



2016 Reader Profile

July 2016



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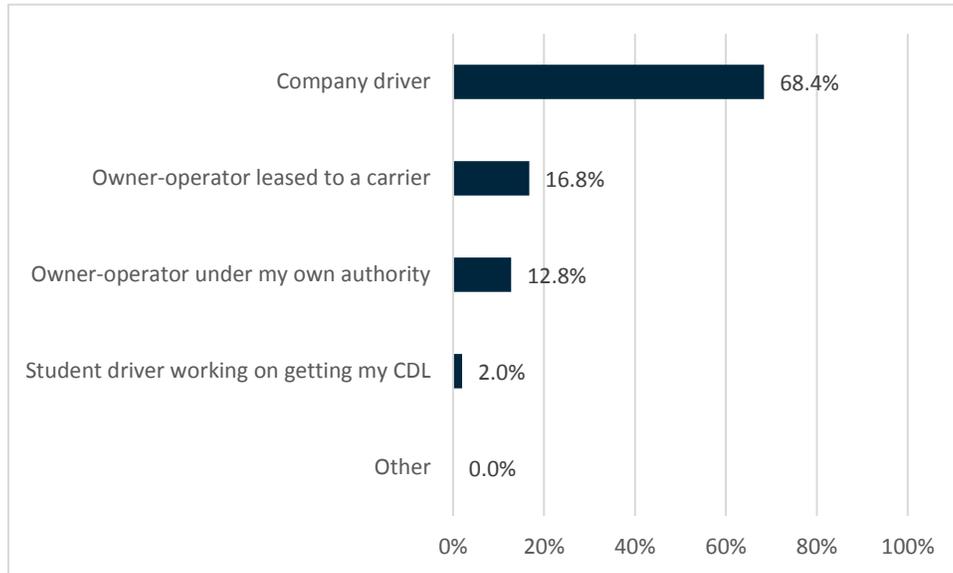
Methodology

The following report examines the results of a survey that was emailed to *She Drives Trucks* newsletter subscribers. The purpose of the survey was to gather general demographic and career information from female truck drivers.

As an incentive to complete and return the survey, respondents were offered entry into a contest in which they could possibly win various cash prizes. A total of 304 professional female drivers completed the survey and were included in this analysis.

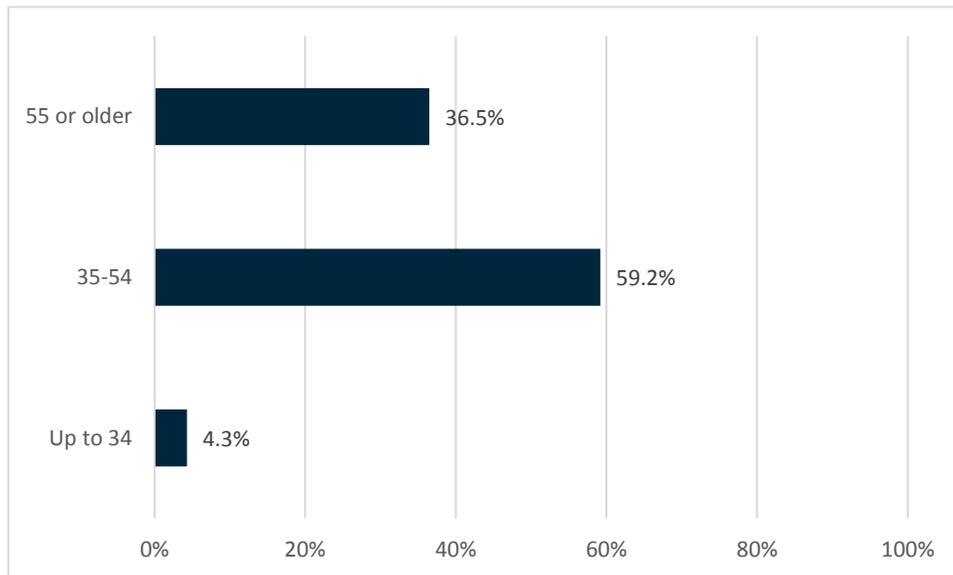
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What is your primary job description?



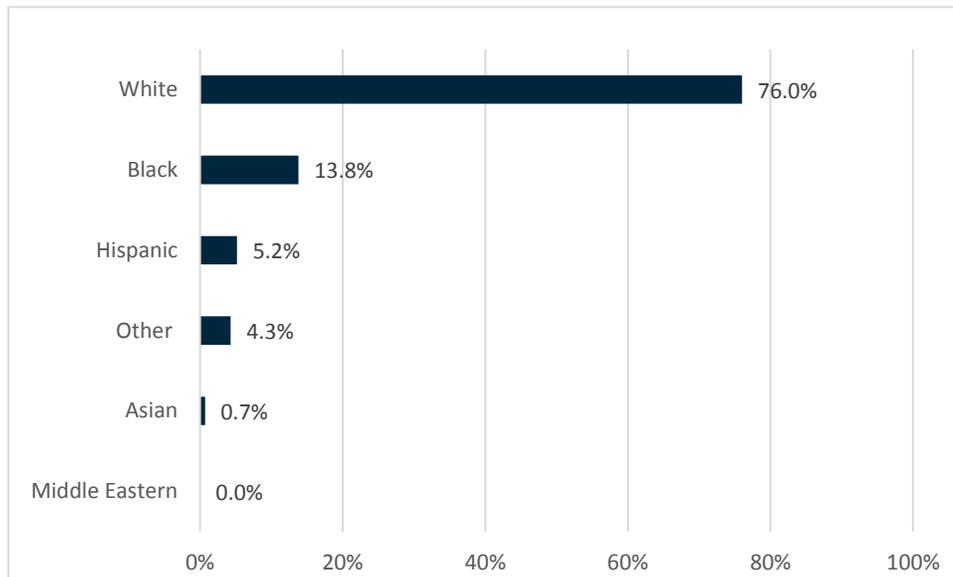
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How old are you?



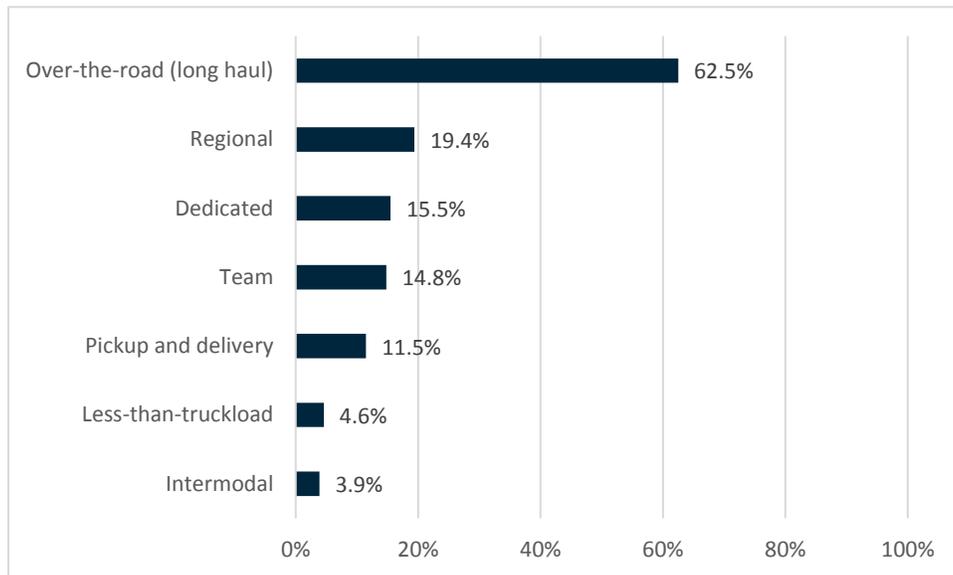
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Please specify your ethnicity.



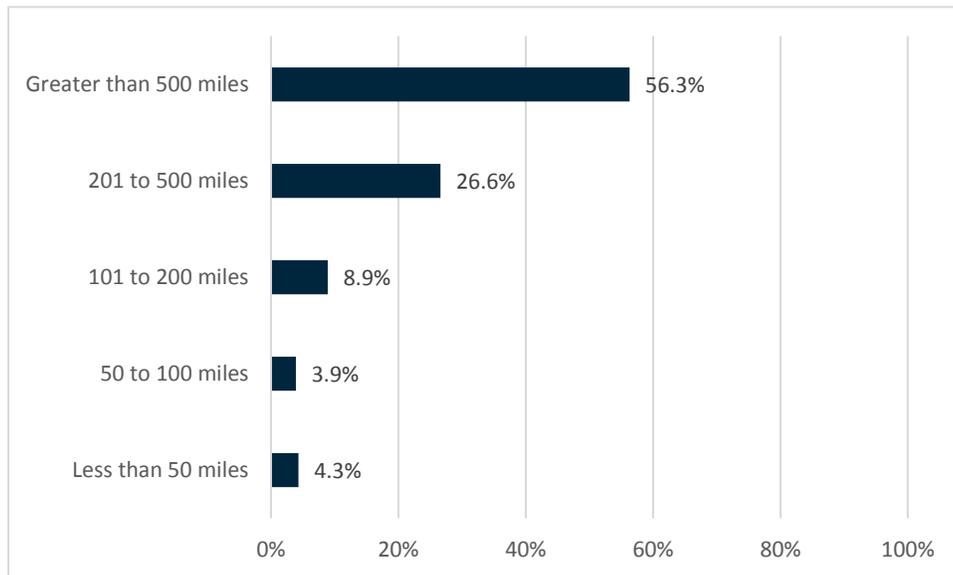
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What type of trucking do you do?



