

PRIME

ways

VOLUME 4 ISSUE 1



Turn to p. 24 to meet
the four-legged
friends who are
along for the ride.

ALONG FOR THE RIDE

PRIME DRIVERS AREN'T THE ONLY
ONES ENJOYING THE OPEN ROAD.



MEET THE COUPLE WHOSE LOVE OF
THE OPEN SEA INSPIRED THE NEW
DESIGN FOR THEIR BIG RIG ON P. 14.

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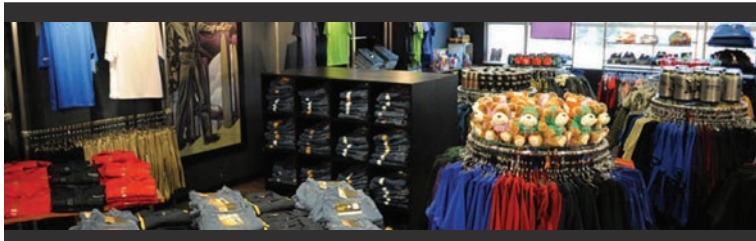
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VETERANS SPOTLIGHT

From the Navy and the Air Force to new careers with Prime, these two associates found new uses for skills they learned in the military.

"We are always listening, and a lot of the newer features have come from our drivers."
—Brianne Madura

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THE VINO VIRTUOSO

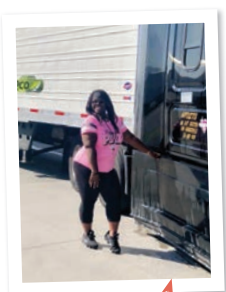
This Prime associate's favorite pastime is also a family tradition: making homemade wine.



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PRIME FAMILY CHAT

Whether you've worked for Prime Inc. for decades or only a few months, it's natural to be curious about company happenings.

Here, people in the know answer your burning questions.

HOW DO I FIND MY PAYROLL ASSOCIATE'S INFORMATION ON THE PRIME MOBILE APP?

Look under My Prime Portal and then go to My Contacts. Here you will find your payroll associate's name and contact information. You can send them a message directly through the app under Messages.

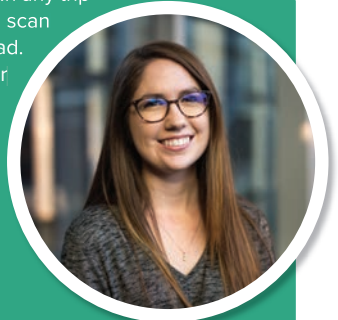
WHAT INFORMATION DO I NEED TO GET DIRECT DEPOSIT SET UP AND WHERE DO I SEND IT?

We will need either a voided check or something on bank letterhead with your routing and account number. You can scan it in directly through the Prime Mobile App under Scan Documents, HR and Direct Deposit.

HOW LONG DO I HAVE TO SCAN IN MY TRIP DOCUMENTS TO QUALIFY FOR MY SAFETY, SERVICE AND FUEL BONUSES?

You have 48 hours to scan in any trip documents. Remember to scan in a trip sheet with every load. That is how we receive your trip documents.

—Amanda Siess, Payroll



THE LOW DOWN

Some of the best restaurants in America are family owned businesses that can't always be found by an internet search. And did you know some amusement parks not only welcome our trucks but also provide easy access and parking? That's why we decided it was about time we shared some of our driving associates' insight with the rest of the Prime team who might not know how to navigate the driver-friendly options at Disney World or who might not know where to stop for great Mexican food while on route through Texas.

This edition's feature is all about some can't miss spots to visit and explore around this great country of ours. This profession is not easy and can certainly be stressful at times. That's why we encourage our drivers to manage their downtime in order to explore the unique views and experiences America has to offer. Prime will always consider safety our highest calling, which is why drivers' health and rest is extremely important to us. That being said, if there is ever downtime between delivery and pickup, take a moment and enjoy your surroundings. Don't forget to share your experiences with your family back home, and above all... arrive home safely.

Robert Low
Prime Inc., CEO & Founder



Brooke Mosley is the female driver liaison at Prime and has made it her mission to advocate for women drivers and associates.

← spotlight →

THE MOVEMENT IS REAL

As a training specialist and the female driver liaison at Prime, Brooke Mosley is always working toward improving conditions for female drivers and searching for actionable solutions to their problems.

BY EVAN GREENBERG

Brooke Mosley laughs when asked about what she does outside of work. It's not because she doesn't have free time—Mosley stays busy spending time fishing and riding four-wheelers with her boyfriend, Travis, as well as attending their kid's school functions. It's just that she loves her job at Prime and is fully devoted to spending as much time as she can working. She's not a workaholic; she's just on a mission. Mosley is a training specialist and the female driver liaison at Prime and loves the work she feels privileged to get to do.

Part of what keeps Mosley enthused about her work at Prime is the sense of comradery she sees play out each day. She calls it a family atmosphere. "Everybody truly cares about each other," she says. "They care about their growth, and they care about each individual being successful. If you have an idea, they listen to it."

Prime is a place where no idea is a bad one. If there is a need for a certain position or role, even if it does not exist yet, then Prime is amenable to creating one. That's what happened with Mosley. After almost a decade in the superintendent's office at School of the Osage, Mosley finished her Master's in business at Columbia College. She relocated to Springfield to be closer to family and applied to Prime in order to put

Photos courtesy Brooke Mosley



▲ The Women in Trucking Association focuses on helping women truck drivers.

her degree to work. She spent her first year working as a recruiter before transitioning to the orientation and training department.

At first, Mosley was the only woman on her team and found herself coordinating more with female drivers and addressing issues, problems and complaints they had while out on the road. Some truck stops didn't have facilities for women, and some showers were men-only. Mosley became a conduit for these complaints. As it started becoming a bigger part of her job, it became apparent that this was something Mosley was good at and should be doing full-time.

"We started seeing a huge growth in our female [associates], and I was teaching classes," Mosley says. "It just landed in my lap that females started reaching out to me and we thought, 'Here's an opportunity for something that no other trucking company is doing and that we really need.'"

It's here that Mosley found her calling. She has become heavily involved in the Women in Trucking organization, and she attends a yearly brainstorming and work-shopping conference designed to bring attention to and solve problems plaguing women drivers. This is where Mosley's communication with those drivers comes into play. These conferences are where she can address issues facing women on the road including the lack of facilities for women, safety at truck stops and improving security for women on a wider scale. "A lot of that's been improved upon and, they're continuing their efforts to do that as well," Mosley says.

There are more than 1,100 female drivers on Prime's fleet, and Mosley's focus is to further cultivate that base. She works with the women during their training and

works to educate them on Prime's various nonprofit initiatives including the company's partnerships with Harmony House, which provides emergency housing for families escaping domestic violence, and Truckers Against Trafficking. Mosley even educates associates on driver safety and how to spot and assist human trafficking victims at truck stops. And while Mosley's focus is mainly on women associates, she still addresses complaints from all drivers, no matter their gender. If someone has a question or an issue within the company, she helps that driver find a solution.

The fact that she gets to do this at a place where she feels as supported as she does at Prime only makes things easier and more enjoyable. "[Prime] is just a wonderful place," Mosley says.

▼ Annual conferences give associates like Mosley a chance to learn about issues drivers face.



▲ Top: Brooke Mosley is a training specialist and female driver liaison at Prime. Bottom: Prime's Highway Diamonds gala celebrates the accomplishments of women drivers.

GALA 101

Each year, Prime hosts a Highway Diamonds Gala. Highway Diamonds' mission is to "employ and support female drivers at Prime while recognizing and reducing challenges women may face in the transportation industry." The gala honors female drivers and celebrates their accomplishments.

EVENT DATE: April 11, 2019

TIME: Doors open at 5:30 p.m.

LOCATION: Oasis Grand Ballroom at Oasis Hotel and Convention Center, 2546 N. Glenstone Ave., Springfield

WHO'S INVITED: All Prime female drivers and their guest

COST: Free

DRESS CODE: Cocktail

WHAT TO EXPECT: Live performances by Pearl Nation and guest appearances by Robert Low, Steve Wutke and Brooke Mosley





A SIMPLE SALUTE

This issue's spotlight focuses on Ronald Hyde and Donna Ewing. Veterans of the Air Force and Navy (respectively), the two Prime associates have discovered the skills they learned in the service have come in handy in their time at Prime. **BY ETTIE BERNEKING**



◀ RONALD HYDE



Military History: Ronald Hyde, aka Ronnie, joined the Air Force when he was 18 years old. He grew up in southern Missouri, and his Air Force career began in law enforcement. After 16 years, he moved up to first sergeant and managed a squadron of 278 people. "When you manage that many people, you can just imagine all the things that happen," he says. "I learned time management, personal management, administrative skills and how to deal with people." By the time Ronnie retired 20 years later, he was 38 years old and had been promoted to master sergeant. During his tenure, Ronnie's knowledge and implementation of educational programs earned him recognition as the Information Security Manager of the Year for the entire U.S. Air Force. It was an achievement he is still very proud of today.

