility that he isn't moving. He is not in that role. This, of course, returns to the problem of defining the job. A job definition will go a long way in solving the present problems. And a definition will greatly assist employment possibilities. (see endnote)² It seems fair enough that employers don't want the job defined because this will probably cost them money. So let the driver assume a lot of responsibility but don't pay him for it. This, it appears, is the way in American trucking.

Since greed (our basic problem here) brings with it the tendency to be shady, if not downright dishonest, steps need to be put into place to curb these traits. It appears that this can be accomplished electronically. So that persons not be driving past acceptable limits, the actual time of starting and beginning as well as the vehicle's speed should be constantly monitored, through tamper proof devices. Perhaps allowing for some variability, these records would present a strong case for or against compliance. The data from these recorders would be available to drivers, employers, law enforcement, insurance concerns, etc. There also needs to be a recognition that even though an individual may be 'off duty' for days or even weeks before driving, this in itself does not guarantee a driver's present state of mind.

An individual could be 'off duty' yet be working hard around the house, etc. Health researchers may wish to develop some standard (and equipment) by which a trucker can be judged physically and mentally ready to drive. Simply asking a driver is he is ready to roll doesn't cut it when we're talking about highway safety. The average person probably doesn't think about the past in terms of mental deterioration, the amount of weariness already present in the brain as a result of simply being awake. There is surely a spectrum of abilities to fight fatigue. A few people are tired after moments behind the wheel while others seem to have more stamina, but all will eventually be tired to the point of exhaustion and dangerous fatigue. Some drivers seem to believe they are invincible and can drive for many hours without concern. This is not an expression of fact but of stupidity. They only kid themselves and place the general public as well as themselves at peril.

It is necessary to note that much of the revision work will revolve around the driver's log book. This device was apparently created with the intention of making the roads safe, though it may have been motivated by other factors. In any case, it needs to be changed. Of particular concern is the misunderstanding that resting and sleeping are not

identical. In order for an individual to truly benefit from sleep, that person must actually sleep, not simply recline in the sleeper berth, watch T-V, read, etc. Sleep is the vital thing and it alone provides the necessary ingredients to fight fatigue; fatigue being the opposite of alertness, the one component expected in safe drivers. Without it at the helm, other things fall aside. And, as already outlined in the log book regulations, this sleep must be consistent. Taking a 1.5:00 nap again and again doesn't cut it. There needs to be an opportunity for as comfortable as possible sleep. This is difficult when the pressure is on to go, go, go. And when not going means a decrease in a driver's pay. There is a real potential to cut back on the sleep time at the expense of highway safety. A difficult part of this is that not every one can fall asleep quickly, nor does everyone need the same amount of sleep. There are individual differences in the human family. Some drivers, having put in some ten hours behind the wheel, are simply not tired enough to hit the rack. They might be able to go several more hours. Other drivers can put in the same amount of time and be asleep in moments. Addressing these differences is not easy.

Another log book matter is the present habit of improperly logging material on the bottom line: On Duty, Not Driving. Since the time in this line is a part of the total allowed for the day, and since time is money, it is common practice to make little more than token entries on the line. Instead the time is noted in the sleeper berth line, but if the person is not truly sleeping, the entry is incorrect. Put the time at the top: Off Duty is also untrue. What to do? It is a serious problem for many drivers and employers. And it is a very important safety issue. Consider a driver showing up at a warehouse after driving many hours. Perhaps he has an hour available before sleeper berth time is expected. The warehouse receiver puts the truck into a dock and pretty much orders the driver to begin unloading, a not unusual request. The driver complies, but an hour later tells the receiver that he must now take an eight hour break. It is 7:30 a.m. Eight hours later the driver would be refreshed but the warehouse would be closing! Besides the receiver, the shipper and the employer would be very upset. But if safety is our main concern, it is imperative that the driver take the break. Perhaps the driver arrived with some five hours yet available. Being a good, honest driver, the unloading time is noted on the bottom line. When the driver is finished unloading, one hour remains. The actual time on the close says it is 12:30 p.m. The driver is dispatched to a location two hours away for a 'hot' load that needs to be picked up. One hour from this loading place, the driver is expected to stop and rest for eight hours. He does this. One can only imagine the relationship between this driver and his dispatcher when he calls in later.

