

## INTRODUCTION

I am an exception to the rule. I learn fast, master things quickly, and I remember. I have an engineering mind, love people, and being around heavy equipment. I never tire of learning more, and I love to share that knowledge with others. I am a big team player, very loyal, with strong ethics, and dependable. I have been driving since I was 8 years old, starting in a pick-up truck, on a 3-speed standard transmission. I can drive just about anything. It's time to visit and see if we have a working formula. Let's talk!

## SKILL HIGHLIGHTS

- CDL – Class AM certified driver (M=motorcycle also)
- CDL – endorsement: 5<sup>th</sup> wheel; manual & automatic transmission
- CDL – endorsement: tanker, double/triple trailer, Hazmat, 53'ft flatbed, 53'ft van, passenger & school bus, with TX safety training req'd.
- TWIC - TSA Security Cleared Badge (clean background)
- CDL – completed “all” endorsements, with experience (tpsx)
- Driving/Safety Trainer/Instructor to new CDL Drivers
- Previous military experienced driver; many forklifts, heavy equipment; special vehicles, warehouse tug, Coleman (large scale tug), etc.
- Extensive farm & implement equipment experience/skills
- Experience with flatbeds, tankers, and pneumatic sand trailers
- Experienced drive of A BIG BUS, and large school buses, and have the state training for special needs passengers as well
- Mechanically minded; work well with vehicle maintenance
- Thorough understanding of PTO systems and their operation
- A “BIG” proponent of driving safety and accident prevention
- Experience with 5, 8, 10 18 and 21-speed manual transmissions
- Excellent health and fitness, good diet, strong lifter
- I already have my hard hat, gas mask, gas sensor, fire retardant coveralls and clothing, gloves, steel toe boots, etc.
- Well trained in fire extinguisher operation and on-site first aid
- 2+ years experience with tanker trailers, oil transport
- recently trained on pneumatic sand trailers and long flatbeds
- in-touch, reliable, dependable, safety conscious

## MY IMMEDIATE GOAL

I've spent the last 30 years working as a contractor in the IT field. Prior to that, I drove just about everything while serving in the Air Force. My USAF Drivers License had to have an addendum sheet added to accommodate all the certifications and vehicles I was licensed to drive. I love working with computers and technology, but I also like working with people. I've driven off-and-on since leaving the USAF, tankers, sand haulers, vans, flatbeds, etc. and have experienced great success in teaching other drivers safety processes and principles to follow.

I'm looking for a company I can stay with, and drive. My goals currently are financial. I do not have a need to be home frequently, as I would like to have my significant other “with me”, as a rider. I don't believe pre-trips are a good idea, I think they are “vital” and necessary. Safety is key with me. I want to work for your company.

## EDUCATION / CERTIFICATIONS

Graduate BA in Biblical & Theological Studies; AS in Computer Information Systems  
Certified in Avionic Communications & Navigations systems, electronics repair/maintenance - USAF/USAFR  
Certified in Business Management & Leadership Techniques – CCAF, ACC, Dell Computers  
Certified in Newspaper Journalism; served on newspaper & yearbook design staff; an experienced writer  
Competed in state competition in Sales Presentations; phenomenal, effective salesman!  
Certified Open Water Scuba diver with PADI  
Certified in Basic Electronics Troubleshooting & Repair; effective quality soldering training  
Certified in People Management and Supervision - CCAF, ACC, USAF/USAFR  
Certified in Boy Scouts of America - certified Chaplain; Charter Org Rep; Scoutmaster/Trainer  
Military Experience: served 12 years – USAF/USAFR - high scores in all 4 areas of ASVAB .  
Ham Radio - General Class [K7RLY]; GMRS [WQTS370]; 3rd Class Radiotelephone, broadcast endorsed;  
Master Shell Scripting certified – LINUX Training Academy; ongoing LINUX/classes in-work  
Licensed/Certified CDL Class AM Commercial Driver, with “all” endorsements (tpsx)

## QUICK SUMMARY

CDL Class AM Licensed Driver (tpsx – all endorsements)

I enjoy driving ... I always have. I've been driving since I was 8yrs old, licensed since I was 14 (TX hardship). I hauled cattle, operated farm implements, hauled hay, etc. in my early days up through High School.

