

THINKING ABOUT PURCHASING A NEW COMPUTER?

By Jon Haustetter

Here are a few things to look for in a computer.

WINDOWS XP: Get XP Pro! XP Home just doesn't seem to get it. Home is a stripped down version of XP Pro and that comes with many pitfalls that can not be overcome by even the best geek. Yes it costs less and there's a reason, it doesn't work very well.

PROCESSOR SPEED: The speeds of processors are high enough to run just about anything out there even if you buy a low end off the shelf unit. I don't consider this as big a factor as I used to.

MEMORY: The more the merrier, for Windows XP, I highly recommend a minimum of 512 mb, not the 256mb Microsoft recommends. Why you ask? Windows XP uses between 170 and 190 just to run, that is what Microsoft based that number on. When you add programs like Office, Photoshop and high end games your memory usage goes up from there and you will run out of memory, which slows the whole system to a crawl.

VIDEO CARD: I personally believe this may be the most important feature these days. Do not cut corners here if you want to do any kind of gaming, including the kid's games. Today's games are very graphic oriented and highly demanding of the video system. Integrated video (built-in to the system) will not play games nearly as well as a true video card. This also applies to photo editing, DVD playback and even media player performance. Top brands are NVIDIA and ATI, I prefer NVIDIA for its ease of installation and the "unified drivers". Drivers are the software you install from the cd that make the card work, NVIDIA uses one set of drivers for all their cards, so if you replace one model NVIDIA card with a different model NVIDIA card, it will automatically work.

CUSTOMER SERVICE TO-A-T (BONE STEAK)

Dan Buckley

Our drivers are the first representatives of both Vanguard and our client(s) when operating out on the road. We all know that this level of customer service is key to our success. Many times we only hear the negative side of this relationship. Here's a positive example of what good customer service can do for all of us, especially the driver who many times has to go into the same location time and time again.

Ron McGinley has been a Vanguard driver for a number of years and is assigned to our Honeywell account in Anderson, SC. Ron consistently runs into the same delivery locations that accept multiple deliveries throughout the day requiring strict delivery times. This is sometimes a real challenge as Ron must navigate the busy Atlanta traffic. While making such a delivery, Ron found himself in a time crunch. Upon arriving at the customer's location, he was informed that he would have to wait a number of hours to be unloaded as his delivery time had passed. The attitude from the receiving manager was less than positive and bordering on hostile. This is the point of no return for many of us. Ron approached it differently. After notifying dispatch that he would be detained, Ron dropped his load on the yard, drove to the closest grocery store, purchased a small grill and steaks, and returned to the customer. With permission, Ron proceeded to furnish a steak lunch to the receiving manager and his crew. Since that time Ron has not encountered the negative attitude displayed by the shipping manager. More importantly, Ron created a positive working environment out of a potentially negative recurring situation. He did all of this without seeking any recognition. Our client only found out about Ron's efforts weeks after the fact when they received an e-mail of thanks, not from the receiving manager, but from the customer service department.

Ron's approach was unique. We must all find our own way to ensure that the relationship between driver and customer is positive. It is key to our success.



Advertisement From Operations

WE NEED YOUR HELP

We are looking for new ideas on ways to recruit new drivers. Vanguard is offering a \$500 bounty for the best new approach to recruiting. Please e-mail or call us with suggestions. The best idea will receive \$500 paid out on December 15th, just in time for the holidays.

Please send e-mails to dmulvaney@vanguardservices.net or call 1-800-222-5703 and ask for Dennis Mulvaney or Max Clary. Leave a voice mail if we are not available. We will return your call. Thanks in advance for your help.

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THE NEW HOURS-OF-SERVICE REGULATIONS

Effective October 1, 2005, the Federal Motor Carrier Safety Regulations 49 CFR, Part 395 Hours-of-Service change.

These new rules provide an increased opportunity for drivers to obtain necessary rest and restorative sleep, while recognizing the business needs of drivers and motor carriers.

These regulations only apply to property carriers and commercial motor vehicle drivers. Passenger carriers and their drivers will continue operating under the pre-2003 rules while fatigue issues specific to the passenger carrier industry are assessed.