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The system, as it is now operated, pretty much depends on people breaking the rules, at the expense of public safety. In the latter example, lets say the driver did go ahead and got the load on, he would then (probably) be expected to move along and drive on into the night. I know this from my own experience.

Although I am no longer on the road (leaving in '95) I can keenly remember the days when I would spend much time unloading [lumping off a load myself] in Philadelphia, drive to the ship docks for loads of fruit and expect to be in Chicago the next morning. I'm sorry to say that I did this on several occasions until I put my foot down and said that, unless I was reloaded by noon, the Chicago delivery wouldn't be until the second day. In other words, it took a decision on my part to change things. Most drivers, intimidated by dispatchers, would simply do it; not me. I recall talking with a young couple some years ago as they unloaded at some food warehouse. They admitted they hadn't slept for three days. And this is not uncommon.

There is a factor in these things which must be recognized. It is that as the rules have been increasingly set aside (manipulated) in order to improve a company's economic picture, the additional income is quickly absorbed so that even more increases are needed to maintain the status quo. When steps are introduced to correct this situation, the cry will be that the firms can't afford it but the truth may be that they've painted themselves in a corner and are now facing the consequences of these poor decisions.

Hopefully the FHWA, at this late date, will develop a workable plan for all concerned; that the public as well as the industry will be well served and safety can be increased on our nation's roadways.

Sincerely,

Dan Schobert

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Box 558
Plover, Wisconsin 54467
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¹ This is an important point. Although most of us have a tendency to say we can do nothing, the truth is that every moment we're alive, we are doing something. The something we are doing may not appear to others to be very important but to us the thing we are doing is of utmost importance at the moment, or we wouldn't be doing it. At the very least, we are always taking up space on the planet and this involves some kind of choice on our part. So, in essence, we can not do nothing for once we define the nothing we're doing, it becomes something. That others see our behavior as being nothing is of no consequence since it reveals a shunted view of what is occurring.

² One of the greatest problems in human relationships, as in the employee-employer situation, is that of expectations. When we enter any relationship, we bring to it a particular set of expectations. These are usually based on information received from a number of sources: education, family, popular media, promotional programs, etc. As these things enter the brain, expectations are created. When these are placed up against the hard reality of a situation, there can be a problem. The closer the expectations are to the real thing, the more likely the relationship will flourish. If there is a great distance between what is expected and what is real, disharmony is likely and, in the case before us, a break down in the employment arrangement. This is why a job definition, where the job is properly viewed, with all of the expectations are put on the table along with the rewards, will help an individual make a wise choice about working for this or that employer. So often drivers will say "that's not my job," when it may well be, and another sour worker is produced.

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Docket Clerk
Attn. FHWA Docket
No. 96-28
FHWA, Room 4232
400 Seventh St. SW
Washington, DC 20590

96 DEC 15 P12: 23
LEGS./REGS. DIV.

ADMINISTRATION

Dear Sir or Madam:

The purpose of this letter is to inform you of my opinion in regards to the rule making on hours of service regulations.

I am a long haul truckdriver. I drive over one hundred and ten thousand miles a year in all forty-eight states and Canada. I am also a driver-trainer and member of our accident review board.

With todays moderm equipment and safer roads limiting a driver to the 1939 hours of service regulations is impractical, unfair and unreasonable. I would like to see the decision of when drivers should rest be made by the driver.

The current regulations are ridiculous and forces drivers into unnatural sleeping patterns that cause fatigue.

I would like to be able to drive for 12 hours in a 24 hour period . This would allow me adequate time for eating, personal hygiene and sleep. I could rest when I'm tired and not when a regulation says I should be tired. The current rules force me to sleep at different times each day and I do not get a **restful** sleep when forced to obide by these rules.