While in the Air Force, I started driving various vehicles, ranging from 18-wheeled tractor/trailer flatbed rigs, to step vans, line trucks, Coleman, warehouse tugs, and various forklifts, etc. My license they issued had so many vehicles and endorsements that they had to add an addendum sheet to my license.

After leaving the Air Force, I obtained my chauffeurs license (1982) and pulled tankers for almost 3yrs, hauling crude oil, salt water, and fresh water in tanker trailers.

I moved to Austin Texas around 1984-85, and began working with computers. The industry was just emerging, and UNIX was coming on the rise. I had to learn from scratch, as classes for these subjects just didn't exist. After a 4 year stint with Dell Computers, I left and began contracting on my own. I did that for about 28 years. When the computer business was slow, I worked as a NEXTEL Sales Manager, and even obtained my Real Estate license and worked with RE/MAX. I can do "anything".

In early 2016, I began working for Guardian Protection Services, selling home security systems. During that time I drove all over Central Texas and put over 92,000 miles on my new Jeep Cherokee Trailhawk, in all kinds of traffic, often driving long hours and distances (Central Texas region), and became their number one salesman!

Early in 2019, I began taking the tests for my CDL, and learning the differences in things that have changed since I was driving back in the 1980's. I paid Austin CDL Services to help me with the new "double-clutch" now required during testing, and with the in-cab airbrake tests and pre-trip inspections that fail so many. While training there, I learned from their standard and automatic transmissions, using their tractor and trailer combinations. I passed all of my Class A endorsements, the double/triple trailer, tanker, hazmat, and hazmat tanker, along with the endorsements for 5<sup>th</sup> wheel and standard shift. I also obtained my TWIC/TSA Security ID card, and even passed the written tests for the passenger bus and school bus as well.

While at Austin CDL Services, I learned of some sand hauler jobs in the Midland Texas area, and worked out a deal with ONPAR Trucking to get some training on the pneumatic sand trailers. While there, I obtained my PEC, and obtained fire retardant clothing, my gas sensor, a hard hat, reflective vests, etc. and training for being on the oil rig sites and in the environment. Afterwards, I accepted a job with Melton Truck Lines, driving 53ft flatbed trailers, gaining considerable experience in load balancing, securing and tarping. I returned to training drivers with Austin CDL Services, while looking for a position driving van trailers.

Having worked on farm equipment for years, and with the many vehicles in the military, I learned to maintain vehicles properly and to spot safety issues early, thus avoiding further damage to vehicles and potential safety issues. I use the same preventative practices in traffic, to plan for potential situations and avoid them. I have a mechanical mind, and was rated in the US ASVAB testing with high percentages in motor and general mechanics, clerical administration and in electronics. I use these skills in maneuvering, negotiating obstacles, and in keeping the proper space buffers to avoid collisions.

At Dell Computers, I was asked to lead the "Hot Customer Queue" because they thought I excelled in dealing with irate and upset customers. At Guardian Protection Services, I was hired because of my love for working with people. Naturally, I rose to the top as their top sales representative. So, I know how to deal with people, how to build relationships, how to team build, and how to diffuse otherwise hostile and unwanted situations.

I am extremely adaptable, and I learn and understand quickly, and remember. I can work autonomously, with little or no supervision, knowing I am "trusted" to accomplish the assigned tasks. I've been driving off-and-on over the road since I renewed my chauffeur's license to a CDL a few years ago. Often when home, I will be teaching with Austin CDL Services. During the Covid pandemic, I actually ran Austin CDL Services for the boss while he recovered. I like driving, and enjoy over-the-road experiences in a tractor trailer rig, and seeing different places throughout the entire U.S. countryside.

Please give me the opportunity to prove myself to you and your company ...

## DRIVING WORK HISTORY

**Farm/Ranch** (West Texas region) - **trucks, cattle trailers, heavy equipment** January 1967-April 1978

- learned to drive on a standard shift pick-up truck
- pulled cattle trailers, horse trailers, equipment flatbeds
- drove various tractors and heavy equipment, working with PTO drive systems, plows, shredders, etc. where safety and proper operation and maintenance was vital
- worked with various fuel systems (gasoline, diesel, propane) in refueling
- proper equipment maintenance (greasing, safety checks, fluids refills, etc.)