Prime Service: When Ronnie returned to his home in Missouri, he already had an impressive resume, but he wasn't looking to settle down. Eager to get back in the workforce, he initially worked on the railroad before heading into real estate and purchasing and running a Re/Max franchise for 14 years. One day, Ronnie got a call from one of his sons who worked at Prime as a logistics fleet manager. There was an opening in the security department, and he thought Ronnie was the perfect fit. "It turned out to be a great job," Ronnie says. "The skills I learned from the Air Force in terms of managing and dealing with people were a huge help." Four years later, Ronnie is still at Prime, but he's moved into a new role with the Pedigree Truck and Trailer Sales Team and looks forward to the new challenges ahead of him.

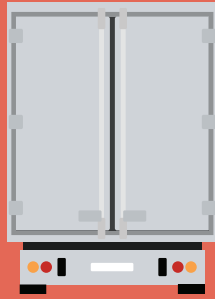
DONNA EWING ▶

Military History: The first thing to hook Donna Ewing's interest in the NAVY? The uniforms. Ewing was in Orlando, Florida, to enjoy an air show when she first stumbled upon an opportunity in the Navy. "Back then, I was young and mesmerized by the uniforms and the possibilities," she says. Ewing enlisted during Desert Storm and served two years aboard the U.S.S.L.Y. Spear—a sub tender—as a machinist mate in her ship's engine room. Ewing worked on the ship's engine and the steam turbo generators. Back then, Ewing was one of few women in her field, but she wasn't deterred. "I had a sergeant that said, 'You wanted to come into the NAVY, so you can lift that valve yourself.'" Some of the valves Ewing tended to weighed 150 pounds, but Ewing was determined and completed her deployment.

Prime Service: After her time in the Navy, Ewing returned to Springfield to be closer to her mom and dad. When her parents eventually moved away, Ewing stayed in the Ozarks. She and her first husband had a child before Ewing met and remarried her current husband—who worked at Prime as a fleet manager. "Before he moved on, he worked here for almost 25 years," she says. After 15 years as a stay-at-home-mom, Ewing was ready to re-enter the work force. Prime was a natural fit, and she has been in the cargo claims department ever since. "Every day is a different situation," she says. "I love the variation." But Prime has also served as a home-away-from-home for Ewing. "My kids went to daycare here," she says. "They basically grew up here. Prime is very much a big part of my life."



Photos courtesy Ronald Hyde and Donna Ewing



THE ROAD WE TRAVEL

This year, we'll be hearing from guest writers all over the company. This issue, **Prime Driver Reba Hoffman** shares the importance of drivers in America's history.

There is an army of men and women at Prime who boldly go out into the vast reaches of America to pick up and deliver goods to an eager nation. We're truckers. We're a different breed, cut from an uncommon cloth. We leave our families, our homes and take to the open road. Our windshield is an ever-changing office view of the most beautiful country on earth.

Prime drivers are diligent about getting the load delivered on time. Sometimes, we are so focused, we forget to enjoy the beautiful view around us. We don't take that few minutes to explore a place, even when we have more than enough time to do it and still get the load to its destination ahead of schedule.

The truth is we are very fortunate to have an office with a view that changes every moment. Daily, we retrace the steps the pioneers took hundreds of years ago driving wagons into the wild, wild west. And our nation is rich in history and adventure. Down every road we travel, there are always new things to explore, if only for a moment.

Getting the load there on time is a critical part of what we do, but we should also take the time when we have it and absorb the beauty of the road we travel. Make no mistake, truck drivers are a part of American history and keep the pioneer spirit alive. Take a few moments to enjoy the road we travel."—REBA HOFFMAN



Prime associate Kelly Hydorn raises money for her favorite charity by selling T-shirts each year.

SHIRT UP

Forget bake sales! One Prime associate is using fashion to raise funds for a Springfield charity close to her heart.

BY JENNIFER JOHNMEYER

After being diagnosed with breast cancer twice, Prime's Kelly Hydorn wanted to help other cancer patients. So she turned to Prime. Prime has a rich history of giving back, and its associates are a big part of that effort. Past recipients of support include the American Heart Association's Heart Walk and the American Cancer Society. But this time, Hydorn wanted to direct her support to her community in Springfield, Missouri.

She began with the Lee's October Denim Challenge, charging \$1 per sticker. Three years later, Hydorn upgraded found a way to raise funds for the Breast Cancer Foundation of the Ozarks.

"I thought I'd sell T-shirts, so I ordered them and added \$5 each to my cost," Hydorn says. "Robert Low matched the funds, and we were able to raise \$1,000. It gets bigger every year. Last year, 700 items were sold." Every penny went to BCFO.

"[BCFO] helped me out. I wanted to help them," Hydorn says. "Everything stays local, which is important to me. Being diagnosed with cancer is a scary time. People need all the help they can get."

To learn more, contact Hydorn at khydorn@primeinc.com.

PRIME BENEFITS FAIR

The annual Prime Benefits Fair can put you in touch with everyone you need to make the most of your Prime career.

BY JENNIFER JOHNMEYER

Events that can educate while entertaining aren't easy to find. Early each November, though, Prime provides such an event for its associates with the annual Benefits Fair.

"The fair is a great opportunity for both driving and non-driving associates to get in front of vendors they may not otherwise have considered talking with," says Prime's Director of Human Resources Aaron Ellis. "They can get brochures, free samples, and fun giveaways while being educated on benefits that Prime offers."

Associates can also get free flu shots from Trinity HealthCare, or even adopt a pet through Rescue One. Prime advertises the list of vendors prior to the fair date so associates will know what is available. "If you're a first-time attendee, don't be shy!" Ellis says. "Come on in. There's something for everybody."

PUTTING IN THE WORK

Driver Brandon Witmer values efficiency, both on the jobs he drives and in his health habits. Learn more about how the two come together with this look at a typical week.

BY JENNA DEJONG

The more work that gets done, the higher the reward. That's the motto of Prime driver Brandon Witmer, an associate who has been with Prime since 2014. As a tanker driver, Witmer carries heavy loads of just about any oil that goes into food. He never strays west of the Mississippi River but that is about the only limit to his routes. Always focused on doing the job well, Witmer welcomes the road with open arms and in doing so, his deliveries sometimes take him to five cities in one week.

TUESDAY

Since his schedule is unconventional, it only makes sense Witmer's week usually starts with a weekday. His payday occurs weekly, so he packs in as many jobs as he can to seek a higher reward. Some trips take a couple days, but most last 24 hours. On Tuesday, Witmer could be in the middle of a previous assignment or receive a new one. If it is the latter, he might travel from New Jersey to Tennessee, from Tennessee to Georgia or somewhere totally different.

FRIDAY

By this time, Witmer has completed a few different jobs with 10-hour breaks between each one. He prefers to drive at night due to less traffic and construction, which means he spends his days resting.

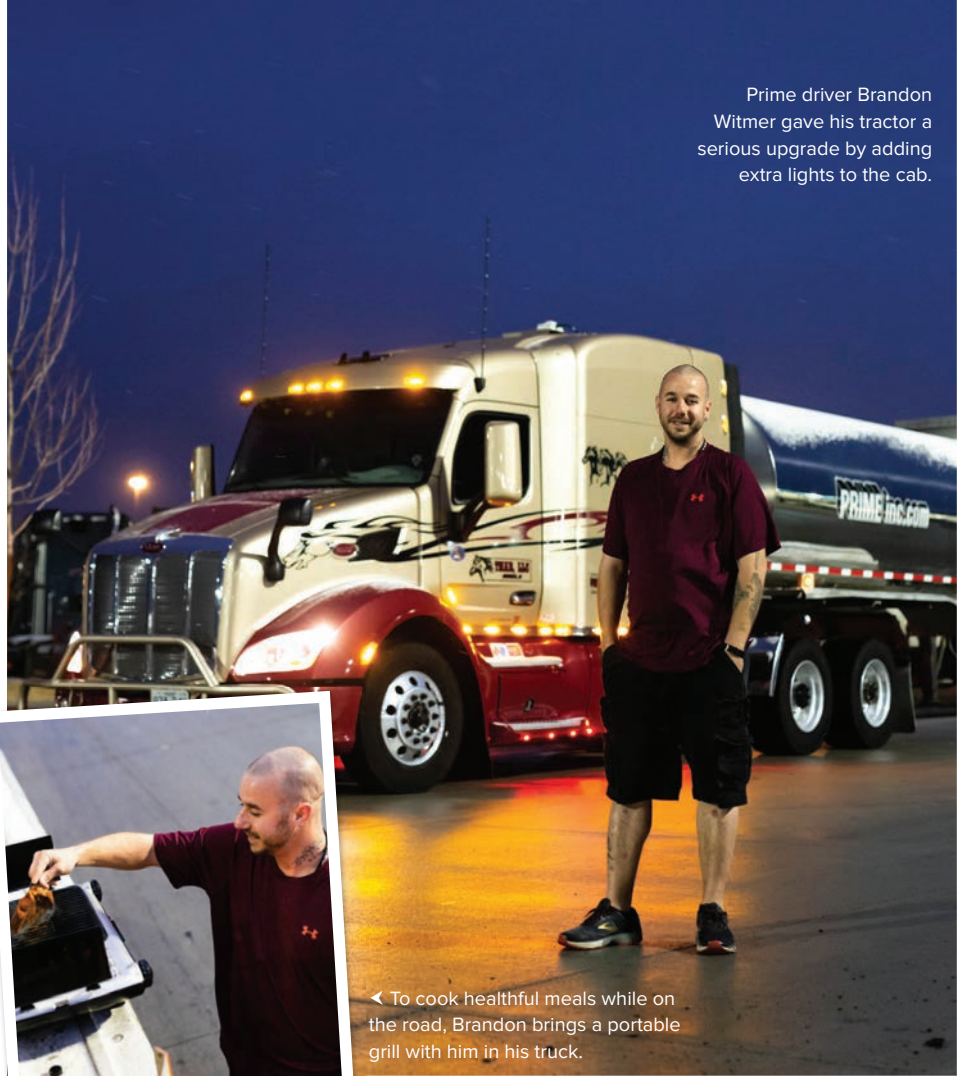
About a year ago, the temptations of unhealthy eating had gotten to him, but since mid-April last year, Witmer has lost 70

pounds. By Friday, Witmer usually runs 24 to 36 miles each week. He tries to run three times a day every day, usually once in the afternoon and twice at night while on the road, which amounts to a total of 6 to 9 miles a day. His usual running routes are around a mall or he pulls up Google Maps to form a route while he waits for his next assignment.