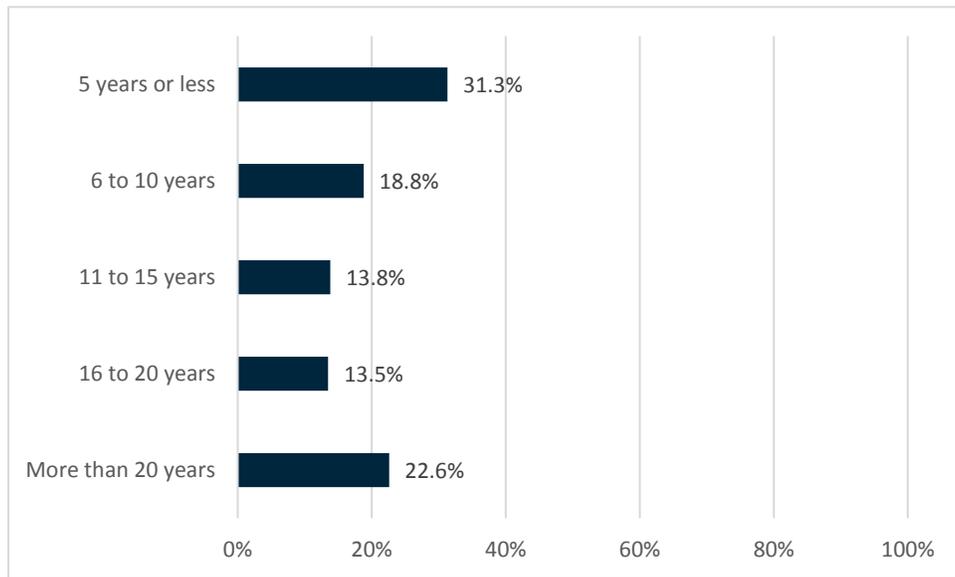
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What is your typical one-way length of haul?



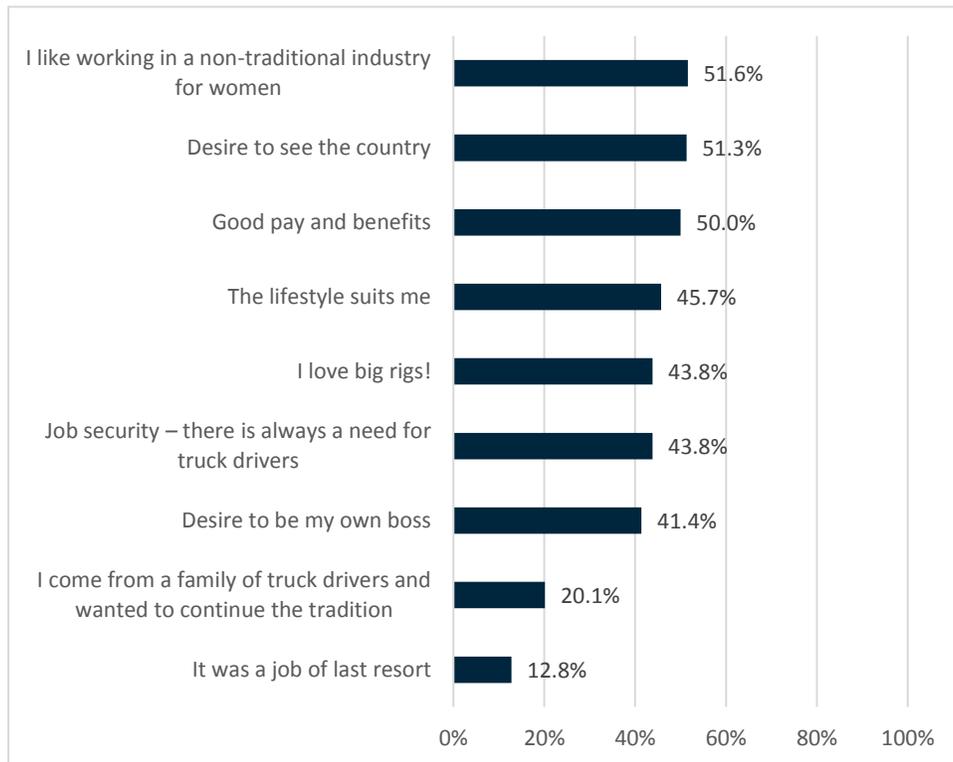
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How long have you been a truck driver?



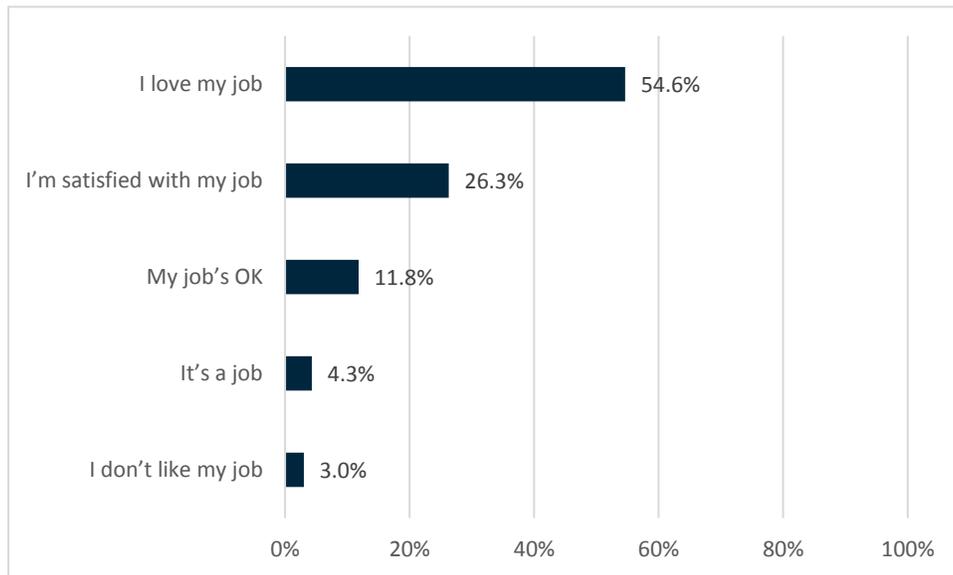
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Why did you choose truck driving as a career? Check all that apply.



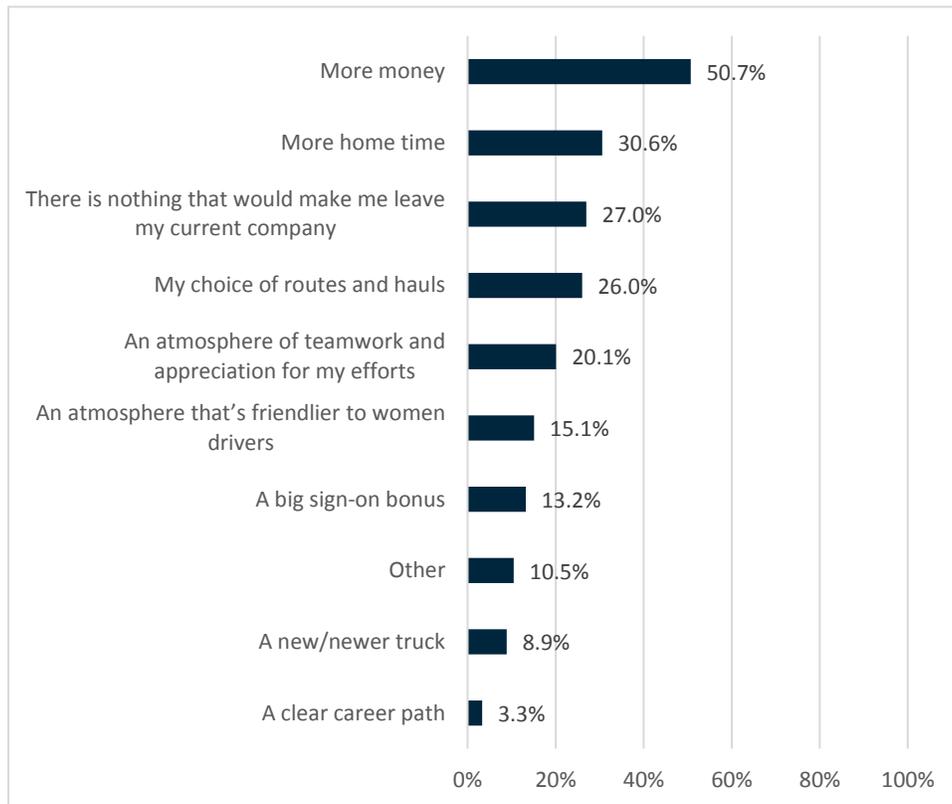
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Which phrase best describes how you feel about your truck-driving job?



