

miles out of them. I asked My dm what was up? Was informed that long miles were reserved for teams and trainers! Also asked why I was not running 48 states? Was told that because I was assigned to Phoenix I was west coast! Asked why I wasn't getting more than 1100 to 1700 miles a week, was told your flatbed and as such should know flatbed miles are low, especially solo! Mind you never saw that many teams in flatbed except a couple of husband and wife teams. So I spent all last summer in the desert of 4 states. Once in awhile running up to Portland Oregon or a run back east, only to come back and get in that 700 mile loop. Longest miles I ever got with that bunch of crooks solo was 2200 miles. Late last summer I broke my arm, worked in the training department shuffling papers. After 12 days I was going stir crazy. Was born in trucking family, had to find a way to get back out on road. So at night I went home and started pumping iron with broke arm. In 7 days I was able to get enough strength in that arm to pass the physical endurance test that someone thought up for us injured flatbedders. Still hadn't really healed enough to be able to throw chains or toss a tarp. So I became a trainer to compensate. Was then told I would get more miles which I would begin to notice on My paychecks. YEP, The miles were there allright. But, thats when the nightmare really started. Those long mile dispatches had delivery appointments that could only be made if the truck didn't stop for more than 30 minutes at a time to change drivers. So fast food and cold sandwiches became my main food source. We all know the price of a sandwich, chips and pop or milk. My wife and I sat down after the first of the year and tallied expenses. Sure I was making almost \$1000. more per month. Guess what? You guessed it. Most of it was spent on surviving. Well on march 11, 2002 I said enough is enough. So handed in them keys and fuel card. And, took My leave. What with all the bills behind and making interest payments on the late part. I'm left with the task of finding another J.O.B. . Somehow I managed to stumble on to this Web Site. And, have gotten quite an education. Have put my application on a few of the driver application sites and have put My applications directly into a few of the company based sites. I had a few bites, thought I would consider a couple of them. Tonight I was able to narrow it down to just one. Thanks Real Drivers 4 Real Drivers.com, I would have probably gone with J.B. HUNT. After reading the reports on them I now feel as though someone tossed Me a life preserver. I DEFINATLY WILL NOT WORK FOR THEM!!! An extremely grateful Driver.

Swift Report 110 - Date 3-11-02

Swift, the scumiest conglomerate on the face of the earth, has now started making money for itself off driver records. OEVS is a new system where Swift charges for getting driver reports from their records. I was faced with this today. When applying at KLLM I was told that Swift charges for the report and KLLM would not pay it, yet I had to have the report. So I had to pay for the record and fax it to KLLM myself. \$7.95!

If Swift has 15,000 trucks, 100% + turnover each year; 15K X \$8=1million plus in pure profit. God knows I hate these scumbags.

Deception Practice
Breach of Contract.
Swift Report 107 - Date 2-13-02

I WISH I HAD SEEN THIS SITE BEFORE MY HUSBAND WENT TO WORK FOR THESE PEOPLE!!!!!! He is with them now and has been with them for about 2 weeks...Let me break it down...NO MILES, NOT THE PAY THEY PROMISED, and DO NOT CARE ABOUT THE DRIVERS!!! The biggest bunch of LIARS in the business! I am getting my guy out of there

Scam
more profitable
by turning over
trucks 80% - 120%
ARTHUR SCHEANE
SEC FRAUD
1/30/03
SHARITHCOEN
FRAUD