SUNDAY

If he has not made a trip yet, Witmer is probably looking for a local Walmart for a quick, 30-minute stop to grab groceries. When he decided to change his eating habits, Witmer bought a grill he now uses to cook chicken and steak while on the road. He usually grabs a bag of beef jerky, since it is high in protein, and anything else that can be microwaved or grilled. He might be in the middle of a three-day weekend load or on his way to completing a job or two before his payday on Tuesday.

Prime driver Brandon Witmer gave his tractor a serious upgrade by adding extra lights to the cab.



◀ To cook healthful meals while on the road, Brandon brings a portable grill with him in his truck.

BRANDON WITMER'S TOP FIVE TIPS FOR DRIVING AT NIGHT

1. Do Not Drive Drowsy.

Knowing your limits can be the difference between life and death, so listen to your body when you start to feel tired.

2. Keep a Watchful Eye on Critters.

Before you hit the road, look online to see what kinds of animals are common along your route. You never know what you might see. Spotting native wildlife can be a fun way to pass the time, but it can also help you avoid accidents.

3. Be Aware of Your Surroundings.

Driving at night can be difficult because you have limited sight. Check your mirrors frequently and pay attention to traffic.

4. Drive With Caution.

Accidents are more likely to happen at night, especially between the hours of 2 a.m. and 4 a.m.

5. Pass The Time.

Music and playlists are great ways to pass the time and keep you mentally engaged.

← close to home →

THE VINO VIRTUOSO

Joe Fumanti has worked at Prime for more than two decades. In his spare time, he makes wine from scratch, which he hands out to friends, family and other Prime associates.

BY EVAN GREENBERG

Joe Fumanti has a simple answer when he's asked why he's been making wine with a family recipe for what seems like his entire life.

"We're all Italians," the 71-year-old Fumanti says. "All Italians make homemade wine." Fumanti, who lives in Old Fort, Pennsylvania, worked at Prime for 26 years as a foreman. Most of those years were spent managing trailer rebuilding. Then when a maintenance position opened up at the Prime terminal in Pittston, he snagged it. Now, whenever a lighting or plumbing issue comes up or weeds need whacked, Fumanti is on call.

This gives him the opportunity to interact with a lot of different people in the office, all of whom are well aware of his wine-making hobby. Fumanti takes great joy in giving the bottles of wine he makes to those in the Prime office. Associates share their preferences, and Fumanti takes notes and adjusts for his next delivery. "I'm like a mixologist," he quips. Fumanti first started making wine with his father, Greno, and brother Paul in 1959. "We were squeezing grapes in the garage and making our own wine and selling it to friends."

When Greno passed away about 10 years ago, he passed on the family recipe to Joe and Paul. While Paul fully embraced the family tradition and makes and sells wine regularly, Joe takes a more leisurely approach. "I'm more of the taster," he says. But Joe still hands it out to friends and family whenever he can, completing the process from start to finish himself.



Prime associate Joe Fumanti has been making homemade wine ever since he can remember. It's a family tradition for the Fumanti clan that spans generations.



◀ Joe (center) loves sharing his passion for wine with his fellow Prime associates. He often gifts bottles of vino to family and colleagues.

Fumanti says what he loves most about working at Prime are the people and ownership. He praises his boss Rick Yarborough, and says he's had nothing but positive experiences at the company. He commends the team Robert Low has built around him—Fumanti even once gave Low a bottle of wine.

This is one of the benefits of working at a place like Prime—associates get to see a full picture of who someone is including their hobbies. For Fumanti, wine is quite literally in his family's blood. It's something he's been doing for as long as he can remember, and the hobby serves as a bridge to the past and a way to connect to his roots. His passion has developed him quite the reputation.

Now when he runs into colleagues, their first question is usually, "Is the wine ready?"



▼ Joe's brother, Paul, also carries on the family tradition of making wine.



▲ Joe Fumanti's father, Greno, helped teach Joe the art of making homemade wine.



The Lost & Found Grief Center in Springfield, Missouri, has online resources for those struggling to cope with grief.

WEATHERING THE STORM

The Lost & Found Grief Center in Springfield provides tips for in-house associates and drivers for handling grief.

BY EVAN GREENBERG

The grief caused by unexpected loss is different for everyone, and keeping up with job expectations after a traumatic or emotional experience can be difficult to say the least. Whether you're visiting a terminal or are on the road, it can be helpful to know the different signs of grief and how to handle it at work.

Mehleena Maigi, director of development and marketing for the Lost & Found Grief Center in Springfield, says if you are dealing with grief yourself, it's important to be realistic about expectations. "You can't park your grief at the office door and then pick it up at five," she says. "When your heart is broken, your head doesn't work right." Grief is exhausting on all levels, and you won't be able to do things at the same pace as before. It's okay to ask for help. "Identify a support network of other people who make you feel comforted, loved and safe," she says.

For trainers and managers, it's helpful to know the signs drivers might show when they're dealing with

grief. "It's important for employers to be aware of all the things that are weighing on the minds of those who have experienced tremendous loss," Maigi says. "There are lots of logistics that have to be ironed out immediately following the death, and the employee may not be able to truly start grieving until those are addressed." Look for associates who might have difficulty concentrating, need extra time off and are worried about workload.

To help those associates who are struggling with grief, Maigi suggests avoiding cliché phrases aimed at helping them feel better. She also avoids imposing a timeline on their grief or pushing them to "get back to normal." Instead, she suggests offering practical resources to help their day-to-day life. Be honest with them about their workload expectations and offer flexibility. Send a nice card or note, and just listen to them. Sometimes, all someone needs is a chance to talk through their pain.

Use these strategies to help you and your team get the support they need when dealing with grief.

RESOURCES IN SPRINGFIELD

Work at headquarters or coming through town? The Lost & Found Grief Center (1555 S Glenstone Ave, Springfield; 417-865-9998, lostand-foundozarks.com) has resources to help. Here are a few programs this Springfield organization offers:

GROUP/INDIVIDUAL GRIEF SUPPORT

- Group sessions are free of charge.
- Group sessions for children ages 4–18 are available for those grieving the loss of a parent, caregiver or sibling.
- Group sessions for young adults ages 18–30 are open to those grieving the loss of a family member.
- Adults who have lost a child or spouse are also welcome to group sessions.
- Individual session prices vary. Call the center for more information.
- Individual sessions are also available for children ages 4 and older.

ONLINE RESOURCES

- You can find numerous PDFs on the Lost & Found Grief Center's website. This material can be especially helpful for parents/caregivers and teachers/counselors.
- Lost & Found Grief Center Facebook page has quotes, articles and other material that can help someone processing their grief.



← recipes →

DINE AND DRIVE ROAD SNACKS

Finding delicious and nutritious snacks on the road is not always easy, especially when your time away from the wheel is limited.

Gary Danielson, Prime's Driver Health & Fitness Coordinator, is here to help. Danielson works with team members to create healthful and easy snacking options. One of his go-to recipes packed with protein and flavor is deviled eggs.

BY ETTIE BERNEKING

INSTANT POT DEVILED EGGS

by Gina Homolka from the blog *Skinnytaste*

Ingredients and Supplies:

Rack that comes with the Instant Pot

1 cup water

6 large eggs

2 tablespoons mayonnaise

1 tablespoon 2% milk

1 teaspoon dill pickle juice

1/8 teaspoon salt

Fresh black pepper, to taste

Paprika, for sprinkling

Fresh dill, for garnish

Directions:

Place the rack in the bottom of the pot. **Pour** the water into the pot. **Place** the eggs on the rack. **Cook** the eggs on high pressure on manual for 5 minutes. Use the natural release for 5 minutes then use quick release, then **quickly run** the eggs under cold running water until cool enough to hold. **Peel** the eggs and slice in half lengthwise.

Remove yolks and **transfer** to a medium-sized bowl. **Set** the egg whites aside. **Add** the mayo, milk, pickle juice, salt and pepper to the egg yolks, and **mash** together with a fork.

Spoon the filling into each egg white. **Sprinkle** with paprika and dill, and **serve**.

NUTRITIONAL INFORMATION:

Yield: 6 servings

Serving Size: 2 deviled egg halves.