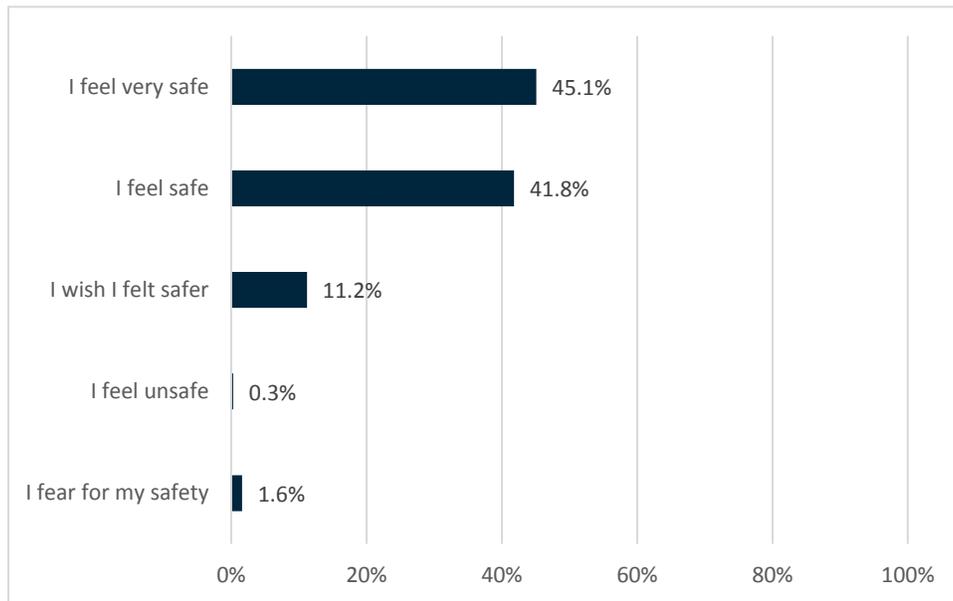
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What would it take for you to leave your current company for another truck driving job? (Select the top three reasons.)



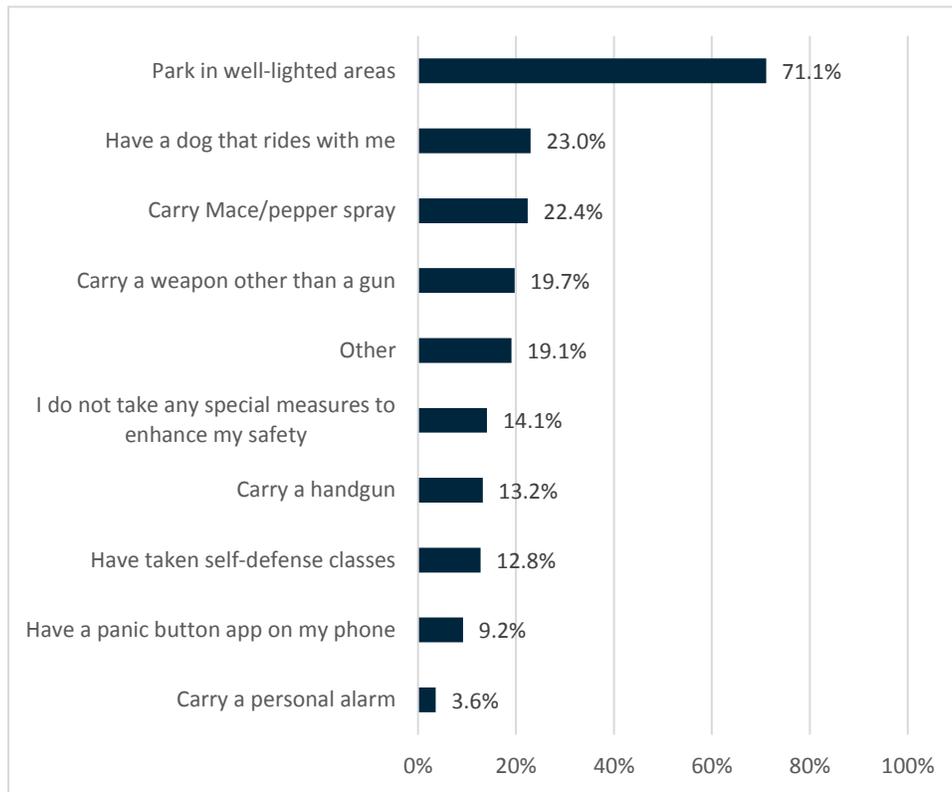
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How would you rate your level of personal safety while doing your trucking job?



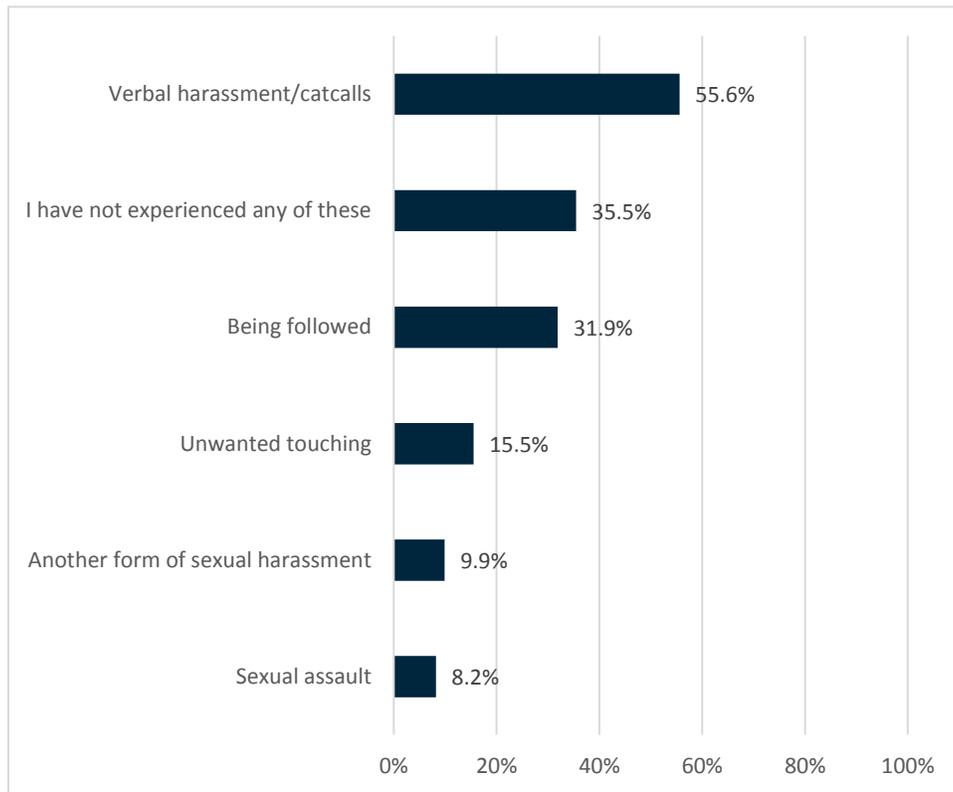
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What, if anything, do you do to enhance your safety while on the road? Choose all that apply.



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Have you experienced any of the following while working in trucking? (Check all that apply.)



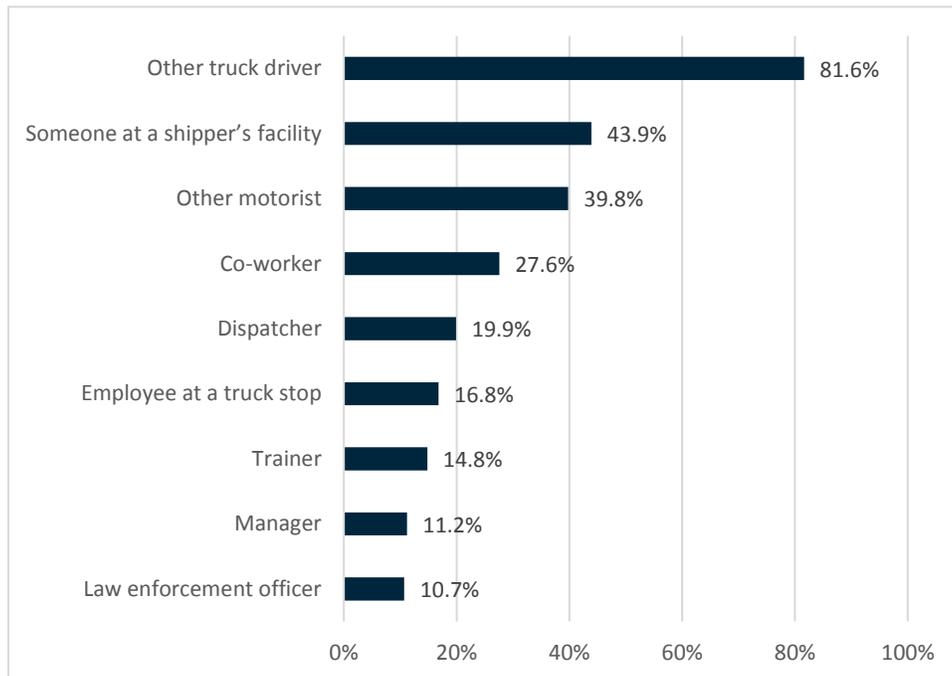
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How do these issues in trucking compare to other industries or other aspects of your life?