**USAF / USAFR** (Austin/Bergstrom TX, George AFB CA, Taegu, KOREA) - April 1978-July 1991

- drove 53ft tractor/trailer flatbeds used to haul large mobility pallets
- drove step vans, line trucks, work utility trucks
- managed all sorts of line equipment, power generators, cooling systems, pneumatic pumps, etc.
- drove the Coleman used to park the 8 million dollar aircraft next to one another in the hangar; it had dual steering (front and back), and it is used to tow, and/or push an aircraft into the hangar, then park it safely inside
- warehouse tugs (towing smaller trailers, mobility bins), forklifts, all-terrain forklifts, passenger bus, vans

**Byler Trucking** (Ballinger TX) - **tankers, flatbeds, fraq tanks** January 1967-April 1978

- obtained my chauffeur's license (CDL did not exist yet) for driving tractor/trailer rigs
- drove tankers, hauling salt water, brine water, crude oil
- drove flatbeds, hauling various oil field equipment
- pulled heavy fraq tanks (loaded), with a cab-over Peterbuilt 21-speed
- pulled cattle trailers, horse trailers, equipment flatbeds

**Austin CDL Services** (Manor TX) - **Hired to Teach Students on CDL Driving** May 2019-June 2019

I trained at Austin CDL Services, to learn the new "double-clutch" techniques, and to prepare for the in-cab airbrake test and Pre-Trip Inspections required by TXDPS in the driving portion of obtaining my CDL Class A License, with standard transmission and 5th Wheel endorsements. I learned so fast, and they liked my driving skills so much, they hired me to "teach" their students.

- I helped students practice driving in traffic, clutch operations, proper legal turning and traffic maneuvering of a tractor with a trailer (we used flatbeds)
- I taught the students how to "double-clutch", a new requirement for CDL testing
- I helped the students to focus on smooth shifting, smooth starts, proper and courteous lane positioning, and alertness to their driving environment, obstacles, and especially the other drivers around them; we focused on what to do to avoid situations, on how to "plan ahead" and to already know what to do "if" a situation occurs, as well as keeping the proper mindset to have towards regular automobile drivers.
- I went over the methods, and helped the students to perfect their skills when performing the Pre-Trip Inspection, the In-Cab Air Brakes Inspection, and overall truck safety.
- I taught my students to be focused on driving safety and courtesy
- I instructed them on backing, maneuvering, parallel parking; and how to focus on the trailers position at all times, proper steering techniques, etc.
- I taught them to be focused on proper lane positioning, proper/legal left and right turns, and how to perform them; proper distance (when stopped, following, passing, etc.) and proper deceleration to allow for extra weight onboard, changing situations and to be prepared for "surprises" in traffic

**ONPAR Trucking, LLC** (Midland TX) - **training on pneumatic sand trailers** June 2019-July 2019

- connections thru a friend-of-a-friend put me in touch with Jerry Parsons, owner of ONPAR Trucking
- trained on pneumatic sand trailer operation, construction and principles of operation, maintenance, etc.
- trained on maintenance and pre-trip inspections of related equipment needed for these trailers
- trained on the oil rig site functions, safety and maneuvering of the trailer, and unloading of sand to silos
- trained on sand pick-up at various vendor sites, how to proceed with each, and weight management
- training on bill of lading (BOL), paperwork, documentation and reporting; then interfacing with rig site paperwork, forms, appropriate dissemination of paperwork after job

**MELTON Truck Lines, Inc. (Tulsa OK) - working with flatbed trailers**

July 2019-August 2019

- studied proper loading, weight management and placement on flatbed trailers with split axle rear-ends
- learned proper and effective strapping, when to use/not use chains; how to secure various cargo
- learned proper tarping, to repel water, properly protect cargo, and remain in-place while on-the-road
- tweaked skills on lane management, signage/surroundings awareness, and maintaining space buffers
- learned over-the-road logging, weight station stops, route planning, and additional safety awareness
- learned proper hydration and cool-down practices and techniques to remain safe during solo work

**Austin CDL Services (Manor TX) - teaching driving safety and procedures** August 2019-September 2019

- I returned to the Austin Texas area, and continued with Austin CDL Services, while looking for a more permanent position.