Amount Per Serving: Calories: 104 calories; Total Fat: 8g; Saturated Fat: 2g; Cholesterol: 187.5mg; Sodium: 119mg; Carbohydrates: 0.5g; Fiber: 0g; Sugar: 1g; Protein: 6.5g

Gary Danielson is the health and fitness coordinator located in the Springfield terminal.



GARY'S TIP

"Low-carb diets can help with weight loss and have been shown to help reduce risk factors associated with type 2 diabetes according to the Mayo Clinic. That's part of why the Paleo diet has been popular. The Paleo diet focuses on introducing more monounsaturated and polyunsaturated fatty acids into the diet and reducing carbs. Your body needs fat, but it's important to incorporate good fats into your daily routine. Avocados, nuts, olive oil and nut butters are healthier fats."—GARY DANIELSON

DRIVER PERSPECTIVE

With a few small changes, Robert Kaufman saw big health improvements.

Robert Kaufman knew life on the road could be problematic for his health. He wasn't gaining weight, but he also wasn't losing weight, so he decided it was time to make a change. Kaufman met with Gary Danielson, who created a paleo-friendly meal plan. Carbs were nixed and proteins, vegetables and nuts were increased. "After about six weeks, I went from 159 pounds to 146," Kaufman says. His waistline dropped from a size 34 to a size 29, and his blood pressure, which had been borderline hypertensive, returned to 98/62. The hardest part of Kaufman's new diet was steering clear of the Cinnabon stations at the rest stops. "They're evil," he says laughing. "You can't walk through there without smelling them." To rid himself of the temptation, Kaufman spends nights at rest areas instead of truck stops, and he keeps his truck's refrigerator stocked with hardboiled eggs, cheese, oatmeal, nuts, steamed vegetables and chicken breast. When it's time to refuel, he sets his sights on Pilot and Flying J stations where homemade snacks and salads are an easy snag.



PRIME GOOD DAD LARRY HINX

Check out his feature on the
blog & podcast on
www.primegooddads.com!

Prime Inc. cares about its drivers and their families. With the launch of Prime Good Dads, Prime is initiating practical, day-to-day strategies and activities to help dads stay connected to their kids, whether or not they're driving across the country.

Many long haul drivers wonder about the impact of their absence on their children. While over-the-road (OTR) dads may not be physically present with their children as much as they would prefer, it doesn't mean they are absent fathers. It may not be easy to be a good dad while also driving over-the-road, but it is possible.

The mission of the Prime Good Dads program is to help Prime dads, including over-the-road dads, stay engaged and connected to their kids.



CONNECTING DADS AND KIDS FOR THE LONG HAUL

Visit www.primegooddads.com to sign up and learn more.

**PRIME HIGHWAY DIAMOND
TIFFANY HANNA**

Check out her feature on
www.highwaydiamonds.com!



As a woman in the Transportation Industry, you have overcome many obstacles. The results of your hard work and determination have paid off. You are part of the movement that is paving the way for future women.
BE PROUD!

Highway Diamonds is a program ran by Prime, Inc. that offers support and recognition to their female drivers. Contact us today for any questions or concerns pertaining to the industry.

The mission of the Prime Highway Diamonds program is to employ and support female drivers at Prime while recognizing and reducing challenges women may face in the transportation industry.



STRONG. DRIVEN. WOMEN.

Visit www.highwaydiamonds.com to learn more.



← how we roll →

ALL ABOARD THE SEABOARD

Drivers Angie and Matt Sinnes drive a massive kraken around the United States.

BY JENNA DEJONG

To say Angie and Matt Sinnes have a love for the ocean is an understatement. The two met in the Florida Keys. Their favorite movie is *Pirates of the Caribbean: Curse of the Black Pearl*. Their favorite pastime is saltwater fishing. See a pattern?

It only made sense that when the two leased their latest truck, it had to be covered in a sea monster. The kraken is one legend both of them have been fascinated with since as far back as they can remember, and now the giant leggy sticker covers their entire cab.



◀ LIFE-LONG LOVE AFFAIR

Although both are fascinated with the kraken, Matt says its large display on the truck is Angie's brainchild. Angie's love of water started as a little girl and grew with her as she moved into adulthood. She enjoys fishing, diving and snorkeling, and even worked for the Coast Guard for two years.

◀ MADE FOR EACH OTHER

Their love of the ocean is a strong connecting force, but Angie and Matt have far more in common than just a passion for water. The couple met while both lived in Florida and worked as firefighters at the Monroe County Fire Rescue. They have been married for four years and have two children.

▼ REMINDERS OF HOME

As an ode to their life in the Florida Keys, Angie and Matt pasted the saying "Salt Life" on the back of the cab. The saying reminds the couple of their long-term goal to eventually earn their certification in deep-sea diving. Fittingly, the font they used for the decal is called The Black Pearl.



◀ RIDING IN STYLE

The truck's detail took five full months of planning. The couple picked out the deep, dark blue of the truck to match the color of the Caribbean Sea. The kraken itself is a sticker divided into different pieces, created by Stripes & Stuff Graphic Signs, Inc. Sticking it to the truck took 10 hours. After their three-year lease is up, Angie and Matt plan to incorporate more detail on the truck, like bubbles or a sunken ship.

▲ ALONG FOR THE RIDE

Angie and Matt are not the only passengers in the truck. Frank, a stuffed octopus the couple bought at Bass Pro Shops in Springfield, rides in one of the cubbies behind the front seats. The toy is the cherry on top of a decked out, ocean-crazed truck.



Tim Brown is a Road Assist advisor at Prime. His job is to help drivers when things go wrong on the road.

KNOW YOUR TRUCK

Tim Brown works in the Road Assist Department at Prime and has seen different kinds of problems arise. He offers drivers his advice and details what you need to do to limit and even eradicate any potential trouble while out on the road.

BY EVAN GREENBERG

When you're out on the road, the last thing you want is for something to stop working or break down. When things do go wrong, the circumstances aren't always ideal—You might be in a rural area with a need for quick assistance but limited resources at your disposal.

Driving professionally means things are going to happen and break down. For the amount of time and miles that drivers accrue on the road, it's a matter of odds. That's why it can be important to understand how to react when the unexpected happens and know what you need to do to ensure you're prepared. "As fast paced of a place as the truck industry is becoming, we're getting away from knowing our truck and just driving it," says Tim Brown, who works in the Road Assist Department at Prime. "We put a lot of miles on each truck. It's not a matter of if it's going to happen, it's a matter of when it's going to happen."

Each Road Assist advisor, including Brown, is responsible for helping 400 to 600 drivers during days and 1,300 to 2,000 for those that work nights. Brown has seen and helped drivers handle all sorts of problems while out on the road. It's his job to coordinate with tow truck companies and to ensure help is not only delivered but that it's the right type of help. Brown says that drivers out on

the road have very limited resources. When they're on the go, they need access to assistance quickly. It's his job to serve as a lifeline for drivers when things go awry. "If a driver has an issue, they'll work with me," Brown says. "We deal with breakdowns, anything from a blown tire to an engine going out to an engine blowing."

This is why it's so important for drivers to be equipped with as much knowledge about the workings of their truck as possible. Brown suggests drivers keep tools in their truck for smaller repairs that don't require the production of a tow truck or other services. This will help with efficiency and get drivers back on the road as soon as possible. As a supplement, it's important for drivers to know the type of things that can go wrong. If the problem can be fixed quickly, drivers should know exactly where the problem area is and how to address it. "[Drivers] need to know basic info," Brown says. "Know your truck."

At the end of the day, it's all about drivers' safety. Brown and the rest of the Road Assist Department at Prime are there to help keep drivers safe while they're on the road. They can help troubleshoot problems even before they happen. The key is communication. The more often drivers call in with questions, the more assistance Brown and other Road Assist advisors can offer.

Photo by Linda Huynh

DIGITAL UPDATE

There's good news for digital savvy associates. Prime's mobile app is unveiling a new feature drivers have been clamoring for.

BY ETTIE BERNEKING

Have a question for Dispatch? Need to send a picture to road Assist? There's an app for that. The Prime Mobile app launched back in 2013, and new features are being added all the time thanks to driver and associate feedback. With a list of improvements constantly in the works, the digital team rolled out the updated Prime Mobile app—version 3.4—on January 8. Happy new year indeed! One of the big updates included in the latest version of the app is a new feature aimed at helping drivers save time while on the road. To get the inside scoop on what drivers can look forward to with the app's new feature, we sat down with Brianne Madura—Prime's IT Support Manager in Springfield, Missouri.

Prime Ways: Which feature in the app excites you most?

Brianne Madura: They are called Macros. It's basically a program that creates pre-loaded data entries drivers can send to their dispatch. So when they arrive at a drop off or load site, the app will send in their exact location, time of arrival and other important pieces of info their dispatch needs to know.

