

I briefly spoke with an individual named Kevin, who identified him self as a supervisor of Waffco. Kevin graciously took the time to discuss my situation with me, he fully agreed with Mark's assessment of the situation and pointed out some valid points that supported his premise. What I found interesting though, considering the severity of the situation, he wanted to hurry me along and get me out of there without addressing the situation. He pressed me for when the trailer would be coming in to transfer the load to, I pointed out no one has told me anything. I readily admit that I don't have near the expertise that either Kevin or Mark have, but I spoke to a number of individuals yesterday that have as much or more experience as both Kevin and Mark. **What has been concluded is that however you look at the situation it is both peculiar and dangerous,** and there is no definitive evidence either direction to conclude either foul play or natural wear and tear. One aspect no one can deny or dispute is that if the lug nuts were loosened from simple natural wear and tear over time, there would have been signs of that natural wear and tear that would have taken place consistently over time, not immediately without showing any signs of damage on the holes were the lug nuts are placed. There would have been signs of that natural wear and tear when I first picked up the trailer and drove on it. I realize what both Mark's and Kevin's opinions are, but the digital pictures show a different picture. **The question is, is there anything I am involved in that could possibly be a reason someone would want to do anything to me, the answer is YES!!**

My overall interaction with Waffco has been by dry and abrasive, with the exception of the individual who gave me directions and the time Kevin took to discuss my situation. I called claims back and told the female I talked to that I was going to be working on everything well into the evening and I would be done in the morning and once I submitted everything into the Indiana State Police, I would then contact them. Upon gathering what I needed to prepare my package, I stopped back at Waffco to find out what was going on because no one had told me anything, I saw a trailer beside the trail I had dropped. I parked across the street and walked over to their building. The employees were all standing outside, then when I walked over they rushed inside. An individual named Brandon was at a desk behind a set a bars. I asked what the situation was, he rudely told me to ask my company and everything had been transferred but it would be paid for in morning; that is why both trailers are locked behind their gate. When I asked him to please get someone else for me to speak to he refused and said Waffco is closed. I said ok and turned around and left. **From how I was treated at Waffco and the fact that both Mark nor Kevin gave even a remote possibility that someone could of intentionally loosened my lug nuts, for whatever reason I was not getting a completely objective opinion.**

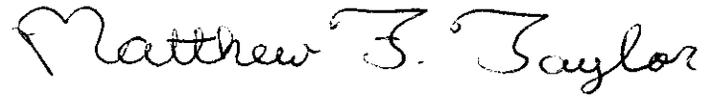
I have enclosed a package that I was initially going to forwarded to a lawyer out of Oregon I have solicited for assistance to resolve my situation. Reviewing the package, attachments, and DVD's will enable you to fully understand who may be behind this, if foul play was behind my missing and loose lug nuts. Taking things this formally will accomplish two things:

- 1.) It will put pressure and fear of exposure on those guilty of some truly malicious acts.

2.) It will discourage this type of tactic from being utilized.

Thank you for taking the time to read through my statement and enclosed documents.

Sincerely,

A handwritten signature in cursive script that reads "Matthew F. Taylor". The signature is written in black ink and is centered on the page.

Matthew F. Taylor

Enclosures



Form 0801

**DRIVER'S DAILY LOG**
(24 HOURS)Will be Scanned
Please Print Clearly Within the Boxes

Month	Day	Year	Total Miles Driven Today	CARRIER NAME & ADDRESS	Hours Worked Last 7 Days
5	8	07	303	CELADON TRUCKING SERVICES, INC. 9503 E. 33RD ST. - INDIANAPOLIS, IN 46235-4207	10.5 3.5 6.75 1.2 4 7.75 7.5 5.2 1.50 24
Tractor Number	Driver's ID / Code		Co-Driver's ID / Code	Driver's Signature in Full	76 Hours Less
542816	984702			Matthew Taylor	Total Hours (1)
Trailer Number	Co-Driver's Name		TOTAL HOURS		76 Hours Available Today (2)
242519,052903			16.25		9.5
			6.25		7.75
			1.50		8
			24		7.75

REMARKS:

1. Off Duty
2. Sleeper
3. Driving
4. On Duty (not sleeping)

1. Pothole, w/ pre-trip lookover
2. Pothole, w/ pre-trip lookover
3. Live unload
4. Pothole, w/ sleeper berth
5. Madison w/ sleeper berth
6. Pleasant Prairie, w/ sleeper berth
7. Pleasant Prairie, w/ sleeper berth
8. Wipped tire # 242519 + hookover
9. Tire # 052903
10. Russell, IL
11. Fuel/meal
12. Tel # 052903
13. Pinacle, IL
14. Post-trip lookover.