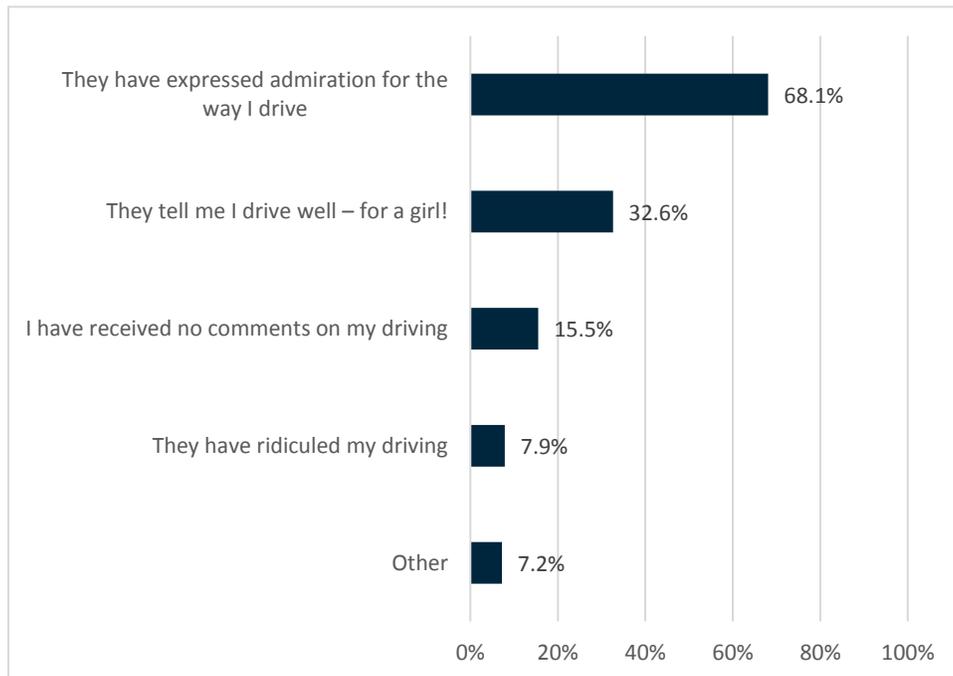
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If you experienced any verbal/physical harassment while doing your job, who did it come from? (Check all that apply.)



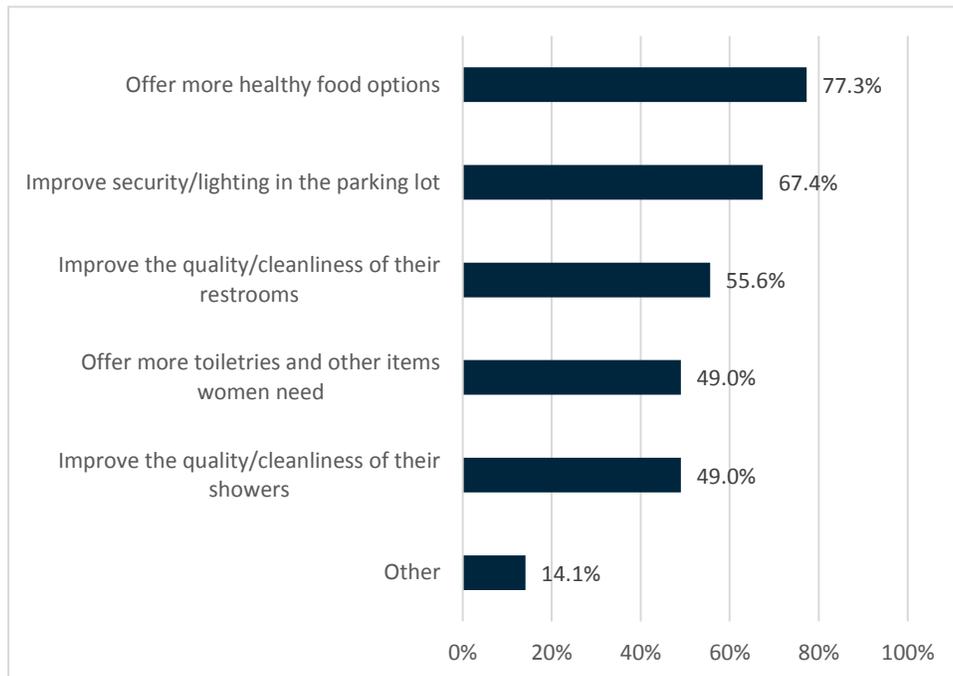
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Do others comment on your driving skills/ability and if so, in what way?



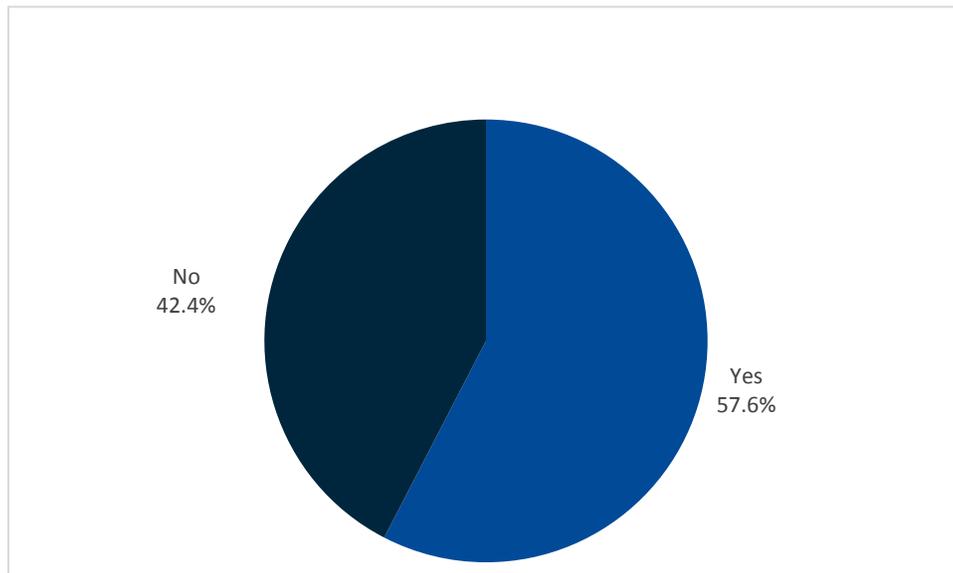
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What steps, if any, could truck stops/travel centers take to improve your life on the road? Check all that apply.



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Do you feel that you face particular challenges because you are a woman driver?





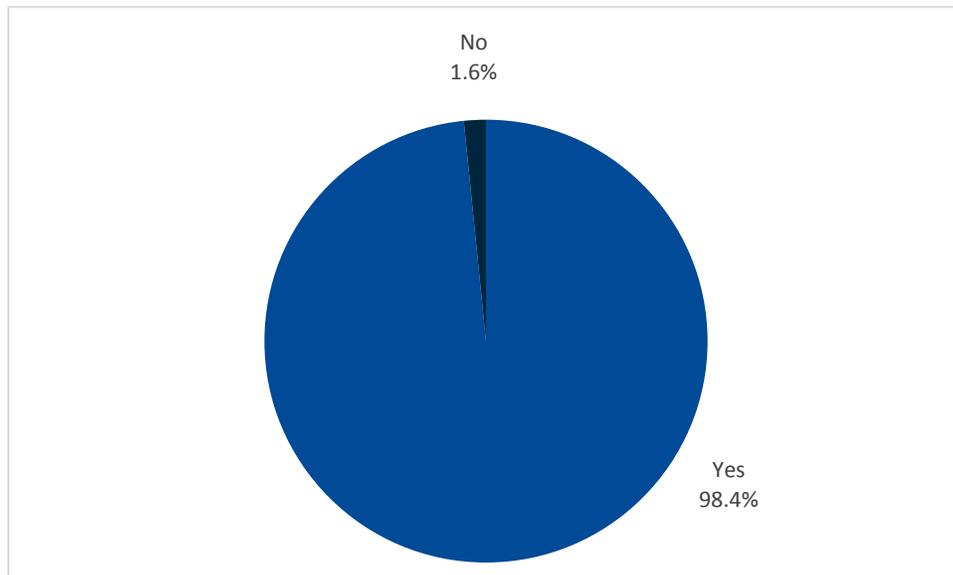
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How challenging are the following to you as a woman driver?
Please rank each item on a scale of 1 to 5 with 1 being not challenging at all and 5 being very challenging.

	1 - Not challenging at all	2	3	4	5 - Very challenging	Average
Lack of adequate restroom facilities at shippers and receivers	17.5%	9.5%	21.4%	18.4%	33.2%	3.4
Harassment from men for being a woman in a traditionally male industry	32.3%	23.0%	23.4%	11.8%	9.5%	2.4
Trucks are not built for female body types	51.0%	13.5%	16.1%	9.9%	9.5%	2.1
Difficulty getting adequate training on the ins and outs of being a truck driver	57.8%	12.2%	12.2%	9.9%	7.9%	2.0
Concern for my personal safety when out on the road alone	28.6%	20.1%	22.4%	16.4%	12.5%	2.6
Being treated with respect as a driving professional	28.6%	19.4%	22.0%	14.1%	15.9%	2.7
Balancing family life while out on the road	21.7%	13.2%	18.1%	18.8%	28.2%	3.2
Maintaining my femininity while working in a traditionally male industry	43.7%	14.8%	16.8%	10.2%	14.5%	2.4
Other	61.8%	10.5%	19.1%	2.3%	6.3%	1.8