HOURS-OF-SERVICE RULES	
2003 Rule	2005 Rule
Property-Carrying CMV Drivers Compliance Through 09/30/05	Property-Carrying CMV Drivers Compliance On & After 10/01/05
May drive a maximum of 11 hours after 10 consecutive hours off duty. NO CHANGE	NO CHANGE
May not drive beyond the 14th hour after coming on duty, following 10 consecutive hours off duty.	NO CHANGE
May not drive after 60/70 hours on duty in 7/8 consecutive days. • A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.	NO CHANGE
Commercial Motor Vehicle (CMV) drivers using a sleeper berth must take 10 hours off duty, but may split sleeper-berth time into two periods provided neither is less than 2 hours.	CMV drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.
Passenger-carrying carriers/drivers are not subject to the new hours-of-service rules. These operations must continue to comply with the hours-of-service limitations specified in 49 CFR 395.5.	

Simply stated the new rule means:

- Drivers may drive up to 11 hours in the 14-hour on-duty window after they come on duty following 10 or more consecutive hours off duty.
- The 14-hour on-duty window may not be extended with off-duty time for meal and fuel stops, etc.
- The prohibition on driving after being on duty 60 hours in 7 consecutive days, or 70 hours in 8 consecutive days, remains the same, but drivers can "restart" the 7/8 day period anytime a driver has 34 consecutive hours off duty.
- CMV drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.

Short-Haul Provision
<p>Drivers of property-carrying CMVs which do not require a Commercial Driver's License for operation and who operate within a 150 air-mile radius of their normal work reporting location:</p> <ul style="list-style-type: none"> • May drive a maximum of 11 hours after coming on duty following 10 or more consecutive hours off duty. • Are not required to keep records-of-duty status (RODS). • May not drive after the 14th hour after coming on duty 5 days a week or after the 16th hour after coming on duty 2 days a week. <p>Employer must:</p> <ul style="list-style-type: none"> • Maintain and retain accurate time records for a period of 6 months showing the time the duty period began, ended, and total hours on duty each day in place of RODS.

Drivers who use the above-described Short-haul provision are **not** eligible to use 100 Air-mile provision 395.1(e) or the current 16-hour exception in 395.1 (o).

In developing these hours-of-service regulations, the Federal Motor Carrier Safety Administration (FMCSA) systematically and extensively researched both United States and international health and fatigue studies and consulted with Federal safety and health experts. Our roads are better designed, constructed, and maintained in a nationwide network to provide greater mobility, accessibility, and safety for all highway users. Vehicles have been dramatically improved in terms of design, construction, safety, comfort, efficiency, emissions, technology, and ergonomics. These factors, combined with years of driver fatigue and sleep disorder research, led to a revision of the hours-of-service regulations for drivers.

FROM THE BENEFITS DEPARTMENT

DEBT AND RETIREMENT SAVINGS

In a survey conducted by Nationwide Financial Services, 42% of those workers surveyed say they do not contribute to a 401(k) plan because they cannot afford it. This is an alarming number of you and this lack of retirement savings today will have an extremely negative impact on your standard of living during the "golden" years of retirement.

If you are one of those employees who is not yet contributing to your 401(k), you need to rethink your decision (yes, this also applies to those of you who are in their 20's and early 30's).

Since debt continues to be the number one reason most workers don't participate in their 401(k), we want to give you some simple tips on how to start funding your retirement savings and some guidelines for controlling your debt.

SIMPLE TIPS TO FUND YOUR RETIREMENT SAVINGS

Keep in mind that the key to savings is not how much you are saving, but how long you save. Even a few dollars a week over a long period of time can add up to a very nice nest egg. So, with that in mind, here are some useful tips on how to save a few extra dollars every week that you can then use to fund your 401(k) retirement savings.

- Brown bag your lunch. The \$5 per day you can save will add up to over \$100 a month.
- Review your phone bill and drop unnecessary services like Caller ID and Call Forwarding.
- Cut your cable television down to the basic package.
- Drop down one level of service for your cell phone.

Take the extra couple of hundred dollars you save and put it into your 401(k). You will be surprised at how fast it will add up!

GUIDELINES FOR CONTROLLING YOUR DEBT

Here are some valuable guidelines to help you get a handle on your personal debt.

HOUSING: Spend no more than 35% of net income on housing. Depending on whether you rent or own, that can include: Mortgage or rent, Utilities, Insurance, Taxes, and Home maintenance.

TRANSPORTATION: Spend no more than 15% of net income on transportation. That includes: Car payment, Auto Insurance, Tag or License, Maintenance, Gasoline, and Parking.