BILL OF LADING #

1. _____
2. _____

TRIP NUMBER: 3661919, 3665555

HAZMAT ONLY UN/NA # _____

of Taps Off Duty Indicator Today _____
Fuel-Trip Inspection Required _____

Original file at home terminal
Duplicate Driver retains in his/her possession for eight daysUSE TIME STANDARD AT HOME TERMINAL
© Copyright 2003 & Published by J. J. KELLER & ASSOCIATES, INC., Neenah, WI • (800) 327-8808 • Printed in USA**CELADON TRUCKING SERVICES, INC. - Driver's Daily Vehicle Condition POST TRIP REPORT**

DATE: 5/8/07 TIME: 9:30 p.m. TRACTOR NO. 542816 TRAILER NO. 052903

SERVICE BRAKES _____ TIRES _____ COUPLING DEVICES _____

PARKING BRAKE _____ HORN _____ WHEELS/TIRES _____

STEERING _____ WIPERS _____ EMERGENCY EQUIPMENT _____

LIGHT/REFLECTORS _____ MIRRORS _____ OTHER _____

REMARKS

 VEHICLE CONDITION SATISFACTORYDriver's Signature Matthew Taylor

I CERTIFY THAT ABOVE DEFECTS WERE REPAIRED OR CORRECTED AS NECESSARY.

REPAIRMAN (OR DRIVER) _____ REVIEWING DRIVER _____

44603148

TICKET NUMBER



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
PO. BOX 630
WALCOTT, IA 52773
(563) 294-6283
www.cat-scale.com

THE CAT SCALE GUARANTEE
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.*

"WEIGH WHAT WE SAY OR WE PAY"*

If you get an overweight fine from the state BEFORE one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, OR
- (2) A representative of CAT Scale Company will appear in court WITH the driver as an expert witness if we believe our scale was correct.

CAT SCALE
COLLECTOR
CARD
INSIDE!

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE (Toll Free).
- 3) IMMEDIATELY send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Operations Manager.

*The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale.

DATE:	5-06-2007	STEER AXLE	11660	lb
		DRIVE AXLE	30820	lb
SCALE	369	TRAILER AXLE	34660	lb
LOCATION:	TRAVEL CENTER OF AM	* GROSS WEIGHT	77140	lb
	19 1/2 RUSSELL RD EXIT 1A			
	RUSSELL, IL			

1914
44603148
PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

IMPRINT SEAL HERE
(IF APPLICABLE)

This is to certify that the following described merchandise was weighed, counted, or measured by a public or deputy weighmaster, and when properly signed and sealed shall be prima facie evidence of the accuracy of the weight shown as prescribed by law.

FREIGHT ALL KINDS

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

CELADON

542816

052903

COMPANY

TRACTOR #

TRAILER #

FEE \$.50

WEIGHMASTER OR
WEIGHER SIGNATURE

KARIN LEE

FULL WEIGH
TICKET #
(IF REWEIGHT)

DRIVER IN TRUCK UNLESS CHECKED HERE: _____

© 1993 CAT Scale Company® 05/07

CUSTOMER COPY

44603149

TICKET NUMBER



CERTIFIED AUTOMATED TRUCK SCALE

CAT SCALE COMPANY
P.O. BOX 690
WALCOTT, IA 52773
(863) 294-9283
www.catscale.com

DATE: 5-08-2007

1921

44603149

SCALE

LOCATION:

PUBLIC WEIGHMASTER'S
CERTIFICATE OF
WEIGHT & MEASURE

369

TRAVEL CENTER OF AM

194 RUSSELL RD EXIT 1A

RUSSELL, IL

STEER AXLE 11680 1b

DRIVE AXLE 31900 1b

TRAILER AXLE 33560 1b

* GROSS WEIGHT 77140 1b

* The four weights shown below are separate weights. The GROSS WEIGHT is the CERTIFIED WEIGHT and was weighed on a full length platform scale.