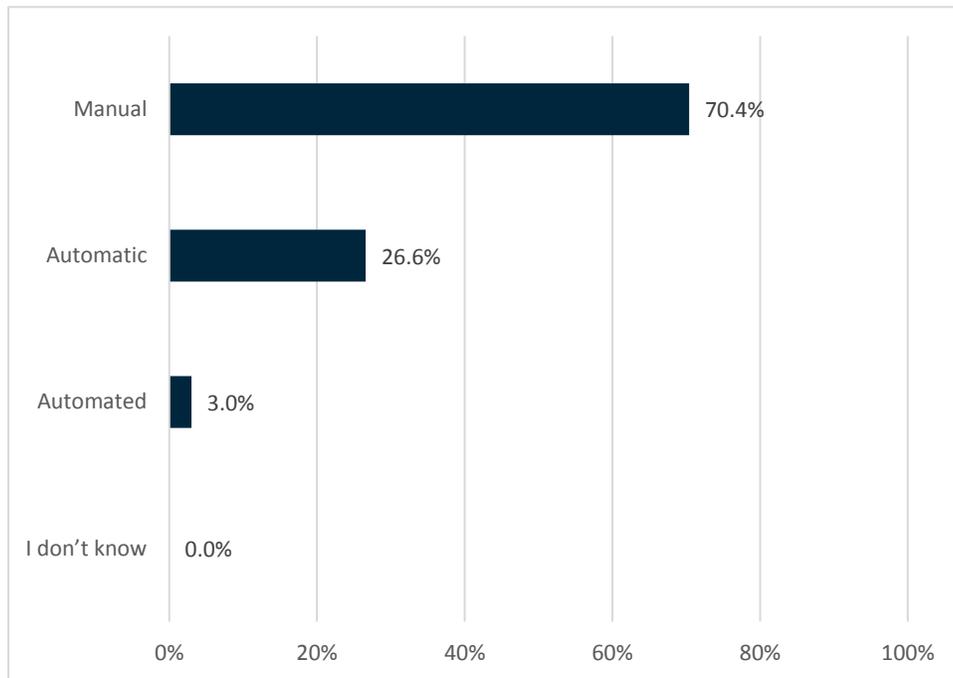
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Do you know how to drive a manual transmission?



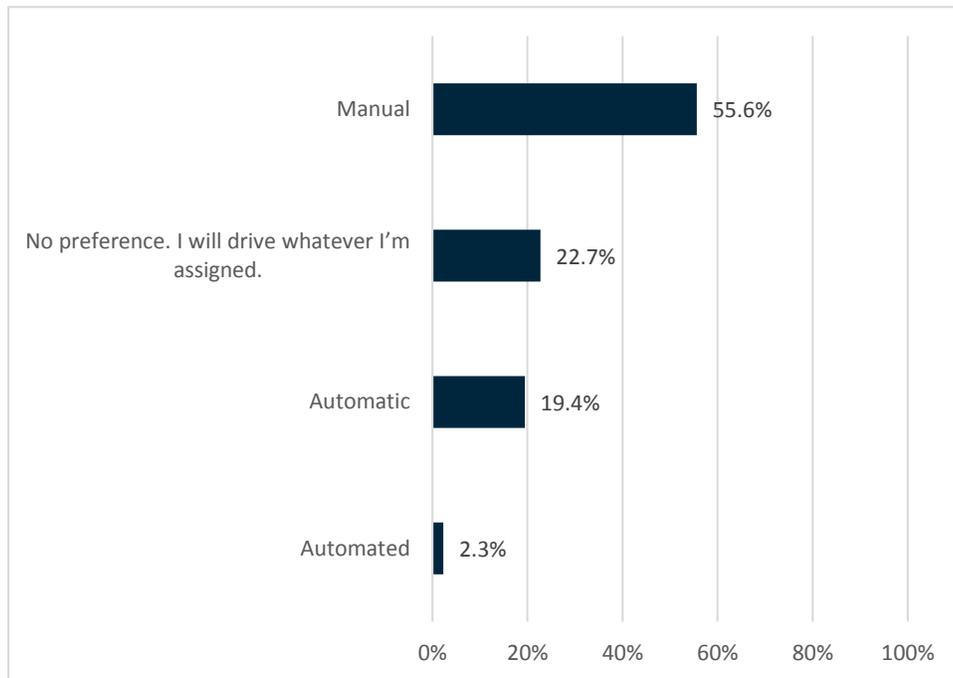
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Which type of transmission is in the truck you currently drive?



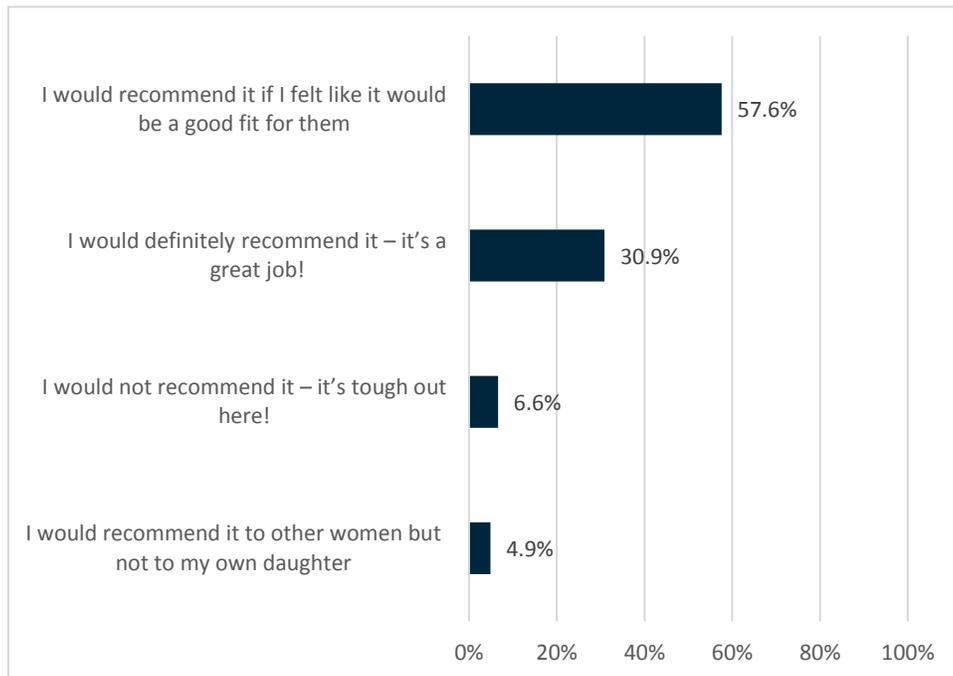
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Which type of transmission do you prefer to drive?



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How likely are you to recommend truck driving as a career to other women?



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Do you have any general comments about being a female driver that you would like to share with us?

- I'm afraid in travel stop centers where I am totally alone. I always wish another woman would be there too.
- Once again, want to be a class A. I drive with license class B, so looking for a school to become a class A license.
- Just do your job as best as you can and enjoy yourself while doing a great job.
- I love the profession. It has been all good for me and bought a home and helped with my son's baseball career.
- It was challenging in my early years, but now more accepted. I will say it is hard on the body. It can be challenging when comes to improvising in circumstances.
- Everything is good.
- Just do your job and don't listen to the negative remarks! You want it do it and always, always watch your back 😊.
- We sometimes face unequal pay.
- True enough, trucking is considered a man's job but if you focus, take your time, put safety first and carry yourself like a respectable person (WOMAN), handle your business, go back to your truck and it will be alright. Even though you still have to be careful.
- It's a great career for a woman that is mentally strong and has an independent nature. It's not the place for someone who is easily offended or who are always wanting to be "rescued" from doing the physically demanding parts of the job.
- All I can say is a truck driver is like any other job. If you like it and you put all your efforts, it can be a good hobby and good work.
- Let me know if you would like an article written about this topic. Ok. You have my email address obviously. And, I am serious about this.
- You have to be visual and watch how you carry yourself. Watch your actions and always be a lady.
- A career is what you make it. Do your best learn all you can and keep learning every day. It is a tough job sometimes lonely but always be the professional that you are.
- We are a rare breed! And, in this questionnaire, if you do NOT know the kind of transmission you have, GET OUT NOW!!!! (I am sorry, but, that was a dumb question!) Driving a truck is NOT for everyone. You have to like being by yourself and you have to have mega patience! Dealing with the idiots on the road today will drive you crazy!
- I love being a driver. I decided a long time ago to do my job, not expect special treatment. I have always kept my feminine side. I don't have to talk or act like a male driver.
- Don't take every little comment to heart, it only causes you undo stress.
- Best job of my life
- My career spans 30 years. I hope to drive for a least another 10. I always wondered what an old lady truck would look like so I think maybe 10 more years might do it.