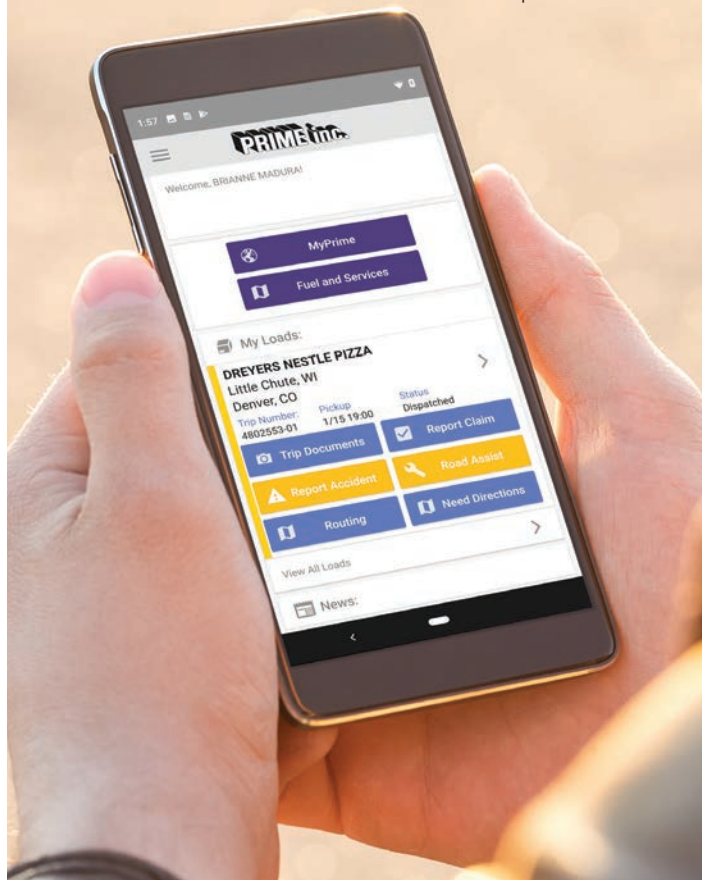
P.W.: What inspired this feature?

B.M.: We really try to focus on driver feedback to help make our app better. We are always listening, and a lot of the newer features have come from our drivers. Our No. 1 request for quite a while was to add Macros. It took a little bit of work behind the scenes to make that happen, but it is in the app now, and the feedback has been really positive.

P.W.: What other popular driver requests have you managed to work into the app?

B.M.: Some of the other things we have added straight from feedback have been custom sounds for messages, estimated revenue on the loads, MyProgress—a section of MyPrime with detailed service and award information and the newest section MyFuel—which shows net fuel costs for 1-, 4- and 8-week time periods with comparisons across different categories.

The new Macros feature in the Prime Mobile app was introduced this year and was a request from drivers.



P.W.: How will Macros help save drivers time on the road?

B.M.: Macros from Prime Mobile helps save time by pre-filling in information where it is possible. We also designed Macros to only show the questions and information that's needed. For instance, those who use the load list in the app, we have buttons that will dynamically change based on what is needed. When looking at the stop information before they get to a location, the button would say Arrive. Once we receive that information the button automatically changes to Depart. This is beneficial for drivers because they don't have to look through a multi-page list of Macros to find the one they need, but for those who prefer the list style we give them that option as well.

P.W.: What sort of messages/data have you included in those pre-created lists so far?

B.M.: We currently don't have all the macro in the app, but we are working on adding more. Currently we have arrival, depart, routing, directions, trailer inspections and more are in there. And based on driver feedback we added Macro #33 which is a request for payroll information.

P.W.: If drivers have other feedback they'd like to send in, where should they direct it?

B.M.: The best way to give feedback is to send a messages through Prime Mobile to Prime Mobile Help, by using one of the "Feed-back" buttons in MyPrime or email PrimeMobile@primeinc.com. All of these create tickets in our tracking software, which allows us to document requests and turn suggestions in to new features.

The Drivers' Guide to the

UNITED



STATES

We rounded up the best spots to see in every region of the country. Make it a point to see these truck-friendly museums, restaurants and amusement parks the next time you're driving across the U.S.

BY ROSE MARTHIS



▲ Visitors can get behind the controls of the aircrafts at the Carolinas Aviation Museum.



WALT DISNEY WORLD RESORT



▲ Top: Johannes Gibson visited the Magic Castle while driving in Florida.
Bottom: Scott Keyek camped at Fort Wilderness inside Disney World.

► Love chocolate?
Stop by Hershey's
Chocolate World to
see how this popular
candy is made.



HERSHEY'S CHOCOLATE WORLD

► New exhibits
at The National
Civil War Museum
opened in January.



CAROLINAS AVIATION MUSEUM

Drivers commonly say a perk of the job is getting to see the country. Everyone has their favorite spots to visit in their hometown, but what about the regions you're not nearly as familiar with? Use these suggestions from Prime drivers as a comprehensive guide to explore the country on your next trip.

East Coast

When you're in Florida, the obvious spot to go is Disney World. But Driver Adam Adair has some tips and tricks when it comes to navigating the happiest place on Earth. "There's a bit of a hidden secret for veterans at Disney World," he says. "The Shades of Green Resort (located on the Disney property across the street from the Polynesian) is a Department of Defense rest and relaxation facility. If you're a veteran, you have access to this facility, and the room rates are greatly reduced compared to a full Disney Resort. If you call the resort ahead of time, you'll be able to park your tractor at the resort and use their oversized parking lot. You also have access through the [parks] for reduced price tickets (including Disney, Universal Studios and Sea World)"

While you're along the coast, enjoy some history by stopping at museums that have truck-friendly parking. Driver John Ogden has visited a handful of them and knows the parking details. "When I was with my trainer, he was really into aviation," he says. "We visited the Carolinas Aviation Museum in Charlotte, NC (to obtain parking)" The two also visited the National Civil War Museum in Harrisburg, PA (to obtain parking) and took the Hershey Factory tour in Hershey, PA (to obtain parking) How could anyone resist?



- ◀ The Bonneville Salt Flats in Utah is a remnant of a lake that dried up years ago.
- ▼ You can find the flats along I-80 on the Utah-Nevada border.



**BONNEVILLE
SALT FLATS**

**LOS GRULLENSES
MEXICAN RESTAURANT**

FUN FACT

Los Grullenses is open late. Stop by until midnight.

- ▼ Prime driver Vinny Vancour IV loves stopping at the Bonneville Salt Flats along I-80 when he passes through Utah.



Photos by Vinny Vancour IV, courtesy Shutterstock

West Coast

The western region of our country has lots of beautiful natural views. One of Vinny Vancour IV's favorite spots is in Utah. "My favorite place to stop in the lower 48 would be the Bonneville Salt Flats in Utah," he says. "The view is absolutely breathtaking. It's on I-80 and the best views are on the westbound side. There's also truck parking that's hardly ever full. About 10 spots."

Head to California if you're in the mood for some really great Mexican food. Prime driver Kevin Callahan always recommends Los Grullenses Mexican Restaurant in Salinas, CA. Just look for the Pilot station, and you'll find the restaurant across the way. "It's super-authentic Mexican food," he says. "The tacos and burrito with the sauce they use is amazing; just the right amount of spice. It's not too expensive, and their service is fast. The menu is huge, so you have plenty of options to try. Not only is it across from Pilot, but also down the road from one of our shippers. The walk from the shipper and back, while waiting to be loaded, is always a nice way to pass the time."

Iowa 80 claims itself the largest truck stop in the world and features several amenities.

**WORLD'S
LARGEST
TRUCKSTOP**

IOWA 80

FUN FACT

The Iowa 80 truck stop has nine dining destinations.

Wendy's

DQ

Midwest

When you're routed through Springfield, don't sleep on what the middle of the country has to offer. Ogden also recommends making a stop at the U.S. Air Force Museum located in Dayton, OH. For quick thrills, visit Six Flags Great America located in Lake County, IL. Driver Johannas Gibson says ample parking is available, and he has parked at multiple Six Flags parks with ease. Also check out the Iowa 80 truck stop along I-80 between Chicago and Des Moines. The stop is touted as the World's Largest truck stop. Just look for the neon lights. The road-side hub features multiple restaurants and shops and tons of amenities, and it even hosts the Truckers Jamboree in July.



▲ Batman The Ride at Six Flags Great America in Illinois sends riders on several twists and loops.



▲ If you're looking for Iowa 80 between Des Moines and Chicago, just keep your eyes peeled for the bright neon sign along the interstate.

**WORLD'S LARGEST
TRUCK STOP**

**SIX FLAGS
GREAT AMERICA**

**AIR FORCE
MUSEUM**



➤ Aviation enthusiasts should stop at the National Museum of the US Air Force in Ohio.



▲ Jockey Luis Saez and Prime's race horse Magnum Moon's won at Oaklawn Racing & Gaming in Hot Springs, Arkansas.

THE BIG TEXAN STEAK RANCH AND BREWERY

OAKLAWN RACING AND GAMING

U.S. SPACE AND ROCKET CENTER



◀ Check out the Saturn V Rocket replica at the U.S. Space & Rocket Center.

South

A common celebration spot for trainers to take their students is The Big Texan Steak Ranch and Brewery in Amarillo, TX. See if you can take on the 72-ounce steak challenge and make it into the hall of fame. After dinner, check out the gift shop and stay in The Horse Hotel.

Ogden also recommends the U.S. Space & Rocket Center (home of Space Camp) in Huntsville, AL, which has bobtail parking.