THE CAT SCALE GUARANTEE
The CAT Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.*

"WEIGH WHAT WE SAY OR WE PAY"

If you get an overweight fine from the state AFTER one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:

- (1) Reimburse you for the cost of the overweight fine if our scale is wrong, OR
- (2) A representative of CAT Scale Company will appear in court WITH the driver as an expert witness if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:

- 1) Post bond and request a court date.
- 2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE (Toll Free).
- 3) IMMEDIATELY send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Operations Manager.

CAT SCALE
COLLECTOR
CARD
INSIDE!

IMPRINT SEAL HERE
(IF APPLICABLE)

WEIGH NUMBER

3148

LIVESTOCK, PRODUCE, PROPERTY, COMMODITY, OR ARTICLE WEIGHED

CELADON

FREIGHT ALL KINDS

COMPANY

FEE 1.00

WEIGHMASTER OR
WEIGHER SIGNATURE

KARIN LEE

TRACTOR #

TRAILER #

FULL WEIGH
TICKET #

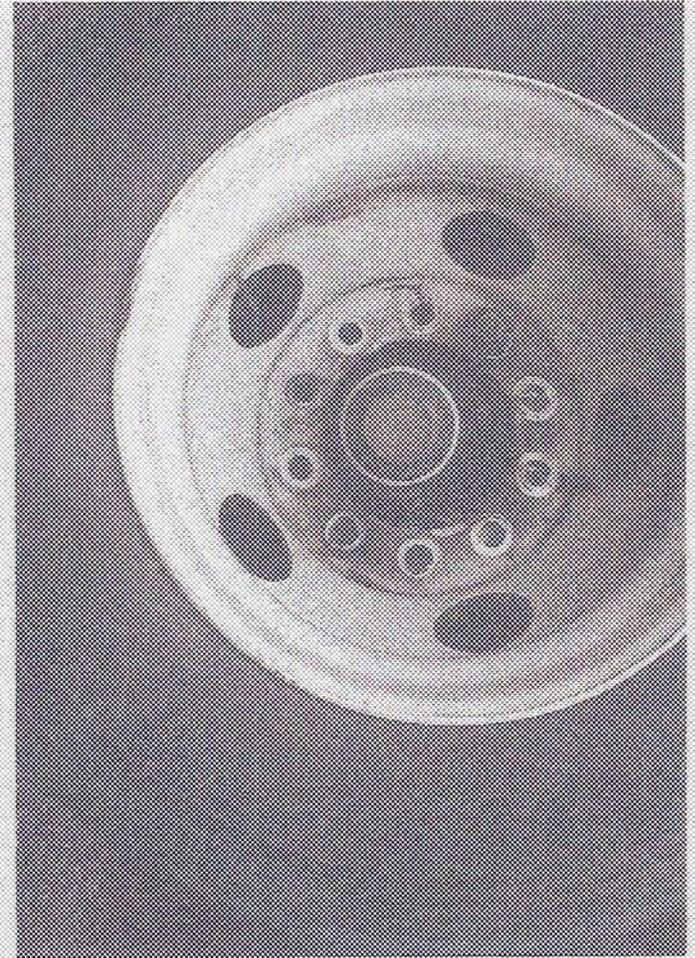
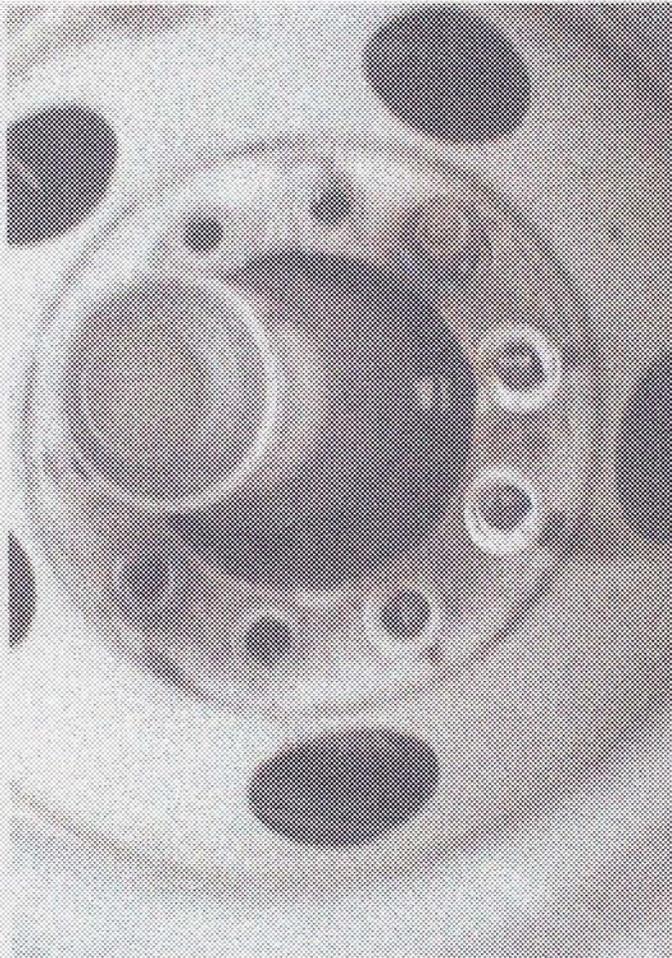
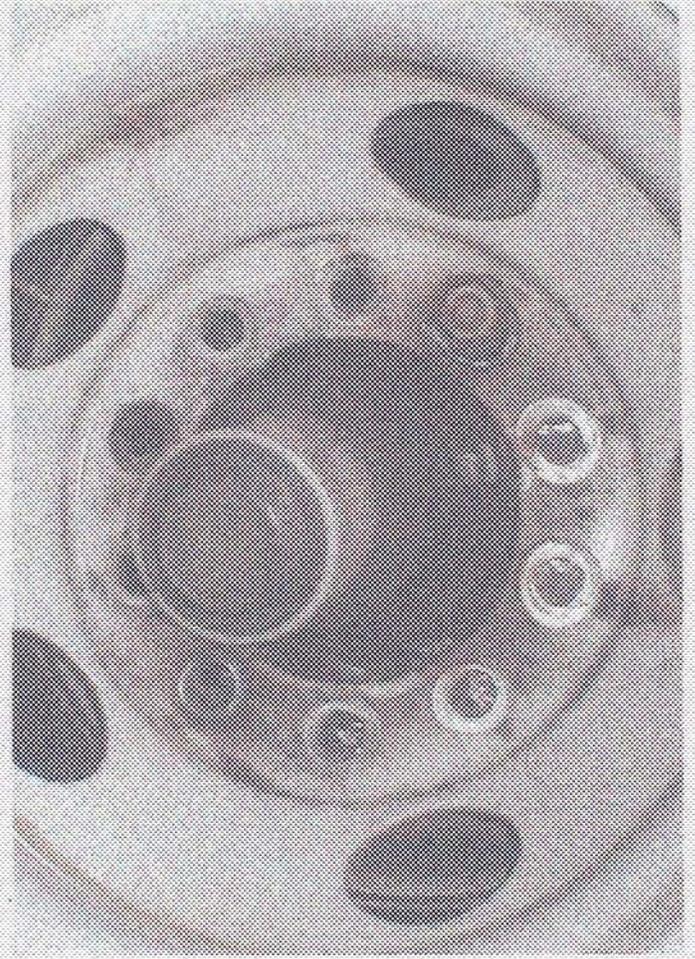
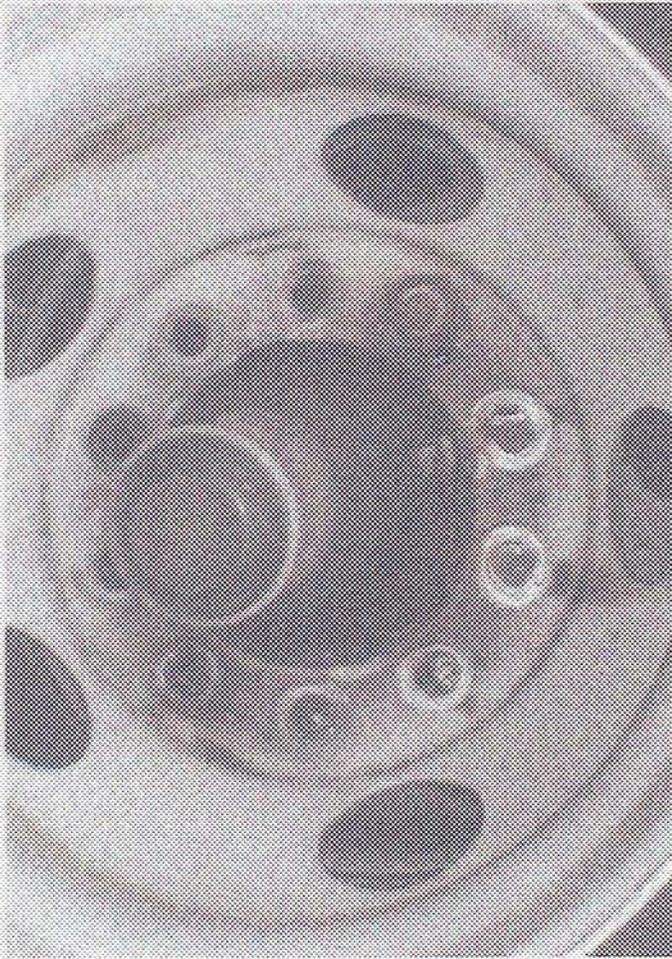
(IF REWEIGH)