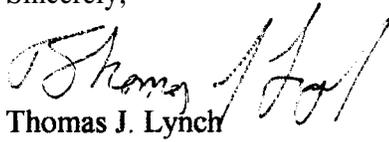
I feel that non-driving duty time should be considered on a daily basis but not considered when calculating hours available weekly.

No other profession is regulated so closely as the transportation industry. It is time to do away with this burdensome and very outdated regulation. Allow 12 hours driving a day. Do away with th 70 hours in 7 days rule. What bearing does what I did 6 or 7 days ago have on my ability to drive today? This will not allow carriers to push drivers to hard, as the competition now for drivers is fierce and no company could retain drivers by pushing them to hard. If I am getting quality rest daily then weekly limit on hours would not be needed.

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I hope that when making your decision you will listen to drivers who must live by these regulations and not by agencies whose **existence** depends on them. Lets make the new rules better, safer and less complicated. Thank you for your time on this matter.

Sincerely,



Thomas J. Lynch

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96-28

FEDERAL MOTOR VEHICLE
ADMINISTRATION

Dan Kinser
8623 Dublin Ave.
Odessa, TX 797652011

96 DEC 29 AM 11:23

Department of Transportation: LEGS./REGS. DIV.

I have been a professional truck driver for 19 years now and I understand you are considering changing the hours of service. I would like to suggest that it be left the way it is and has been for many years. These drivers who complain about not enough hrs to drive are just thinking of monetary reasons to change the rules. They are not considering safety aspects at all. With the interstate highways and the increase in speed limits the trucks should have increased their miles per hour, but they always want more. I watch trucks all the time running off the road from fatigue. A man needs time off to rest and be with their families. If all trucks had monitoring devices, the drivers and companies would follow the hours of service. This would cut down considerably on fatigue and create a safer highway environment. Please don't increase the hours of service, if anything decrease it and enforce the rules, with on board logging devices. It works because the company I work for has Cadec's in all of its trucks and drivers don't get fatigue and have time off for rest and the family.

Thank You,
Dan Kinser

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P. H. HORDER
Rt 2 Bx 179
SALUDA, SC 29138



96 DEC 13 1995
LEAS. & REGS. DIV.
ADMINISTRATION
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Dear FHWA:

1. In answer to how many hours should a driver be able to drive after 8 hours off duty.

A. This should be 12, to include any work time.

2. Should non-driving time be counted differently from driving time.

A. It should be incorporated into it for times when many stops in one area are involved.

3. Should the FHWA require rest breaks during a long driving period.

A. Yes, it should be 1 hour every 4 hours.

4. Should time spent traveling in your truck to and from motels, terminals and restaurants be drive time or off duty.

A. It must be drive time, so companies don't cut into a drivers 8 HRS off.

5. How should the loading and unloading of freight, lumping and engaging in activities other than driving be addressed?

A. Freight should be customer (shipper) load and consignee (receiver) off load, ~~PERIODS~~; excepting moving companies. Other activities? If its for the carrier (and duty and paid for)

6. How should delays at shippers and receivers be considered.

A. They should be paid for, and on duty if it comes piece meal; off duty if the driver may sleep, go eat or drop trailer.

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#1 The old 10/8 is antiquated as trucks are more comfortable, roads are better (hearty) and there is heat and A/C

#2 When making several drops in a specific area, the on-duty line could be used by lumping it into "LOCAL DELIVERIES"

#3 At least a one hour break in four is about how most drivers operate.

#4 A fifteen minute "GRACE" period could be allowed.

#5 Drivers (Over the road) should not be required to load or off load unless they are mechanics. If a driver has to be on-duty to find loads, talk to dispatchers, or stand-by it should be on duty!

#6 Shippers and Recipients knows when and what loads are coming and going they should be ready or pay. The drivers are usually required to call 24-48 HRS prior to deliveries. This is also a reason a driver's shouldn't have to touch freight. Loading and off loading is more fatiguing than driving 12-15 HRS.

Even if you're a church deacon you will tie on your log.

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ADMINISTRATION
06 DEC 1996 AIO: 57
LEAD./REGS. DIV.