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- I tell every woman who expresses interest in my career about driving a truck, and that I recommend it highly.
- All I can say is I love trucking
- I just started driving. It has always been a dream of mine. Now that my son is grown and out of the house he encouraged me to go for it. So very glad he pushed me. My dad always drove and I love hearing his stories. Now he loves hearing my stories.
- As long as the company allows me to take my Port-a-potty and does not discriminate against me I have few issues.
- Truck driving has been an awesome career for more. With the right company and a desire for challenging work, there is no reason for a female not to do this job.
- I find it very odd to go into a place that is mainly ran by females to find the restroom in terrible shape.
- I want to learn to do flatbed, but have been told by several men that I can't because I'm female and don't have the strength a man does, which just makes me more determined to somehow learn.
- Would definitely like to see truck stops do a little more for the women drivers, but it is sufficient for the job that needs to be done.
- Only that the computer hours are very stupid...cannot move the truck to eat or shower or whatever...now you can legally work 16 hours and not get paid for it. If you are not set up for food and all you may have to be like a bear in the woods!! If it is an owner-operator, they should have the choice of paper or computer logs, after all they are paying for the truck they are driving.
- With respect to your question regarding what things we have to deal with the most in this industry, i.e., the biggest problem/hassle we have, I believe that you neglected to include it as an option in your answers. (Did a man pose the questions? Or women who haven't been through the system recently?) That answer is "misogynistic behavior in all forms, mostly comments". That's not the same as verbal harassment or sexual harassment in the way that you meant it. Verbal harassment is clear cut and not sugar coated or involving others as witnesses. It's much more SEEMINGLY innocent than that. It's actually the everyday gender relevant treatment that we get, the men who treat us differently just because we're women, the men that think it's hilarious to crack about ex-wives in front of us because it's 'assumed' that we can all be moody (without any evidence of that whatsoever, and as if men have never been moody, what a joke (!)), or that we're all gold diggers just because they were burned), the men that have us do less just because we're women and they're totally sexist in their thinking... I could go on. I'm sure that I speak for many of us when I say that we know in our hearts that it's never going to change. But know this: The majority of truck drivers out there refuse to see our gender and treat us with stellar respect. They even point out how glad they are to see us (because of our safe driving habits, our attitudes in general, our love of the job, all of this mostly in hugely in the USA as opposed to Canada, much worse here), and are also willing to verbally step up if they ever see or hear a Neanderthal saying something stupid or misogynistic. The REAL problems are mostly in the schools (no matter how much they advocate for females the issue is with the trainers and teachers - truckers that are off the road due to retirement or semi-retirement, who think it's ok to make the odd joke about women in class (no it is not!!, asshole!! we think this, we don't say it, God help us if we did!!), and also many of them truly don't have a lot of respect for women when teaching in class OR in the truck. We can tell. Just a bunch of hose heads. There, I said it. They should grow up for God's sake already. Many are unstable too, with deadly habits, but that's another subject. We are at

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their mercy so don't dare rat them out. We know it won't get better so we just want to survive school, then survive the learning curve with trainers of the same ilk as the schools, so that we can be good enough to be in our own rig, mainly because we don't have to listen to this crap anymore. We actually APPRECIATE being taught things. Instead, the schools & mentoring situations are full of misogynistic a-holes and we just glide along. I recently wrote something for a S&C Mgr that I know. He's from a big, respected company & is presently creating a mentoring program so he can stop turning away recent grads. I warned him to mind the teachers. It doesn't matter how long they've been a trucker, what their safety record is, or how friendly they appear to customers and around the office. My friend will have NO idea who that person is behind the door of their house OR when they are alone in their trucks, especially with a trainee (teaching is a very, very different skill & you also have to possess that) and especially if they are teaching a woman. Mostly we just survive. Once in a while we hear of a great experience but they are so, so rare. And if we quit without ratting the trainer out as to the 'why', well, now it's part of our history right? It must be because she's a woman. Reputation = crap, well, because it's men who decide that right? OMG, what a sad situation. I'd love to start an all-female trucking school and an all-female trucking company. The name will be full of flower references so hey, if a man wants to sign up for that, fantastic. Major points! We'd love the guy's courage! The school would be where new drivers are trained without prejudice (!) and by teachers who were not only stellar professionals but are TEACHERS (empathy, patience, zero prejudice based on gender). The trucking company would have the same formula for trainers but also try to put all of the other trucking companies out of business! lol A girl's gotta dream! :) Bottom line > We're quiet. Smart. Easy going. Non-confrontational. Have excellent work ethics. Haven't got the testosterone that interferes in our ability to learn OR make stupid decisions based on ego, like some, not all, truckers do (oh, the trainer stories!), and can do the job, and well. As I said, most truckers on the road treat us with respect. The issue is getting to that point, and that's a critical issue. It creates bad memories, a bad taste, a potentially damaged reputation for things we didn't actually do, and a much lower quality learning curve just because of this extra element (aka bs and undue stress). What a shame. And finally, most of us who really want to do this will survive and thrive. But, you asked. Thanks for that. :)

- I am a local driver, hauling refined fuels to local gas stations. I have major issues with clean bathrooms. There are only a hand full of women that do my job and we are forced to use dirty bathrooms that the male drivers have solid and damaged. Most Truck seats are too big for my small frame (5ft2in) and difficult to reach a few of the instruments.
- Under Pay. A big, big deal. They pay the guys 20. An hour and me 15. I work more n better. Plus I have all my endorsements.
- I love driving. I love the freedom!!!
- For the most part, truckers are very helpful and respectful of each other. I have only suffered a few jerks comparatively.
- Yeah I don't think in terms of sex rather driving skills and how professional a driver represents themselves
- Not being built like a man or being a man causes new employers to NOT choose a woman in elite type jobs. Limiting our opportunities. Such as transfer positions. Most trucking industries will hire woman if their need OUT WEIGHS the physic!
- I did the OTR thing for 9 years. For me it wasn't bad except the first few months only because I was new. Females should not be catered to a higher level simply because they're women. Truck

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driving is an equal opportunity employer. You either can do it or you can't. No-one in this industry is going to cater to you. So for all you butter cups, learn to do the job or find a different line of work. Would I recommend truck driving, hell no, I wouldn't. Once upon a time I was very proud of the career I chose but now it's nothing more than a low paying job with way too many laws and zero respect for the Truck driver.

- Make sure you understand what it's really like out here and do your research on the companies you're considering hiring on with. Also, if possible, be a cash student. That way you can go where you want without a school bill/contract around your neck.
- Only about the things we need in the trucks, bigger fridges, some kind of toilet and better beds and more storage. There should be different cabs for team drivers verses solo drivers.
- Upkeep of home is challenging as well.
- Keep your eyes open and your mouth closed.
- I've been driving for over 40 years and it's all I know.
- I'm tired of hearing you want to be in a man's world you should be home cooking and cleaning where a woman should be hardest part of jobs is pulling tandem some are very hard
- Being a female driver with disabilities is hard but it is doable. Just have to find the right company to work with you.
- I believe female drivers are a lot safer than male drivers.
- Strong women are able to do Trucking or any Job
- Have security guards walk you to your truck after dark no matter how safe a parking lot appears to be. Keep a weapon of some type nearby and always pay attention to your environment at all times.
- Over all, if I didn't look like a homeless person, wore caked-on makeup or over-expose my skin and simply acted as a professional, I was treated as a professional.
- There is good and bad in every job. Driving is what you make of it. I have had more good than bad out here on the road. There are some really great people out here. And of course there are some jerks, and not all are men.
- In 1992 I got my CDL due to my Grandmother and a grant from "Non Traditional Jobs For Women". For about 20 years I drove all types of trucks from dump trucks, 10wheeler flatbeds w/forklift, freight boxes, tankers and rail containers. I have been ridiculed by other drivers and spoken up for by drivers, followed into a rest areas and truck stops. I started driving trucks because I love to drive. I am now 54 years old and have RA and drive a school bus. If I could I'd go back. (I answered your questions honestly based on all my experiences) Thank you.
- I love being a truck driver.
- I would like to be able to talk to other women drivers.
- Just do your best ask for help when u need it don't be afraid to. Stand up for yourself. Help others.
- Most companies do not consider cats as an ok pet companion, this is why I do not drive long haul, doing P&D home every night.
- Truck stops and shipping facilities as well as employers need to update their facilities to accommodate women drivers. Even though this industry started off predominantly male, times have evolved and so should the industry as a whole.
- One problem I find is that there is no panic button anywhere in the cab. If someone breaks in or follows you to the truck or you get sick and need emergency help, no one will know until you don't report in.

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- It is what you make it.
- It's a challenging job but a fulfilling job.
- It is a lot better than it was even 10 years ago.
- At present I have left my job, hoping to find something local. General comment: if you do not find a way to take time to go home on a regular basis, you will get burned out quick, and tired of driving "a truck" all together. That is what I'm going through right now. Living on the road and NOT going home is a bad thing, and also make sure you do not have a lemon for a truck. With no men to talk to or help I was stuck.
- It's a job that you have to manage your life and family, and your health. Have not let that windshield play games with your mind. Be head strong and confidence in yourself.
- Not at this time
- Don't get stuck on being a woman in a man's world. It's about you doing your job and going home. For the most part, a woman can do anything a man can do as far as trucking goes. It's still a bit of a brotherhood out here. You can usually find help when you need it.
- I feel we as solo female drivers should be able to park anywhere it's safe and be asked to move if we have nowhere to park and take our break. (like the shipper, receiver, and a Walmart)
- I personally don't think of myself as being any different than anyone else out here man or women. We just do our jobs like we are suppose we just don't go home every day which is hard. I think it's harder getting older and being a driver it wears on a person because we do work 70 hours with just a 34 hour break we can work 14 hours a day which happens a lot. So it's like we are working a full time and part time job every day. Also when people say well you just drive, that has to be the worst line in book. This job may be easier than others but it's not the easiest. As time goes by and this change I find myself wanting to be home.
- I have been driving since 1989. Truck driving has been good to me I have raised 2 boys and provided well for them. When I started I experienced a lot of discrimination, but at the same time have had a lot of help and encouragement. I have to work a lot harder than most men to prove that I can do the work. I learn how to everything that the company at the time I worked did. Making me more valuable to them. I did not cry about being discriminated against unless it involved my safety. I listen to what the old timers said and used what pertain. To me and the job. I treated every one with respect. I learned about my truck how to fix the little things. I learn to work smart not hard and what was easy for the men to do some times was a little harder for me to do I just figured out a way to do it easier. My first driving job was tankers I loved it I drove rock mountain and supper set I hauled gas, asphalt, acid and oil. I did not whine about how hard the job was I might not have liked the job at the time but I did it anyway. Once you get a few years under your belt it got easier and they respected you more. Trust me driving truck now is nothing like when I started. It is a whole new ball game now.
- Getting hired for local work, you're lucky if you can get an interview! You have to have 3 times the experience of a man before you can get hired unless it's a high turnover place that will hire anyone. Then you have to work twice as hard to be considered an equal and if you can't ever complain even when the guys are!!! You can never need help even if the guys do and help everyone weather they ask!
- It's a lifestyle not a job we have to deal with a lot but it's all worth it
- Yes it's not an easy job but it's worth it
- If it's in your goals try your best and don't let anyone intimidate you