542816

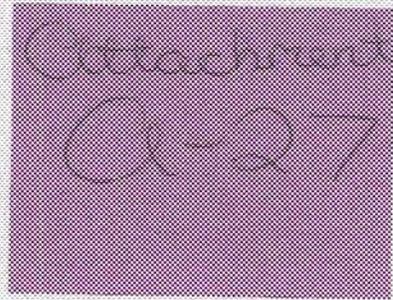
052909

44603148

DRIVER IN TRUCK UNLESS CHECKED HERE: _____



Ste. 270
7399 N. Shadeland Ave.
Indianapolis, IN 46250
August 8, 2007



Office of Disciplinary Counsel
The Supreme Court of Ohio
Attn: Jonathan E. Coughlan, Disciplinary Counsel
250 Civic Center Dr., Suite 325
Columbus, Ohio 43215-7411

Dear Mr. Coughlan:

I wish to make an additional submission to my initial grievance that I filed on Friday July 20th of this year (2007) against:

- 1.) Judge Alice M. Batchelder
- 2.) Judge Julia Smith Gibbons
- 3.) Judge Ronald Lee Gihman
&
- 4.) Judge Michael T. Hall

This additional submission is in reference to both Chief Supreme Court Justice John Roberts, who is doing all he can to bring back around full fledged segregation; & the Minneapolis bridge collapse that took place on Wednesday August 1st of this year (2007). Even though on the surface Judge Roberts, the Minneapolis bridge collapse, and my grievance seem unrelated; in actuality I believe they are all tied in very tightly together. Please excuse my blatant abruptness, but my only concern is to establish the validity of what I am conveying; I am not concerned with the subtle smooth flow that I am normally interested in when drawing up the majority of my documents. The seriousness of the situation and total disregard for innocent human life, dictates that I handle things this way!!!

In referencing my initial grievance on the second (2nd) page #'s 1 & 2 of my primary examples I listed the following:

- 1.) A prime example is Judge John D. Bates, who is a President Bush appointee in Washington D.C. He was appointed by Chief Justice Roberts to the FISA court last February. The reasoning for placing Judge Bates on the FISA court was to ensure if they had to go to the FISA court Judge Bates would make sure everything was given a green light regardless whether it was legal or not. Judge Bates enabled Vice-President Cheney to keep his energy meetings secret, and just dismissed the Valerie Plame lawsuit; both times he provided no sound reasoning to back his ruling.