**CRST Dedicated (Cedar Rapids, IA) - driving boxed trailers (drop & hook)** (September-December 2019)

- drove VAN trailers on drop-and-hook routes all over the U.S.
- worked with big vendors/customers
- gained experience in parking and maneuvering in tight places with 53ft trailers

**Georgetown ISD (Georgetown TX) - School Bus Driver** January 2020-June 2020

- I returned to the Austin Texas area, to continue with my endorsements prerequisites, and began working with the Georgetown Independent School District. They trained me on the school buses, and prepared me for the driving test, pre-trip, etc. for passenger and school buses. I drove school bus #317, a brand new school bus, and enjoyed repeated kudos from the student passengers, their parents, and the teachers on my performance. I drove with them up to Spring Break (March 2020). The COVID-19 thing came about, leading to the closing of all the schools in the area to onsite instruction, and that job was over. Georgetown ISD promised to pay us our wages up and thru the end of the semester, June 2020. I learned a great deal about passenger and school buses, their inspection, operation and safety issues to familiarize myself with. My school bus very quickly became the most popular with the kids, as I would play their favorite songs and entertain them while en-route to and from school. This period of driving allowed me to finish my final endorsements of passenger and school bus.

**Austin CDL Services (Manor TX) - sr. teacher driving, safety and procedures** March 2020-August 2020

- having completed my passenger and school bus requirements, I was asked by Austin CDL Services to return to training their new drivers, at least until I decide where I wanted to go from there. I was responsible for training and instruction of new drivers to not just learn, but "understand" the processes and purposes of a simple quick scan of a vehicle, a fast pre-trip exam, a detailed pre-trip inspection (engine bay, tractor, trailer, etc.), an in-cab inspection, and the in-cab break test. I continued to stress that these are not just obstacles to obtaining their license, but "daily" tasks that increase the levels of safety and reliability of a commercial vehicle and its components. I continued with Austin CDL Services, while looking for my next over-the-road, permanent position.

**PTL Trucking (Murray, KY) - over-the-road driver** September 2020-October 2020

- I drove with PTL Trucking, pulling 53ft van trailers around the US. I stopped by the main terminal in Murray KY to get some safety issues fixed that were creating problems in traffic and putting me (and the truck) at risk, only to find that they "programmed it that way". I spoke with the VP of Safety and he agreed with me and has been fighting the same battle to remove these changes. I refused to drive a truck I could not properly and safely operate in traffic, and tendered my resignation.

**Extra Mile International, LLC (Chicago, IL) - over-the-road driver** November 2020-March 2021

- One of the best companies I have ever worked for; paying me \$.70/mile, I averaged between \$1,200-\$2,000/week. I drove a brand new truck, with full support and awesome training. I was gone a month-at-a-time, and missing my family ... I returned home, after an incident with ice, for truck repairs, and decided to stay local.

**Austin CDL Services (Manor TX) - sr. teacher driving, safety and procedures** March 2021-(current)

- When Austin CDL found I was home in the area, they asked me to return to training their new drivers, at least until I decide what I want to do. I was responsible for training and instruction of new drivers to not just learn but "understand" the processes and purposes of a simple quick scan of a vehicle, a fast pre-trip exam, a detailed pre-trip inspection (engine bay, tractor, trailer, etc.), an in-cab inspection, and the in-cab break test. I continue to stress that these are not just obstacles to obtaining their license, but "daily" tasks that increase the levels of safety and reliability of a commercial vehicle and its components. I continued with Austin CDL Services, while looking for a local, permanent position.

**Arepet Trucking Services, LLC (San Antonio, TX) - over-the-road driver** September 2023-current

- Company Driver of a standard 10-speed semi with sleeper; trailer belly dump sand hauler  
Haul sand to drilling rig and well sites; deliver and repeat; job cycle Texas 70 hour / 7 day clock  
15hr workday, 10hrs driving; sleeping in the truck at various sites; staging at nearest truck stop. \$2,000+ per week.  
I drove a brand new truck, worked continuously, weekly pay, several days off when needed after 3 weeks.  
I missed the true OTR driving across the nation, with a ride-along. Looking for really good pay, out 3-4 weeks at a time; with a ride-along program. Divorced; no family to have to be home to.