TO: Docket clerk
FHWA Docket #96-28

I've been driving about 13 years now.

I'm glad to hear something is going to change. A 1996 trucking industry is hard to operate on 1930's regulations, it is long overdue for a change. Let's hope it will be for the better and not Washington B.S.!!

I think the 10 hour rule is plenty but it should be up to the driver how many hours he drives at a time whether it is 2 and sleep 2 or 10 and sleep 10. I also think that drivers running a single operation should be allowed 15 hours driving, but they should be able to drive and sleep when they feel like it, not when a log book says you need 8 hours sleep hell they may not be sleepy.

You may drive 2 hours and need a nap or you may drive 10 hours before you get tired enough to sleep.

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My wife AND I drive Together
now, we just Drive Till we get
Tired Then we switch, it works out
good THAT way NO one is driving Tired.

we have had ~~no~~ problems mostly in
CALIFORNIA Because sometimes Who ever
isn't Driving will Be either taking A
NAP or setting in the passenger seat
usually with Thier log Book on the
OFF Duty line. The way I see
it IF you Are NOT Driving then you
Are OFF Duty To take A NAP or
set up and site see whatever it's
your time OFF IF you slept.
ALL you can then why Lay in
the sleeper, I Think some states
use this to write A Bullshit Ticket.

AND AS FAR AS Bob Tailing
I Think THAT IF you Are ON PERSONAL
Business Like going To shopping centers or
movies or To motels then THATS your
Business NOT company Business so why
Log it??

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I hope you people in Washington can help us on the log book it needs a lot of help. To many states are using the log book for B.S. Tickets that should not be wrote and why out of reason fines to drivers that are guilty of nothing but trying to make a honest living.

There is no doubt that there has to be rules because some ^{steering wheel holders} ~~drivers~~ don't have enough ~~brains~~ ^{brains} to know when to get off the road. I hope you will hear from drivers and get it right. Drivers know when to get some sleep and when to drive a little more whether it is 1 hour or 10.

Thank you

Robert L. Todd

Robert L. Todd Sr
RT 1 Box 327
Galax VA 24333

96 DEC 22 9:37

LEGS./REGS. DIV.

MR. Willie RAY Bowen
158 MOCCASIN Street
Gore City, VA 24251-3423
540-386-7792 voice

12-11-96

Dockett Clerk
ATTN: FHWA DOCKET NO. MC-96-28
Federal Highway Administration
Department of Transportation
Room 4232, 400 Seventh Street, SW
Washington, DC 20590

RE: Hours-of-service Rules
Commercial Drivers Licensed
OPERATORS USDOT or STATE.

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TO Whom It may Concern,
Since the CDL code was set and enacted
and before that owner's of Trucks, Employers
and Service Managers-Dispatchers as well as
the BIG 3 have constantly used the term
24 Hour service (7) days a week to their vendors,
customers. So have many non-educated ERS dispatchers
in VA, Scott Co. and Northeast TENN. There is no

Such thing (unless) You have 3 drivers CDL trained,
Doctor Certified and DMV Licensed, Actually we're
Boss and when our driving time is up which is
designated as from the point (time) you get up
to stop time per day is 16 hrs with 8 hours comp
(sleep time), Anything else is over-worked, Sleepy
tired drivers that are accident prone due to
fatigue which leads to Heart Attack, Stress, diabetes,
improper diet and improper 100% Safety toward
our constituent non-CDL operators. I know
I've been there since I was the only operator a
GM Dealership (Daugherty Bros Chev-GEO-JEEP-Eagle
had, plus I got no extra pay of the 8 to 9 hour
day to tow and at night I was the man who
answered all the after hour calls @ Commission (Dealer 60%
me 40%), Then if I was up most of a 24 hour day before
I was expected to work the next day doing at least
4 to 6 additional jobs, It seemed I was only a number
and performance counted more than my health or
the public safety of my constituent motorists of no
CDL status. I don't care to test you Ladies and gentlemen
it's tough. In fact I had one attack and just
barely got the rig off the road safely then passed
out and a Guardian Angel (Police officer a friend
of mine got me help) after about 30 mins. I was
taken to the HVH&mc ER in Kingsport, TN