If you want to see some of the best race horses compete before the Kentucky Derby, head to the Oaklawn Racing track in Hot Springs, AR. There are races nearly every weekend through early May, and plenty of parking.

While driving can offer a unique perspective and a way to see the country, it's important to take time to play as hard as you work. Using downtime after you complete a run to see some of the best sights and attractions this country has to offer will relax and refresh you before you head out for the next load. Be sure to share all of your adventures along the way. All you have to do is submit your photos to primeinc.com.




▲ The Big Texan Ranch has a little of everything including a restaurant, mini putt and a zip line. Driver Jason Trude stopped in for lunch on his way through Texas.

A blue car is shown from a low angle, with yellow confetti falling around it. The car's body is a vibrant blue, and the interior is visible through the windshield. The background is a solid blue color with yellow confetti scattered throughout.

ALONG FOR THE RIDE

Life on the road can sometimes be long and lonely. Learn how five Prime Inc. drivers are making a doggone good time of their mobile lifestyles by taking their four-legged fuzzy companions along with them.

BY CLAIRE PORTER

A close-up photograph of a white husky and its pup looking out of the window of a blue vehicle. The adult husky is in the foreground, looking out with its large, pointed ears. The pup is visible below it, also looking out. The vehicle's interior and window frame are visible. The background is dark and out of focus.

These curious huskies stopped with their driver at Prime's terminal in Salt Lake City. These two pups are just a few of the four-legged friends hitting the road with drivers.

Baylee (brown) is a guard dog when she's in the truck. The Shih Tzu and poodle-mix also keeps Drake's other Shih Tzu Dayzee company.



Dayzee and Baylee join Drake everywhere she goes. The two dogs are the best of friends have quickly adapted to life on the road.



RUTH DRAKE & DAYZEE AND BAYLEE

At 61 years old, Ruth Drake is on her second career, and she's loving every minute of it. For close to 25 years, Drake managed convenience stores and truck stops for Pilot. "I started seeing more women come through the door," Drake says. "I stopped one gal, and I said, 'I have to talk to you. What made you start doing this?' and she said the best thing she had ever done for herself was to come out here and learn how to drive." With that, Drake joined Prime Inc. and got her CDL. "It was the best thing I had ever done," she says. "I love my job. I just love it."

Drake is a Lease Operator for Prime, but after about six months of driving, she found herself missing one big part of her life at home: her dog. Dayzee is a 14-year-old Shih Tzu, and Drake has had her since she was a puppy when Dayzee "wasn't any longer than my hand," she says.

Shih Tzus are a great dog for Drake's on-the-road lifestyle. They aren't too big; they don't require too much exercise, and they don't shed. There was just one downside to

Dayzee's size—She is very affected by the cold weather, so Drake took Dayzee home for the winter. "I was lost without a dog, so I got Baylee," she says. "Baylee's been a road dog ever since. She doesn't know what it's like to be anywhere but the truck. She gets lost at home because the house is too big; she's used to a small space."

Baylee is a Shih Tzu-poodle mix, and when she is with Dayzee, the two pups get along swimmingly. "They're pretty much cuddlebugs," Drake says. They sleep on the floor between the seats and play fetch in the bunk when they get antsy. Baylee has taken on a protector role and watches out for Dayzee, who is deaf and mostly blind. Baylee even alerts Drake of any noises near the truck at night. Her protectiveness means there's an adjustment period when Drake visits her son, who watches her two other dogs—Molly and Trip—who weren't cut out for life on the road. Molly gets car-sick, and Trip—short for Tripod—has only three legs, sheds profusely and, as Drake says, "is almost the size of a horse." When the four dogs are all at home, Drake says there's a big shift in the power dynamic. "It's like they have to meet each other all over again," she says. "You have to introduce them, and you have to keep an eye on things for the first hour or two until they realize we're just visiting."

Dayzee and Baylee are used to truck life at this point, but Drake says there was an adjustment period as the dogs got their sea legs. They had to learn how to eat on the truck and get used to taking scheduled bathroom breaks. Drake says the biggest tip for other pet owners on the road is to be prepared. Bring grooming supplies, any sweaters or coats for cold weather, look for access to a Walmart for pet food and be sure to schedule your pet's vet visits and shots during your time at home. To Drake, though, the little extra effort is worth it. "Everybody who has dogs on their truck, they love those dogs as much if not more than their kids," she says with a laugh. "They come first."



▲ Dayzee and Baylee both join Prime driver Ruth Drake when she hits the road.

Photos courtesy Ruth Drake

STEPHANIE AND CHRIS EWING & LUCKY

If in your lifetime you went from being homeless, narrowly escaping a car crash and suffering from a vicious mite infestation to sleeping in a warm bed, traveling the country and having so many toys they could fill a purse, you'd consider yourself pretty lucky. That's exactly why Stephanie and Chris Ewing named their four-legged traveling companion Lucky. Lucky is the 10-year-old cat belonging to the owner-operator pair. She came into the Ewings' lives on July 3, 2008, while Stephanie and Chris were visiting their hometown. A man had just rescued her from an abandoned house, and while he was talking to the Ewings, Stephanie held the tiny five-week-old kitten in her arms. Three hours later, Stephanie still hadn't let go of the kitten. That's when she and Chris knew they were smitten.

Chris Ewing has been with Prime on and off for 20 years, and Stephanie has been a driver with Prime for 11 years, so their life is lived on the road. The pair knew that they would have to acclimate their new kitten to their mobile lifestyle. "We took her and put her in the semi and made sure... with all the beeping and everything that she'd be okay with it," Stephanie says. "She kind of freaked out the first couple of times, but she's used to it now. She runs the truck."

As pet owners, the Ewings take care of all of Lucky's necessities, but they also make sure she wants for nothing. "Lucky is very spoiled, so she has two separate blankets on the bed to sleep on," Stephanie says. "She's got a teddy bear she sleeps with [and] she's got her own purse up front with her toys in it." Lucky has also turned the entire truck into her personal playground. She jumps from seat to seat and darts from the floor to the top bunk as fast as she can, making sure she gets plenty of exercise.

As team drivers, the Ewings switch shifts—Stephanie drives during the days and Chris drives at nights—and the routine works for Lucky. "She has a lot of patterns," Stephanie says of Lucky. "She's very much a creature of habit." While Stephanie drives, Chris sleeps with Lucky curled up on a

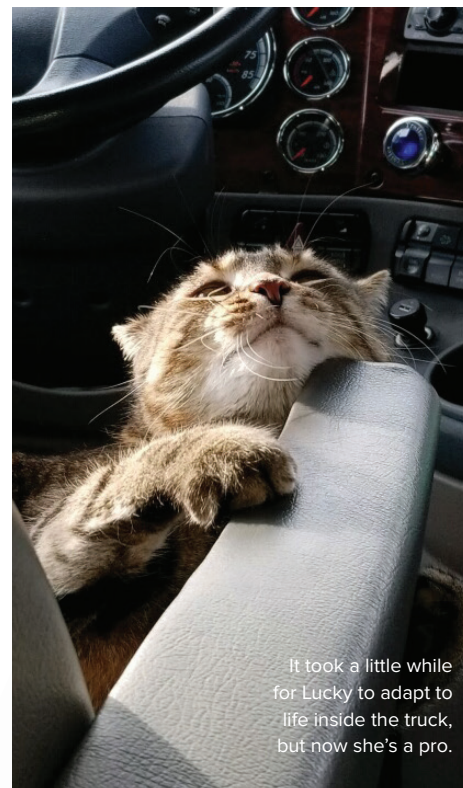


Lucky the cat has spent nearly a decade riding in her owners' cab. And just like her owners, Lucky has a routine while on the road.

blanket beside him. When it's Chris' turn to take the wheel, Lucky switches positions and moves up front where she can take in the sights from the dashboard. The curious feline even has a habit of ducking when the truck passes beneath the signs over the highway. The companionship is what Chris likes most about having Lucky on board. "She's there when the other person isn't because we work opposite shifts," he says.

After having had Lucky for a decade, the Ewings have seen her grow into her feisty personality. She might be small, but she rules the truck. "It's her way or no way," Stephanie says with a laugh. "Sometimes I think having a toddler would be easier."

Lucky is an only-child kind of cat—a test run with another kitten only lasted a few hours. Lucky even has her owners trained to know what each of her meow means, but the Ewings love her just the way she is. "She can be really sweet and funny," Stephanie says. "She is a good little companion." She's also incredibly lucky to have found a home on the road.



It took a little while for Lucky to adapt to life inside the truck, but now she's a pro.

▼ Jim Bouland rescued Mauru and posts photos of their adventures on Facebook.

► Mauru loves life on the truck. He's the perfect companion.



JIM BOULAND & MAURU

Jim Bouland's lovable, 6-year-old Jack Russell Terrier-Dachschund mix Mauru (pronounced muh-ROO) got his name from Mount Meru, which is considered the center of the universe in Hinduism, Buddhism and Jainism. It's a fitting name for the lovable canine who rules Bouland's world. "Any dog is the center of his master's universe," Bouland says. "He knows he's the center of attention."