\*currently working here

## **TRAINING**

**Austin CDL Services (Manor TX) - training to pass CDL Driving Test** April 2019-May 2019

- practiced driving in traffic, clutch operations, proper legal maneuvering of tractor with trailer
- learned how to "double-clutch", a new requirement for CDL testing
- perfected skills with Pre-Trip Inspections, Air Brakes Inspection, etc.
- performed trailer maneuvers – backing, maneuvers and various parking schemes
- focused on driving safety and courtesy

**Melton Trucking (Tulsa, OK) - training to secure loads on flatbeds** July 2019-August 2019

- practiced driving in traffic, spread axle 53ft trailer, proper legal maneuvering of tractor with trailer
- trained in securing loads with proper balance, secure strapping, and chain and come-along
- trained in proper and fancy looking tarping to protect load, bead water, and stay tucked
- focused on driving safety and vehicle control, extending my look ahead range

**CRST Dedicated (Morton, IL) - training for over-the-road** September 2019-December 2019

- trained in over-the-road lane positioning, safety spacing, and traffic negotiation
- repeated practice in truck and trailer parking in truck stops, docks, and tight parking situations
- trained in proper backing, and maneuvering of the tractor and trailer
- focused on driving safety, looking far-ahead, and projecting your path and parking well in advance
- working in trailway yards (Chicago, IL) and proper procedures for drop & hook

**Georgetown ISD (Georgetown TX) - Training for Passenger/School Bus Test** May 2019, January 2020

- registered, background checks and drug testing for Georgetown ISD
- learned the various parts of the school bus
- performed ride-alongs to see proper operation of bus and passenger interaction
- learned the student tracking/logging system to ensure student positions were always on-line/recorded
- was preparing for the driving test when the opportunity came along to train with ONPAR Trucking
- returned after 6 months OTR, ending December 2019; starting School Buses in January 2020.

I'm not one to move about, so once I get in with the company I'm looking for, I will most likely stay there and work to excel in the assigned tasks and mission. The frequent changes of recent times are largely due to the trucking industry and in trying to "qualify" with time in-the-seat, driving, etc. to secure my wanted positions.

My preference? I love both over-the-road driving, and long hauls. I love the Western regions, the Southwest, and Middle regions of the US, and all across the US up into Pennsylvania, and back across the US. I am nearing retirement age in a few years, but I am not ready to retire yet. It's all about the money at this time. I don't mind long OTR runs. Recently divorced, home times can be flexible.

I currently live in the San Angelo Texas area, and am open to relocation. I have no immediate family at this time. I am very safety-conscious, no at-fault accidents, and no tickets for speeding, etc. I am a hard worker, am used to a construction/heavy machinery type of environment. I learn things fast, and am able to do just about anything. If you need a driver, I am ready to go to work.

# Richard A. Allcorn

## INTRODUCTION

I am an exception to the rule. I learn fast, master things quickly, and I remember. I have an engineering mind, love computers and technology, mechanics, etc. and never tire of learning more. I am a big team player, loyal, with strong ethics, and very dependable. I have been driving since I was 8 years old, and started on a standard transmission. I can drive just about anything! Let's talk!

## EXPERIENCE SUMMARY

- flatbed trailers (53ft long) - 3+ years
- tanker trailers - 3 years
- pneumatic sand trailers – 1 month
- oil rig/field experience – 2 months (recent); 3 years (prior)
- van/box trailers – 3½ years
- tractor rigs – 5+ years
- this includes 5<sup>th</sup> wheel, standard transmissions (3, 5, 10, 13, 15, 18 and 21 speed), automatic transmissions, manual paper and electronic logging, trailer attach/detach, parking and maneuvers.
- Class AM\* CDL licensed with double/triple trailer, tanker, hazmat, tanker/hazmat, passenger and school bus endorsements (tpsx), along with TWIC security card, PEC card (oil fields safety requirement) and the Texas School Bus Driver Safety Training and Special Needs Passengers training.
- \*Class M = motorcycle also
- TSA – TWIC Security ID Card holder
- PEC – PEC card holder, along with safety training, gas training, rig site training  
\*already have PPE safety gear (gas sensor, flame retardant coveralls, hard hat, gas mask, etc.)
- driving experience overall - 56 years (I started driving standard when I was 8yrs; licensed at 14yrs), Chauffers in 1982, and Commercial CDL in early 2019.