DEBT: Spend no more than 15% of net income on all other consumer debt: Medical debts, Tax debts, Personal loans, Credit cards, and Retail installment contracts

OTHER: Spend no more than 25% of net income on all other expenses: Food, Clothing, Entertainment, Vacations, Medical Expenses, Tithing/Charity, and Childcare.

THE HEALTH CORNER:

THE STATE OF YOUR HEALTH IS ABOUT NUMBERS.

Here are a few for you:

- Time it should take you to walk a mile if you are fit: 15 minutes
- Average waist size (in inches) in women - 1960 versus today: 30" vs. 37"
- Time you need to spend brushing your teeth to prevent plaque: 2 minutes
- Percentage of calories that should come from fat: 30-35%
- Cases of insomnia associated with depression or anxiety disorders: 40%
- Number of calories to cut a day to lose about 10 pounds in a year: 95
- Maximum number of ab exercises you should perform per session: 60



YEAR END REMINDERS FROM THE PAYROLL DEPARTMENT

As the year winds down, there are some things that you need to think about for the upcoming year.

- Have you moved?
- Do you have a new spouse, lost a spouse or otherwise changed your filing status?
- Have your kids graduated from college or are otherwise on their own? Do you have more children?
- Has your spouse changed work status?

Reviewing the form W-4 is a good idea for everyone to do each year. Your withholding requirements can change. The local and state withholding should also be reviewed. If you have claimed "exempt" from withholding during 2005, you must complete a new W-4 by February 15, 2006 to keep that "exempt" status. You can download a new W-4 from the internet address: <http://www.irs.gov>. Put the form number in the box marked "Search Forms and Publications". Each state is different. Your number of exemptions for local taxes may have changed too. It's also time to review your pay stub. Is the address correct? Is the correct state and local tax being withheld? Any problems with your name or social security number? These must match your Social Security card. Please contact payroll with any questions or changes. Payroll can be contacted through your local area office.

The W-2s for 2005 will be printed and mailed in late January 2006. Please remember that your stub is not adequate for filing your tax return. The taxable wages for federal, state and local might be three different figures, depending on your elections for Section 125 or 401k. It's best to wait until the W-2 is received. No requests for duplicate W-2s will be processed until February 18, 2006, since we need to allow time for the Post Office to return any undeliverable forms.

MANAGERS MEETING September 12-13, 2005



(L-R) Kris Kolbe, Regional Manager; Ben LaGarde, Area Manager; Pete Wieboldt, District Manager; Max Clary, Area Manager; and Dan Buckley, District Manager.

SAFETY AWARDS



The following awards were earned from May 2005 to September 2005

ONE YEAR SAFETY

Jeffery Abercrombie
Jerry Abner
Jerry Alexander
Lee Bailey
Stanley Bickel
James Blevins
Thomas Bowens
William Boykin
Jeffrey Brandt
Clarence Brown, Jr.
Horace Bruce
William Bruce
Timothy Bryson
Brian Bull
Bryan Cantor
Robert Carney
Thomas Carney
Larry Carter
Richard Cencion
Loren Clasen
David Comly
Craig Cunningham
Randolph Dawkins, Jr.
Corby Gillion
Johnny Gooch
Raymond Goodwin
Joseph Gorman
Jesus Hernandez
Lavern Hogan
Robert Ivey
Shawn Kemble
David Kingston
Harry Ledford
Allen Lee
Scott Light
Ronald Lorenz
Torry McCarty
Daniel Nanez
James Nelson
James Neuzil
Matthew O'Brien
Jerry Parker
Walter Partee
Jerry Phillips
Roger Pitts
Sundae Radebach
Deborah Reeves
Benjamin Roberts
Curtis Ruttie

Clarence Schanfish
Dave Shaw
Neal Simmons
Craig Thompson
Angela Thornton
James Trainer
Benito Vidaurre
Vincent Wampole
Richard Wehling
Ernest Wellman
Rodney Willett

TWO YEARS SAFETY

Jack Adams
Peter Averso
Paul Bailey
Basil Bennett
Jerry Bingham
Geoffrey Brown
Randall Cannon
Steffon Clay
Dean Cretsinger
Stephen Daniels
William Daugherty
Mark Duncan
Joe Ellenburg
Ronald Ford
Steven Haven
Gary Hilliard
Edward Hooker
William Isabell
Richard James
Gary Johnson
Jesse Jordan
Raymond Keller
James Kutzer
Michael Margavio
Joe McClellan
Thomas McCormack
Ryan Miller
Donald Oldham
Jeffrey Pierce
Jason Presley
David Runnells
Steve Salyer
William Smith
Norman Talley
Michael Warren
Ruby Warren
William Webster
Theodore White
Clayton Williams
Claude Wiser
Charles Wright