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- It's been a great career choice for me. Often times I find it difficult making friends with women because I am a truck driver. When I am off work most people don't know I drive truck, some are surprised I am a truck driver. I am not a bold or aggressive person. I often feel I am stereo typed because of my career choice. I've had to learn to ignore a lot of negativity from other women and basically become a loner. I am actually OK with this though. I do what I do very well, this is a first time driving doubles and I love it!! I've learned to remove toxic people from my life, I have a good spiritual foundation and not every woman is cut out to be a nurse or teacher.
- If they can't do the job, get out. If you dress like a tramp u will get harassed!! Some women out here really have a filthy mouth, no need for that.
- Don't let anyone intimidate you for any reason. Prove to you self that you are good, you don't have to prove anything to anyone but yourself. Don't take any crap from other drivers. Do your job. Be clean, take care of personal needs. Don't get sloppy with driving language or appearance.
- It's been great and I'm sure it will continue to be great!!!!
- I've been a driver for 23 years now and found that if you want to be treated with respect as a female driver do your job as well as you can. In the beginning I got pushed around but today I have no problems getting respected by other drivers. The biggest problem I see is that the driver mills do not instill any pride in this job and therefore I end up in more dangerous situations then in my early years. A lot of drivers don't seem to be able to stay straight in their own lane anymore.
- I have been out here for quite a few years. I love being a truck driver. I truly feel like a paid tourist... My favorite part of the year is winter and fall..... This is a great opportunity for some one that enjoys driving a seeing our amazing country..... For women it really is using your head and not putting yourself in a situation you don't want to be in ... Dress classy not trashy and the respect to me is better ... Be safe out there and enjoy the amazing and awesome Big road
- I team with my husband, so safety isn't as big of a concern. Luckily we have a dedicated run, so I know where all of the restrooms are, but it is difficult to find parking for doubles at many rest areas.
- I have become a much stronger person mentality, physically and emotionally. I stand my ground and I don't let anyone bully me. And in fact I am now in the crane industry standing my ground is even more crucial. Thank you, Audrey
- It is one of the few industries where pay is equal but time at home is short
- Always look far ahead...and keep your eyes on the road...things change in a second and watch the weather, if there is a major snowstorm coming, avoid it or re-schedule...it isn't worth it to put yourself and others, in danger.
- Why is it that I have 8 years of experience as a team driver, owner operator, OTR 50 states, solo driver, regional dedicated that when I apply for an LTL local driving job I'm never taken seriously? I always get told that the job "Physically demanding". Which these 2 words are usually the first thing to come out of a male recruiter's mouth?
- I love the profession I'm in.
- It would be great if women could legally carry a concealed weapon for protection while on the road.
- I started driving in 1972 when a few women rode with their husbands or boyfriends but there were very few solo women drives and even fewer owner operators. I've done this for almost 44 years and will try to make 50. I do it because I enjoy it not because I can't get another job. I just turned 69 and still enjoy the road. Haven't had a CB in years since I got tired of listening to the garbage on the radio. I like to get things where they need to be on time and intact.

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- It's stressful
- I just love being this 4 feet and 11 in. beautiful truck driver.
- Life on the road is 90% what you make it if you make it to be hard and difficult it will be yeah there are some major assholes out there, but for the most part they are reacting to your attitude or demeanor
- The job beat me up, wore me down, and I cannot drive anymore for medical issues. I cannot do much of anything now and live on disability. It was a horrific time in my life
- It's challenging for a woman to be a truck driver. We have to constantly stroke the sensitive and weak male ego as most male dominated professions. I love driving a truck and it's a great living. I would encourage any woman to do it. I would also let her know it's a life style not just a career and we women have got to have each other's back out here on the road. Also research the company you work for, some of these trucking companies are worse than being constipated.
- Safety at all times!! And you will be watched/you will be more sensitive to this. Male driver hooks up trailer and leaves. You were watching and see male driver/co-worker not walk around rig to see that doors are shut, trailer is empty or loaded and maybe sealed. Tires not checked. You do as trained--walk around, see doors are shut and etc.... then employer wants to know why YOU are the SLOW one out of lot.
- I have never had any problems out on the road that come from being a female driver. I think a lot of that comes from my attitude. I don't act like I am any different from any other driver. I am just doing my job, not trying to prove anything to myself or anyone else.
- There still isn't enough respect for the women from shipper and receivers, even some employers don't respect women even thou they want more women on the job. The rules are different for women if a man makes an unwanted remark and you say something the women is ridiculed and nothing is done even it is in the rules of conducted. But if it is the other way around the women loses her job.
- I like to be presentable every day...including makeup... I also where dentures and trying to get a dispatcher to get the fact that I don't get up and hop in the seat and go....is very challenging!
- I think we should be allowed to carry a firearm in the truck for extra protection, especially in certain areas of the country.
- I encourage all women that have a desire to go into the trucking career, don't hesitate to do it....
- We, as females, need to realize we are a minority in this field. We need to respect the truck, trucking life and act professionally. We need to realize men are going to recent women, us, entering their lifestyle and field of work. We need to accept, adapt, and persevere and conquer whatever we face, are challenged with. I know there is nothing in this world that I fear more than a cocky female behind the wheel of an 80,000 pound tractor trailer full of merchandise because we women tend to get overly comfortable with something we have mastered which turns into cockiness which evolves into carelessness.
- It has been pretty good for me out on the road because of teaming with my husband. If he was not with me I would not be a truck driver. I give all kinds of credit to the women out here on their own. It is an industry not made for women for sure.
- I always get told that I don't look like a typical truck driver. So I thank them figuring it's a compliment. I never refuse help from any male drivers or dock workers, even though I can do it myself, but it is respect and kindness I do not shrug off. To simply put it, many men have respect for female drivers because they know it isn't easy for us out here and to still maintain a positive and friendly attitude to everyone.

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- The trucking industry has gone downhill over the years. It don't matter if you are female or male. Too many drivers out here are not properly trained. They are with a trainer for a few weeks and the trainer has only been driving for less than a year. Drivers don't shower throw trash on the ground because they are too lazy to take it to a trash can.
- It is a great job if you enjoy driving and want to see the country. I myself am not a gal that feels the need to wear makeup every day, have my nails done, or fancy hairdos. When I was younger and drove OTR, I loved it. I was proud to be able to perform a job traditionally thought of as a man's job. I worked hard to get \where I am today, and strive every day to be the best driver I can be. And I still learn new things from time to time!
- In the 16 years I've been a driver I've seen a lot. In the beginning when I first started to drive the unfairness, discrimination, and sometimes just straight up jealousy that I encountered in my beginning years has over time lightened up immensely but not all of that comes from change of the environment, but because a lot of the people (older male generation) has since retired out of the field and a new generation has been flooding the professional driver world. Also due to fact I've gained a lot of experience to the point that I feel confident in my field and expect to be treated equally as any professional driver, male or female. To the outside world of trucking I'm just a truck driver, but in my world I'm a professional driver and a damn good one at that.
- I started driving in 1976. The challenge has lessened over the years. The difficult challenge now is the government.
- I have been driving with my husband since 1985. I was out there when women were just starting to drive and facilities for women were few. Truck stops have come a long way. We have always been owner-operators so some of the answers do not apply. I have no problem with women driving trucks AS LONG AS their children are grown and on their own. It is no job for a woman with small children at home. Those are years that you cannot recover and no job is worth depriving your children. I speak from experience.
- Letting women know that you don't have to be "big and strong" to be a truck driver. It only takes common sense and a spirit of adventure. Also, if you have kids under the age of 18, it would be better for all if you work local and are home daily.
- There are so many things that could improve this industry. Safe parking is the number 1 concern. Safe places to take your breaks, safe places to park at night are a major problem for all drivers.
- Traffic is tough, electronic logs are inhuman. Driving is not the learning, understanding the machine, learning the customer, eating healthy, watching your physical needs (exercise, working the load, the equipment), and pacing yourself to stay safe is what you really need. My daddy was a driver back when trucks were very basic. He tried to teach me to always watch for the safest way to work everything. Back then there were two gearshifts, and lots of hard steering. I can still get in and out of a cab over safely and correctly.
- I have been driving almost 40yrs. The challenges facing women now are different from when I started in late 70's. Now safety is more of an issue, poor training. In the 70's there only 2 women's showers from Atlanta to California! Because of buffets it is hard to find a healthy eating option. So much has changed and not for the better.
- I have experienced great encounters from strangers. Write about the positives. Everything feels negative
- I really enjoy my driving and you meet many wonderful folks over the highways and byways that you can be a light unto and love them as Christ loves His Church....
- I wish it was more equal pay and equal opportunity for women drivers to move up