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Where I WAS Diagnosed as having a Cardiac Attack (You have to have one to know) not only how it feels with you the operator fighting the tremendous Pain in your Chest and Arm (Left) while getting the rig off the road safely without injury to other motorists or yourself. (I went blind just before I collapsed. Besides that I hadn't eaten all day. I have no idea who picked up the Loaded Car Carrier, I just thank god I could safely get the rig off the road, Lock-it-down, Kill the engine and get the emergency flasher on since I could see I just knew the rig. It didn't matter how tired I was to ~~call~~ (Scott Co Central 386-9111) NOT E911 except to ASK is the Rollback available. I think it should be are you available to operate the rig and is it safe (Road ready). STATE the same way. TELL what's your ETA, if your Rollback is available. I carry a health card, but the sleep test or Fatigue test isn't required by VDOT or NO Doctor has ever done it. Plus there's Less CDL Licensed Operators in my county than is and Doctors certify with this test or the Drug test, but tell you you can't take narcotics, Alcohol or Sedatives. ILLiteracy in Driving Safety cause Accidents. I'm off today and the dealership doesn't even know what Osteoarthritis is much less my conditions. I support the change

for public safety.

Respectfully,
William Ray Bowen
VDOT/USDOT COL Operator

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12-18-96

FEDERAL HIGHWAY
ADMINISTRATION

Sir, 96 DEC 29 AIO: 24

I ^{LEGS. REGS. DIV.} I've ~~got~~ comments to make as to DOT's Ideas for making changes in the present log book rulings. I have been driving 21 years but as usual I know this means nothing to you. Yes I do have an aditude. I've watched the government destroy the trucking industry and it's once happy union among drivers. I've watched as the 55 mph speed limit slowed traffic, bunched everyone up and then caused truck drivers unfair harrassment as states, like Ohio, made it their purpose in life to prey on truck drivers unfairly. I ~~lost~~ lost my high paying union job as deregulation ~~put~~ put myself and many others out of ^{work} ~~work~~. I've watched as the demand for drivers made ~~so~~ many companies too eager for them and ~~so~~ many hit the concrete with out being taught what it means to be a truck driver. Pride in one's job, self and companionship has all but dis appeared. I've watched as the government, that was behind most of the problems to begin with by allowing so much harrassment to drivers, loss of pay, etc, now trys to stop problems that have always been there, But drivers in the past have known to keep hushed up. That's prostitution and drugs. Great! Nice to be able to go to sleep without some hooker beating on your door 3-4 times until you're so ticked off you have to drive on down the road tired. Drugs have always been out here but most drivers, myself included, think more of their ability than to fall back to the use of drugs. If I couldn't do my job with using drugs as a crutch I wouldn't be out there. I know the problem was bad and I've even called the law myself a couple of times, once when approached by a pusher and once on two - a pusher-Trucker and another driver high as a kite

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been tested by so-called experts. I called about testing for the CDL when it first came into effect and found out that a friend of mine that I had went to school with and who is a patrol man was giving the test. Called him and asked him how long he'd driven trucks, "well I've just completed a 40 hour course." So that makes you qualified to test drivers like myself with 15 years or more over-the-road. "Yes," he said and does. To have this type of set up to test drivers, not on their ability but on their ability to do it according to a set guideline is totally stupid. Yes it may be a good idea to do it this way or that but ~~being~~ not logical most of the time nor the way most will ever do it in normal routines.