Bouland has been with Prime Inc. since 1992, so he knows how solitary a career as a lease driver can be. "I've been here a long time, but it's hard to know anybody because you're just passing them in the night," he says. He eventually got a Dachshund, whom he had for 14 years. "He was my little buddy, and when he died, I just decided I wasn't going to have another pet because you get so attached to them," Bouland says. He went another nine years without a dog and faced the long days and miles alone until Route 66 Rescue introduced him to the then 6-month-old Mauru. The two have been inseparable ever since. "He's my little shadow," Bouland says.

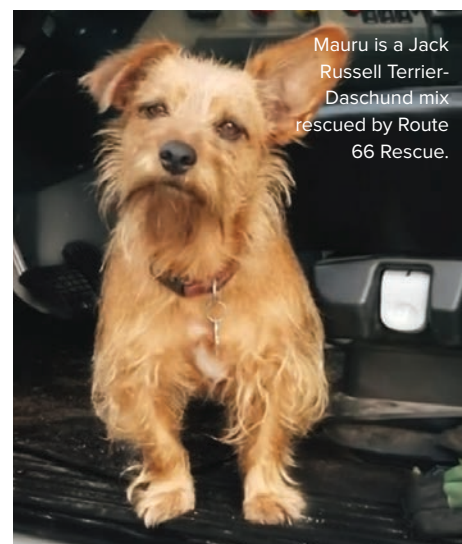
To kill time, Bouland started joining Facebook groups including Trucking Fur Babies, Prime Inc Pets Division and Diesel Dogs. The groups have helped him build a supportive network of friends. "There's not a day I don't hear from somebody," he says. "It's really helped socially because you get isolated out here driving a truck." He now finds himself making friends at truck stops, parks and Prime terminals across the nation because of his wiry-haired companion. "He loves everybody," Bouland says. "He's my little ambassador. I tell everybody he's training to be a Walmart greeter because he's got to say hi to everybody."

The secret to Mauru and Bouland's strong bond is Bouland's dedication to his dog. "They're not just property; they're family," he says. His advice for anyone considering getting an animal is to realize you become responsible for your pet's well-being, which means considering their exercise needs, having food on hand for them, keeping them up-to-date with vet checkups, having necessary paperwork on-hand for border crossings, and considering the safety and pet-friendliness of your surroundings every time you stop the truck.

Mauru is the ideal trucking dog—he's so used to life on the go that he gets restless at home. He spends his days riding up front in the passenger seat as Bouland drives. He plays with his squeaky toys and nestles in a blanket burrow he's made underneath

the bunk. "He goes with the flow, but when you set the brakes, he's ready to get out and run" Bouland says.

Mauru is more than just a reliable source of entertainment on Facebook or a fuzzy passenger; he's shown Bouland a joyous side of life. "He's just a little sweetheart and friendly and full of life, and he keeps me full of life, too," Bouland says. "I went for nine years without my other dog, and I fell into a kind of depression for a long time being lonely, but it was such a decision to get another dog because I knew I would have to dedicate my life to him." Sure enough, Mauru has become Bouland's very own Meru, and Bouland couldn't be happier to have a four-legged friend at the center of his universe.



Photos courtesy Jim Bouland

JUSTIN DELPONTE & STAMKOS

There's a new designer dog breed on the market. Prepare yourself for the adorable American Bully. This stocky, playful, gregarious pup was recognized by the United Kennel Club in 2013 and comes from some impressive heritage. As you might guess, the bully is a mix of bulldog, pit bull terrier and Staffordshire terrier. The result of the mix is a dog that looks a lot like the canine version of Arnold Schwarzenegger. "He's solid muscle" says Prime driver Justin Delponte—and he's not kidding. These dogs have wide shoulders and short, squatty legs that support a heavy muscular build. But don't be fooled by their bouncer-ish appearance. American bullies are bred to be companion dogs, which is exactly what Delponte was looking for in a cabin-mate.

Delponte has been with Prime's flatbed division for the last three years, and his puppy, Stamkos, has been along for the ride since November of 2018. Before Stamkos joined the team, Delponte spent two years training. When he finally hit the road on his own, he realized he'd become accustomed to having someone in the cab with him, so why not get a dog? Plus, Delponte figured a dog could help him lose weight by giving him motivation to get out of the truck more often. "I spent several months researching breeds," he says. "The American bully was perfect. They're real companion dogs, so they sleep a lot." Stamkos actually prefers sleeping up in Delponte's bed with him. "He gets mad if you don't let him do that," Delponte says laughing. Of course, young Stamkos is much too short to jump up on the bed by himself. Those stocky legs were not bred for jumping, which means the 40-pound puppy also has to be hauled in and out of Delponte's cab.

By the time he's full-grown, Stamkos should weigh 120 pounds, but his legs still won't give him the spring he needs to get in the truck. Delponte isn't worried. "Lifting 120 pounds is no different than picking up the tarps we use on the flatbeds," he says. Overall, Stamkos has adjusted to life on the truck really well. His routine is down, and he's got his own seat in the front of the cab. Mornings start with a 3 a.m. breakfast before Stamkos and Delponte hit the road.

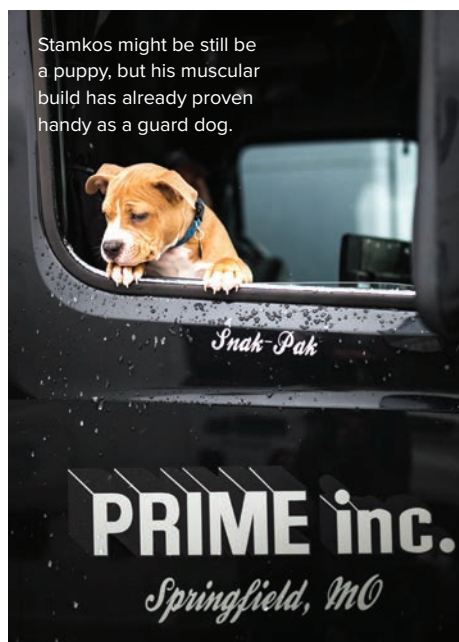
Before Justin Delponte adopted his dog Stamkos, he spent months researching which breed would do best in a truck.



Bathroom breaks have been timed, and Stamkos is in the middle of crate-training, so he can stay secure while Delponte is busy loading and unloading his truck. As pets become more common driving pals, rest stops like Pilot and Loves have added pet food and treats to their inventory and even created play areas.

Back in the truck, Stamkos loves looking out the window and watching the country fly by. The puppy even experienced his first snowfall this year when the two stopped in Pennsylvania. "He found out you can eat snow, and it's just like water," Delponte says. "He loves it. I love having him in the truck. I wouldn't have it any other way."

Stamkos might be still be a puppy, but his muscular build has already proven handy as a guard dog.



BE A FUREVER HOME

Are you a driver interested in getting a pet? To adopt a furry friend of your very own, check out Rescue One's adoption event hosted at the Springfield Prime Inc. terminal during Benefit Days, or look at available pets on the website at rescueonespringfield.com.

Rescue One Foster Coordinator Ellen Dowdy says the organization works with drivers to find the perfect match. Rescue One has more lenient trial period times for drivers because it's hard to predict how a pet will behave in a truck, and driver schedules can vary. Dowdy says smaller breeds are really popular among drivers because they're easy to lift into the trucks, and she says that dogs who don't do well with other dogs tend to be exceptionally great truck dogs because they're so loyal to their owners and relish the one-on-one time. In the end, the perfect dog for you and your truck ultimately comes down to the one that captures your heart and loves life on the road.

Ready to find your fur-ever companion? Start the adoption process by filling out an application at rescueonespringfield.com.



This rendering shows what the new terminal in Salt Lake City will look like once the update is complete.

TERMINAL TALK

Prime's terminals are more than just a place to air up your tires—they're a home away from home with well-appointed hubs across the nation's highways. This month, we checked in with the Salt Lake City and Laredo facilities. From basketball courts and cafes to state-of-the-art inspection facilities, these two terminals are taking things to the next level.