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- We need more restroom facilities. There are a lot of parking areas for trucks that have no facilities.
- I have driven over two million miles in my truck driving career and have loved every minute of it. I always was an independent owner operator. I have never had a serious accident and have never been ticketed for violations, even in my log book. I still drive and still have my beautiful KW T800, pulling a flatbed. Used to haul lumber, steel, equipment and wide and oversize loads. For most of my truck driving career my weight was 120 lbs. and I am only five foot tall; but, I stood my ground, did all that I had to do all by myself and am proud to say I was one of the best and most respected truck drivers on the road. Now, at 71, I still drive my truck but, have considerably slowed down. Anytime I meet a truck driver broke down on the road, I hear myself say: "That poor sob. I hope he gets his problem fixed and goes to make his delivery on time". I recognize that without truck drivers this country would have a huge problem. Life would not be what it is if truck drivers stopped to exist. I believe the world needs to recognize the contribution truck drivers make to our quality of life.
- In my personal experiences I would like to say this I am a woman whose passion is to drive a truck want fair treatment and looked at as a female who might not be able to do what a man does! I give everything I have to succeed in this industry! I feel there are times where bosses think I can't handle certain things so they don't ask me! I always try to be available to them and work very hard to show people I can do just as much as a man and prove myself to others that I belong here!! I want better pay n respect as a woman! I don't ask for any special accommodations or treatment for being a woman and I don't feel that companies should pander to a women. After all we knew going in the industry that we were entering a man's industry! If u can't as a woman do the job that is required of you as a driver stay home!!! It's not easy and not just a job it's a life style that I love very much! Trucking is my PASSION!!!
- Take the time and learn it the right way!
- It's a great occupation!
- Females really should be allowed to have a dog with them for security and companionship. We should also be given more time for breaks and showers. I hate going two or three days without a shower because the trips are planned so tight there is no time to shower or eat 10 hr breaks are not enough time for sleep earth get showering and personal business, trying get to get that all done in a 10 hour break something always has to suffer.
- I currently run expedite and do not haul over 3000 no logs so I can only give information regarding cargo vans not straight trucks or semis. I do not have some of the more frustrating issues that they sometimes have to take into consideration.
- I have driven for 48 years, great lifestyle for me it was tough back in the mid-60s & early 70 the longer I drove the better road & life got for me. I wish you well on your survey and as an old timer there are many thing I would love to add.
- All ways watch your surroundings
- Women are a good investment in the future of the trucking industry.
- I've been doing it for over 30 yrs and I raised my 2 children on being a driver it want easy back then but they have been getting better
- I hate to hear the new young people that believe they are going to enjoy traveling and seeing the world. WRONG! It's a lie. You will only see white lines and truck stops. Rotten food and exhaustion. More truth when advertising trucking might lead to less turn over!

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- At the moment I am not driving but when I did drive I enjoyed it very much I would really like to get back into driving. It was interfering too much with my marriage so had to quit driving.
- It is not for all women. You need to be able to leave family and friends for extended periods. You need to know how to adapt to living on the road. It does pay well. You do get to see a lot of country traveling 48 states. I would not be out here solo. I have always teamed which is very challenging in itself.
- Yes don't trust anyone don't let other drivers know where you're going or coming don't let no one know what you're hauling and most of all always do the right thing
- Yes, security is the biggest issue as women were not safe and the employer's put us down when we tell them or ridicule us tell us to dress more for the job and become a non-sex person dress like a guy.
- A lot has changed since I started 30 years ago. I drove 6 months before seeing another woman driver. Women today have it so much easier. No trucks with manual steering, no A/C or cruise control & no more life without a phone and trying to get help when broken down or trying to find a place after bad directions. No having to go into the men's restroom to shower. The harassment isn't as common and being turned down for a job for being a woman isn't as likely to happen. Women today while having it easier are of better stock in general. In part to societal changes that have made it necessary. However I am still amazed when people still don't expect me to be the driver. Would chalk it up to wearing skirts but I still have trouble convincing people on the phone that I am the driver & it comes from both men and women.
- I'm proud of the job I do. I worked very hard to become a truck driver and had to overcome many things. Now I wouldn't trade it for the world. I saved somebody's life once on a Texas highway by pulling him out of a car on fire. After he had been hit by another truck. So maybe I'm supposed to be driving a truck. Who knows?
- As a female truck driver I don't receive the pay as men do because of the old tradition this is a man's world or they see me as more of a threat, but I say to other women who are in trucking always respect yourself and don't let these company lie to you about your money you do the miles or loads you deserve the credit and money.
- I am scheduled to change my position from a team driver to a solo driver, due to recently having parted from my co-driver, who led me to believe that we were in a relationship, and had a future together. I feel as though a man will deceive a woman, to be able to drive with her instead of another man, where there might be a power play involved.
- Yes I feel left out sometimes on a job I was on they treated me like a dog they put me in an old beat up truck kept me on a job that no buddy wanted to do that wouldn't give me a newer truck and extra runs they gave the new trucked to rookies that never even drove a truck and me with all my experience I was left out not fair at all I no longer work there I found a different company that I think they will see my experience I hope so. Carrie, thanks.
- Not really I enjoyed it Too bad the men screwed me over so that I cannot get a job.
- I find I get help when I need it more because I am a female there are some that feel I doing a man job and if I can't do it then I should not be doing it but there few of them.
- There is a lot of prejudice out here with female drivers and the companies that hire them. They are treated as second rate drivers, and they are not considered for the same raises as men. They also do not get the same assignments in miles. There is issues with communication
- I took a lot of crap from new drivers till I out back them and out drove them. Men who been out there a while had no problem with me. When I showing them I could run with the big boys and

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did. The mature experienced drivers no problems. Newbie just out-showed them and they shut up because the experienced drivers were laughing at them and said she showed you.

- My understanding as a female driver (from company managers I've employed under) that women have proven to be as good as if not better than our male counterparts in professionalism/personal & equipment safety/reliability. Speaking for myself; I'd say it's because I take pride in my work ethics but I'm also well aware I'm a female in a male dominant profession, hence "we strive twice as hard just to be accepted as an equal".
- Being a driver opened up so many opportunities for me. I was able to get out of a bad marriage, pay off my land, pay my bills and take care of many people that were friends and family. I am now disabled because of a heart attack in 2013 but trucking will always have a place in my heart.
- You see more women out here every day. That's good.... I was one of the first some 28 yrs ago. Have seen a lot of changes for the good. But the men dispatchers still treat the women driver as they are beneath them. It's still the good old boy network. Better loads to the men. Better trucks given to the man I see it every day out here still. YET. NOT AS BAD AS IT USE TO BE, BUT IT'S STILL A STIGMATISUM OF WOMEN NOT BEING A MALE. I HAVE A SAYING. IF YOU WANT DEPENDABILITY, AND THE LOAD THERE ON TIME, EVERYTIME. HIRE A WOMEN.
- I feel that being a female out here driving at 23 years old it's hard to be away from my family and I believe if I could be home more it wouldn't be so bad. Also if you don't demand respect out here you will not be treated very well.
- I love driving. I have inspired at least 5 other women to try it. Doesn't even feel like work to me. I only wish I could find good work gloves in a small size in truck stops, or socks and winter gear.
- Need more lighting in truck stop parking lots and need to keep people from begging for money and quit knocking on our trucks
- Dare to do what people tell you that you can't. Be yourself and don't let the negative things get to you. Take your time and breathe. Follow your heart and be passionate about what you choose to do. Live it, love it or leave it.
- Trucking has made a lot of changes for us. When I started taking a shower was a challenge. Now just finding a parking spot after 1500.
- This is not a profession that anybody can do, you must be able to be alone and happy in your own skin. I have done absentee deliveries and self-loading that in a week's time the only person I see is the office manager to pick up my check at the end of the week.
- Most women can find better paying jobs at home. With that said if they put everything they own in storage, this is a good way to pay off debt/save money,
- Automatic straps and tarps for flatbed drivers
- I just want to drive! ☺
- I own the company and have several male and one female drivers working for me. I treat the drivers as I want to be treated and get respect back
- I enjoy being a truck driver. I derive a high sense of accomplishment at the end of every workday. I began my driving career with Greyhound and I strongly feel truck drivers should undergo training given motor coach drivers. The level of motor coach safety and driving precision does not compare to what I was taught in truck driving school or by assigned trainers/mentors. Indeed, every driver I have teamed with for training became a better driver because I passed along motor coach training/maneuvers I received from Greyhound. If the trucking industry needs to decide/agree upon a driving/teaching standard, don't reinvent the wheel. Train big rig drivers the same as OTR motor coach drivers. Indeed, motor coach drivers transport a priceless



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cargo...LIVES. Any load a truck transports can be replaced again at the warehouse; human life cannot. My CB handle is The Runaway Bride because I've been with several trucking companies. I only 'date' a company; I've not yet found one I'm eager to marry till death do us part. With numerous safety courses, videos, orientations attended, I have never heard the word "YIELD" used, not even in the Keller series which is the industry standard. Greyhound stressed YIELD to ALL, but the big rigs are driven by pushy types. Even amongst ourselves there is no consideration extended to female or male truck drivers. I could go on forever and a day, however, I am certain you understand my point. My biggest pet peeve with other rig drivers is driving alongside forever and a day before passing. CDL handbook states passing will be done in a safe and expeditious manner. Greyhound stated 'two high profile vehicles should not be within 100' of another.' That's one standard the trucking industry should research and adopt. Thanks so much for this opportunity. Sharon Carter

- I feel being a woman truck driver is a great job you get to travel and see the country while making a good living for yourself.
- My husband drove for Walmart for 20 years and I worked as a driver coordinator. I always admired my husband and had the upmost respect for him. I got my CDL's in April 2015 but wished I would have done it years ago. I love my job and wished people showed more respect to us and do each other.



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