THREE YEARS SAFETY

Larry Alwert
Aaron Clark
Jerry Cook
Larry Eick
Luard Escobar
Dennis Green
Julian Hall
Patrick Keyser
Charles Locklear
Larry Perry
David Ramsey
Carl Robinson
Terry Ross
Tim Stump
Melvin Vickous

FOUR YEARS SAFETY

Carl Bull
Edilberto Espitia
Larry Garner
John Grounds
Frederick Howell
John Jordan
Johnnie Kizer
Richard Kline
Richard Marks
Anthony Milam
Kevin Norvell
Todd Oswalt
Rhonda Robertson
David Shackelford
Patrick Sutton
Alan White

FIVE YEARS SAFETY

Darwin Brock
Richard Brown
Steven Grossmann
William Guthrie
Randy Johnson
Charles Keeney
Bob Kirkpatrick
Robert Lesure
Robert Maddox
Robert Manns
William-Chris Morlok
James O'Leary
Juan Peralta
William Smith
Mark Thompson
Donald Williams

SIX YEARS SAFETY

Robert Beard
John Brunner
Robert Cooper
William Haddon
Stephen Henritzky

Andy Holland
Deywett Locke
Richard Merrick
Todd Stewart

SEVEN YEARS SAFETY

Alvin Blackmon
Erwin Frazier
John Hudson
Jerry Hyman

EIGHT YEARS SAFETY

Larry Bright
Ralph Bright
Thomas Loitz
Eugene Martin
Michael Kurt Nelson
Glenn Price
Craig Ruis
Michael Smith
Manuel Valdez
John Wardlaw

NINE YEARS SAFETY

Bernard Bray, Sr.
Jerry Crook
Richard Roach
George Scott
Franklin Wells
Ronald Wilson

TEN YEARS SAFETY

John Cain
Gary Kirschenman
Franklin Moravits
David Roberts
Edward Schurevich
Ronnie Smith

ELEVEN YEARS SAFETY

Bruce Benton
James Carroll
Milton Grimes
Thomas Hunter

TWELVE YEARS SAFETY

Larry Bowman
Michael Copes
William Rankin
Charles Sadler
Merle Smith
Moses Williams

THIRTEEN YEARS SAFETY

James Prime
James Sheridan
Randy Gravely
Robert Blackmon Jr.
Robert Chestnut

FOURTEEN YEARS SAFETY

Charles Owens
Ernest Hinkle
Jerome Liverett

FIFTEEN YEARS SAFETY

Carthel Reese
Charles Barbare
Norman Winchester
Richard Bagwell
Robert McNabb

SIXTEEN YEARS SAFETY

Bobby Stevens
John Price
Stephen Albertson

EIGHTEEN YEARS SAFETY

Furman Jordon

NINETEEN YEARS SAFETY

George Carter

TWENTY-THREE YEARS SAFETY

Edward Davis
James Rodgers, Jr.

TWENTY-FOUR YEARS SAFETY

Roy Fowler

TWENTY-FIVE YEARS SAFETY

Tommy Stoddard

TWENTY-EIGHT YEARS SAFETY

Randolph Barber
Ronald Flowers

TWENTY-NINE YEARS SAFETY

Dorsey King

THIRTY YEARS SAFETY

Paul Coleman
Willie Johnson

SENSE OF THE SEASON

By Tina Lockett

As we all know Thanksgiving is approaching. This is a season for Giving and Thankfulness. Many of us are blessed and fortunate to have an abundance of food and clothing. Let us not forget about our fellow man that is without adequate clothes and/or food. So when you reach in your closet to pull out a sweater, coat, or pants think of someone out there that's less fortunate than us that might need help. So lets donate those items that have seen a couple of seasons to a shelter or a church or an organization that will help a needy family or child. Maybe you do not have clothing to give away but you might have some canned goods or non-perishable food items to give away. There are even organizations that will gladly take cash donations or simply would like volunteers. Please warm someone's heart this SEASON.