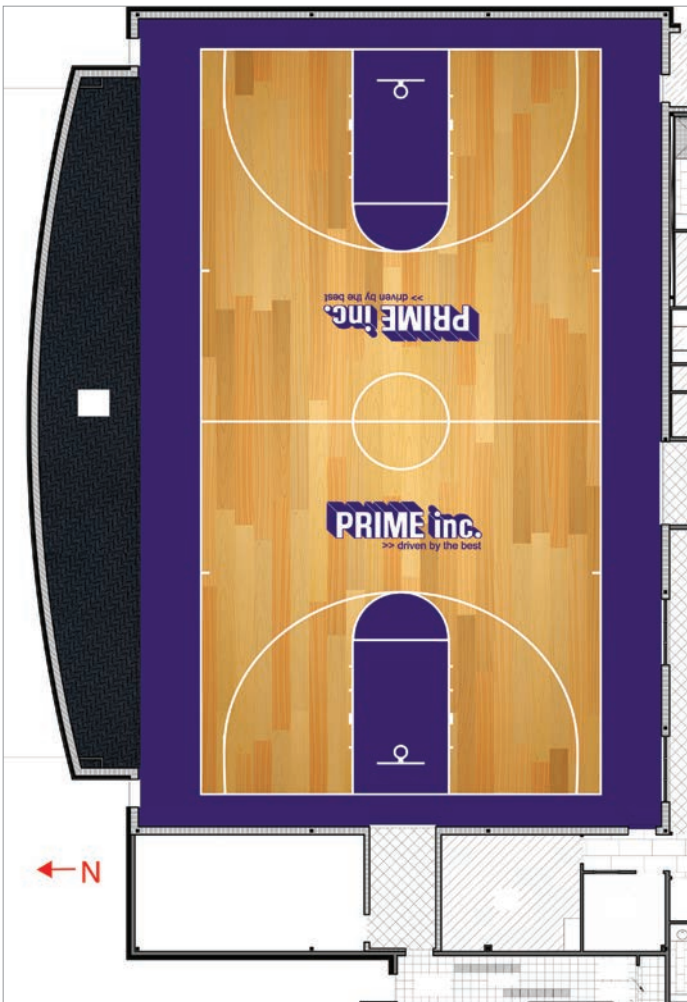
BY LILLIAN STONE

NEW DIGS IN SALT LAKE CITY, UTAH

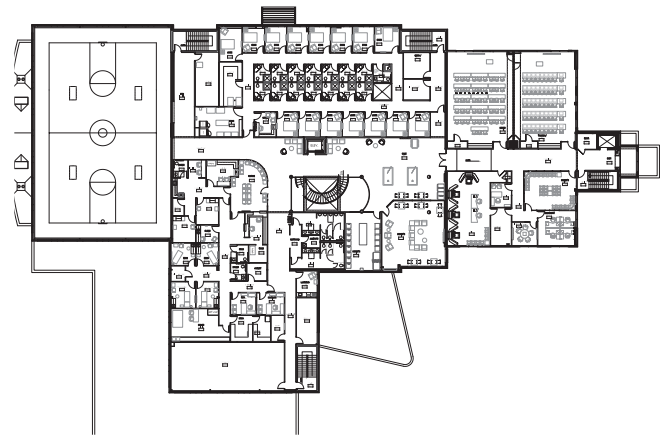
For Intermodal West Coast Sales Coordinator Brittany Sicard, Prime Inc. is not just a workplace—it's a dedicated work family. "Catering to our drivers is really important to us," Sicard says. It's true: Prime administrators know the team of driving associates is the company's most valuable asset. Now, Prime is showing its appreciation for driver associates and in-house team members in the Western Regional Fleet by planning a full remodel of the Salt Lake City terminal. The Salt Lake City terminal currently offers all the basics for associates, including showers, laundry facilities, a company store and a driver lounge. According to Sicard, the newly remodeled terminal will take things to the next level. The updated terminal will include a full cafe and a basketball court, in addition to expanded training facilities for new recruits. The latter is a major testament to the Prime Student Driver apprentice program, which pays students while they earn their Class A Commercial Driver's License. Another notable update at the terminal is the addition of

bunk rooms, which are single-occupancy hotel rooms conveniently located inside the terminal. The rooms will be available for 12 hours at a time at no cost to active associates. "It will be like a miniature version of the Springfield headquarters," Sicard says. "It's another way for our drivers to feel at home."

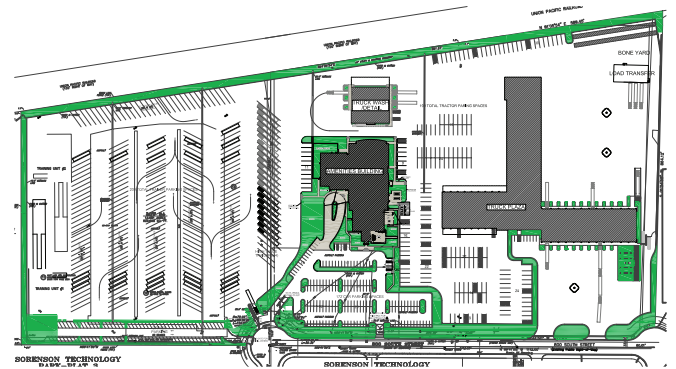
For Sicard, the Salt Lake City terminal updates exemplify how Prime is focused on associate well-being. "I love the people I work with," she says. "Our management is super-flexible, and I love the convenience at our terminals—like on-site personal trainers." Speaking of on-site personal trainers: The remodeled Salt Lake City terminal will continue its focus on wellness with an updated fitness center. The center will be equipped with plenty of strength and cardio equipment, and trained fitness experts will be available to coach associates and on-site Prime staff. "Our new terminal will be a great asset for both driving associates and on-site staff," Sicard says, noting the new Salt Lake City terminal should be completed within the next year and a half.



▲ Part of the upgrade at the SLC terminal includes the addition of a basketball court for associates to use.



- ▲ The new SLC terminal floor plan will include an updated fitness center.
- ▼ Renovations for much of the SLC campus are in the works.



COMFORT AND CONVENIENCE IN LAREDO, TEXAS

A drive through Laredo reveals a proud multicultural border town home to charming boutiques, authentic Mexican eats and a bustling community. In the center of town, you'll find San Bernardo Avenue, Laredo's original main street, which bursts with color and Mexican culture. Needless to say, it's an exciting destination for Prime associates, many of whom travel to Laredo to visit the Prime drop yard. Most drop yards don't immediately make drivers think of the comforts of home; however, Prime's Laredo outpost features a cozy lounge that allows drivers to relax and unwind after picking up or dropping off from Prime's Southernmost points of contact.

The mini-terminal currently offers the basics for busy associates, including refreshing showers and comfortable lounge space. Rudy Carrizales, the terminal maintenance supervisor in Laredo, notes that the Laredo space is currently shared with another company. Right now, the drop yard is a great place for drivers to make sure all truck components are ship-shape. They can wash out trailers or ensure reefers are properly cooled. This is a testament to Prime's commitment to safety—for both Prime associates and the general public. "Routine inspections and maintenance keep us operating smoothly," Carrizales says.

Carrizales, who has been with the company since 2005, notes that the terminal updates are also an example of Prime's strong commitment to its staff. "Prime is a great company because there are endless possibilities," he says. "If you have a goal, there's really no limit to how far you can go with this company."



Prime's most Southern outpost is in Laredo, Texas.



The hub in Laredo gives drivers a chance to inspect rigs and relax.



← Family Ties →

A WOMAN ON A MISSION

Ikea Coley supports Prime's Highway Diamonds, a female driver support group that helps join members together against stereotypes.

BY JENNA DEJONG

The truck driving industry provides a road to freedom to many drivers but, at times, that comes at a cost. Female drivers sometimes experience criticism and stereotypes while driving across the country, something driver Ikea Coley has come face-to-face with in her four years within the trucking industry. Luckily for Coley, and all other female drivers at the company, they can get involved with the Prime Highway Diamonds, a women's group that bands together to offer support and recognition to women on the road.

"[We have to] protect ourselves," Coley says. "We get bullied by men. We don't get recognized enough. Men are like 'you can't do this job' and we're like 'we can do it better than you guys,' so I love us women sticking together."

Since Coley's routes take her from coast to coast, she uses Facebook to stay connected to other drivers. She uploads videos frequently about her life on the road and drops her location to meet up with other drivers. Coley makes a continuous effort to stay linked and support others like herself as much as possible.

"I have a trucking [Facebook] page so when I go on Facebook, I look for drivers, and we stay connected like that," Coley says. "We have our locations turned on so if we're close, we do a meet and greet and I post photos of the meet and greet and it connects other people to me. They ask [where I am] and it's awesome. We have to stick together."

To celebrate its female drivers, Highway Diamonds throws an annual gala inviting Prime female drivers and guests for a night of elegant dress, cocktails and food. Coley says this night is special because it allows the women to take a break and celebrate their achievements on the road.

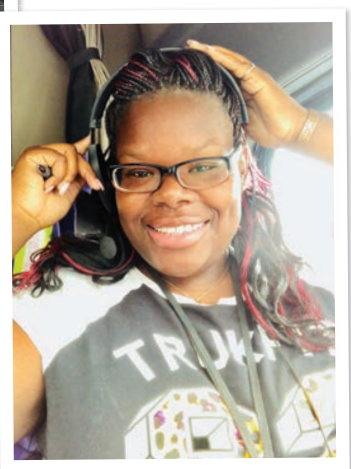
Without this built-in support group, Coley says her position at Prime would be completely different. Highway Diamonds gives female drivers like her the opportunity to network and be fulfilled in their roles. If that was taken away, Coley says a lot of them would have lost their common ground.

"If I didn't have Highway Diamonds, it would be very different connecting with women," Coley says. "We are Highway Diamonds, and it's not [just] a title. If I didn't have Highway Diamonds, I think it would be hard connecting with women."



▲ Ikea Coley is a driver for Prime, and she uses the Highway Diamonds program to connect with other women drivers.

► To stay connected with other drivers while on the road, Coley posts photos and videos of her travels on social media.



Photos courtesy Ikea Coley

VIEW FROM THE ROAD

What awe-inspiring landscapes have you seen from behind the wheel? Submit a high-resolution photo (usually 500 KB or higher) of your truck to primeinc@primeinc.com. Include your name and caption information about where and when the photo was taken.



▲ Matthew Huffer has been driving for Prime for two years, and on one of his routes he ended up inside a cave.



▲ Andrew McCord has spent the last three years on the road but says sights like this in Arizona still amaze him.



▲ Jesse Nash took one of his students to the beach as a reward for his Trifecta. It was the student's first time ever being on the beach.

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