Now to the log books! I've been driving since 1975 and know from experience the log book is totally useless and does not need amended but done away with. 1st, realize, the driver works for the company, not the government. The government does not pay his wages, taxes, benefits, etc, so it's the company he has to please. If they want or expect him to run hard then if he can do it safely he will. If not they most likely will give the best loads to the driver they know will get it there ~~and~~ and let you ~~sit~~ sit. Even if you stay, you'll get crap and move on eventually anyway. Following set rules of service won't make you any safer than if you never do. Your body gets used to little sleep and it's just part of normal life driving truck. But as I've always told other drivers, just like Clint Eastwood said in one of his movies, "A man has to know his limitations!" When you get tired it's pull over and sleep or get out and walk around, something to wake you up. But sometimes 8-hours sleep is too long, other times not enough. Depends on each of us

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and what we are used to. Of course a droozy driver is unsafe but you can get a little droozy any time whether you've had 8 hrs. sleep or not. It's the driver that needs to recognize this and make plenty of stops. or do other things that ~~at~~ snap him back to alertness. When you start nodding off it's too late, that last nod might just be your last. And speaking of nodding off. Where do you expect a driver to be able to stop now-a-days and take a break. Rest areas are too small, frequented by DOT ^{some} sometimes so avoided by drivers, truck stop parking inadequate, entrance and exit ramps not widened to give us room to park but full of no parking signs. I've had to keep driving, dead tired, for many more miles than I'd have like just because I could find no room to park. Why are the states over looking this problem when it is so easy to correct? Rest areas need to be 2 or 3 times the size they are, ~~entrance~~ ^{entrance} ramps need to be widened for at least 5 trucks and pulloffs for at least 5 trucks need to be made at least one for every 20 miles of interstate highway. The Pennsylvania Turnpike is the only highway I know where a driver never has any problem finding a place to park for a few hours. It's too faced to say we're trying to make our highways safer and do things to target the so-called droozy driver when you do nothing to provide proper places for drivers to rest.

Well back to the log book. To me it is useless but try to remember it was originally created to protect the driver from companies that run him to death. Now it's being used against the driver as a form of easy pickens for more revenue money fined to that driver for violations. He does only what is necessary to

please his company and also to get his job done as quickly and as safely as possible so he can get home to his family. Do you really think drivers will stop when their 70 hours are up when they are on the way home? If he does, by the time he's collected enough hours to move on his company will expect him to keep working since he's already had his time off.

The log book does ~~two~~ two good things! 1st. If my company tries to run me harder than I know is safe for me I can say forgot it I don't have the hours, get my sleep and then go on. 2nd. I use up my time during the week days so I'm out of time when I get home on the weekend, thus I've got time with my family. So yes the log book does work to a point, but don't change it to do away with days off at home. And end the harassment of it. Enforce it if you must to the company for they are the ones that give the drivers deliveries that cannot be made within legal hours of service, ~~but~~ not the drivers. So do not allow states to hassle drivers, nor fine them for log book violations.

Well you've got 21 years of experience wrapped up in these pages so I hope it helps a little before it goes in the trash basket. So many things are wrong with the trucking industry it's not funny. The split speed limits, the harassment toward truck drivers, the use of drivers as unpaid laborers, hours spent without even minimum wages, etc. and etc. I try to do my part but it's rough. I'll report the unsafe driver, trucker or not! I wrote the governor of Ohio a letter a long time ago and the idea was a good one, so I'll send it along to you also. I feel our highways are unsafe mostly because of ~~the~~ unsafe driving practices or habits. Education would help but we are not talking ~~just~~ just new drivers here but old ones have bad habits also. I think that an 800#

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ought to be created and given to truck drivers and bus drivers with 15-20 years or more experience. If they see someone driving unsafely, tailgating, driving too slow, hogging the road, swerving in and out, purposely cutting someone off that has a turn signal on, etc. then they call the license # in. After that person is reported 2 or 3 times he is automatically called in to the nearest Patrol post and retested, given a defensive drivers course and made to watch a movie of how to drive among ~~the~~ trucks. The drivers test would consist of a patrolman sitting with the person as they drive for 1 or 2 hours to observe their driving habits. To me if people just did these three things, drive defensively, ~~be~~ be courteous, and drive as not to interfere with the next guy accidents would be very scarce. Well so much for my letter. Hope it's been a help. I wrote a book on trucking years ago but never got it published. I would like to be a help if I can be as I think that is the problem with the system, too many laws to hassle the driver made by those who know little if anything of what he goes thru.

Thank you,

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