## DRIVING EXPERIENCE SUMMARY

<b>Farm/Ranch</b> (West Texas region) - <b>trucks, cattle trailers, heavy equipment</b>	January 1967-April 1978
<b>USAF / USAFR</b> (Austin/Bergstrom TX, George AFB, CA, Taegu, KOREA) -	April 1978-July 1991
<b>Byler Trucking</b> (Ballinger TX) - <b>tankers, flatbeds, fraq tanks</b>	January 1967-April 1978
<b>Austin CDL Svcs</b> (Manor TX) - <b>Hired to Teach Students on CDL Driving</b>	May 2019-June 2019
<b>ONPAR Trucking, LLC</b> (Midland TX) - <b>training on pneumatic sand trailers</b>	June 2019-July 2019
<b>MELTON Truck Lines, Inc.</b> (Tulsa OK) - <b>working with flatbed trailers</b>	July 2019-August 2019
<b>Austin CDL Svcs</b> (Manor TX) - <b>teaching driving safety &amp; procedures</b>	August 2019-September 2019
<b>CRST Dedicated</b> (Cedar Rapids, IA) - <b>driving boxed trailers</b>	September 2019-December 2019
<b>Georgetown ISD</b> (Georgetown TX) - <b>School Bus Driver</b>	January 2020-June 2020
<b>Austin CDL Svcs</b> (Manor TX) - <b>sr. teacher driving, safety and procedures</b>	March 2020-August 2020
<b>PTL Trucking</b> (Murray, KY) - <b>over-the-road driver</b>	September 2020-November 2020
<b>EXTRA MILE INTERNATIONAL, LLC</b> (Chicago, IL) - <b>over-the-road driver</b>	September 2020-March 2021
<b>Austin CDL Svcs</b> (Manor TX) - <b>sr. teacher driving, safety and procedures</b>	March 2021-June 2021
<b>Centex Materials, LLC</b> (Round Rock TX) - <b>safety trainer and other projects</b>	June 2021-July 2021

## COVER LETTER

I started driving when I was 8yrs old, on our ranch in West Texas. I was pulling cattle trailers by the time I was in my teens, and I got my hardship license around the age of 14yrs old. By the time I graduated, I had driven just about every type of farm implement we had! I could literally drive anything!

I joined the Air Force at age 19, and throughout the entire time of service in the Air Force and later in the Air Force Reserves, I filled up my military drivers license, with so many items I was qualified for that they had to attach an addendum sheet to my license to hold it all! I drove everything from various forklifts, to towing vehicles, including a dual-steering Coleman (you can steer both the front and rear wheels) used to park multi-million dollar aircraft. I drove various forms of line trucks, and even their semi flatbed rig.

After leaving the service, I got my chauffeurs license and drove semi tankers for about 3 years, hauling fresh water, salt water, and oil. I drove manual transmissions ranging from 12-to-15, 18 and even 21 speed tractor rigs. Then I moved to Austin Texas and began working in the workforce, learning and working with computers. I did that for almost 26 years. Austin is so loaded with IT people that at one point I couldn't find work, so I went and upgraded to a CDL, taking all of the endorsements, and began driving semi trucks! Later, in between some over-the-road gigs, I signed up with Georgetown ISD and got my Passenger & School Bus endorsements, along with the Texas training and special needs endorsements, to round off "all" CDL endorsements possible.

I have driven tankers, flatbeds, sand haulers, frag tanks, and vans. The sand haulers were the strangest, where we "pump" sand, just like a fluid! Since obtaining my license, I have constantly been invited back to Austin CDL to teach as a safety teacher, instructing new drivers on preparing for the DPS driving test, and for safety practices in general driving. I also spent time teaching them to maneuver a tractor and trailer rig, in parking, maneuvering and maintaining the proper safety spaces and speeds in a congested area.

All in all, I've been driving since I was 8yrs old, licensed since I was 14, and CDL licensed since 1983 (chauffeurs back then). When I upgraded to CDL, I passed all the endorsements, and gradually did the driving/testing to finalize 'all' endorsements – tpsx. Now, even having driven various school buses, and a passenger "A Big Bus" sized vehicles, I am well equipped to safely operate just about any commercial vehicle on the road.

I have only 5 years left until my retirement age, and I'd like to find a company I can drive with until then, and make good money, invest a great deal of it, and sock the rest away. I prefer solo driving, so I can have a passenger/rider along with me, to keep me company. With that in mind, I will need far fewer hometime breaks. I've driven from the Far West to the East portions of the United States, from way up north to the borders of our country, all the way down south to the Mexico borders as well. I've even driven in Pennsylvania and similar states where the roadways and streets are a considerable challenge for a semi. I have a great deal of experience.

Please let me have the opportunity to show you that I'm the right choice for you as a company driver and partner in your business!