

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 it’s components. I continued with Austin CDL Services, while looking for a local, permanent position.