2.) Another example is how both of the new Supreme Court Judges said what they would do during their confirmation hearings, and have done the exact opposite once on the bench.

My grievance and additional communications were received between Monday July 23rd and Tuesday July 24th of this year (2007), on late Friday July 27th and early Saturday July 28th of this year it was announced that Senator Arlen Specter Arlene was going to review Judge Roberts' Senate confirmation testimony transcripts. Now please refer to the enclosed news article titled "Robert leaves hospital, said to be 'in great spirits' dated Wednesday August 1st of this year (2007) (labeled attachment A-1); interestingly enough the same date as the Minneapolis bridge collapse. According to the article Judge Roberts does not handle stress too well, but that is something he should have factored in when he decided to be a willing participant in a number of unlawful & malicious acts. **Judge Roberts is heavily involved in the illegal domestic wiretapping program, with the appoint of Judge Bates to the FISA court, he is attempting to provide cover for the Bush administration to do whatever they would like to do.** It appears that Judge Roberts is in much worse shape than the Bush administration would like the public to believe.

In referencing my initial grievance on the ninth (9th) page, seventh (7th) paragraph I cite labeled attachment A-8; the "criminal mischief" complaint filed with Indiana State Police (case # 21-11794), it is established that I drive tractor-trailer semi trucks around the country. Based on the maliciousness of the "criminal mischief" complaint it is evident that there is a "criminal element" interested in undercutting me any way that can.

The Bush administration pushed very hard to have Mexican truck drivers come across the border and drive within the U.S. which would of course drove down over the road truck drivers' wages. I believe this was an over all attempt to reduce my ability to make the money I make. However, the national trucking industry and a number of politicians pushed back and fought off the Bush administrations' attempt, citing a number of reasons; **the most important of which is Mexico's lack of regulation for their truck driver's, which would make U.S. highways unsafe.** About a week after it appeared that the Bush administration had been fended off concerning Mexican truck drivers coming across the border, Judge Roberts' court very quietly and without any fan fair granted him the authority to legally open up the U.S. borders to Mexican drivers anytime he wanted to. I suspect the only reason that the Bush administration has elected not to open up the borders is because if they did, there would be a huge back lash, and there be a large number of unfavorable consequences that would come back to the Bush administration.

When I first heard about the Minneapolis bridge collapse, it was reported that eyewitnesses heard a loud explosion and when they rushed to go see what they had heard they saw the collapsed structure. There were initially nine (9) deaths and twenty (20) people missing reported; however the next day there was no talk of any explosions, it was all about "no idea how this could have happened" a number of possible scenarios would be looked into and Mr. Mark Rosenker, the Chairman of the National Transportation Safety Board, said the investigation would likely take a year or more. The numbers of

the dead and missing had drastically decreased as well to four (4) dead and eight (8) missing. From the three (3) pictures I cite (labeled attachment A-2 & A-3 respectively), it is apparent that the collapsed bridge is in three distinct sections; it looks as though the bridge has been bombed the metal support beams are all mangled and disfigured. In the news excerpt "A brief history of major bridge, highway collapses across the nation" (labeled attachment A-4); a picture of The San Francisco-Oakland Bay Bridge is displayed where The Loma Prieta earthquake caused the upper deck of to collapse. The support beams of The San Francisco-Oakland Bay Bridge are neither mangled nor disfigured, plus the bridge (for the most part) is still in tact. In the news article "Officials search for cause of structural failure" (labeled attachment A-5), I wish to touch upon the following points:

On the upper left part of the article is an overview of the highway before and after the collapse. From the pictures it is hard to believe that this collapse can be contributed to structural failure. Below the pictures is a section titled "Catastrophe in seconds", where a very detailed depiction of exactly what possibly happened is laid out, even though officially there is no idea of how this collapse could have happened. It is almost as though USA Today had some sort of insight into the collapse.

In the diagram on the right there are five possibilities listed:

Road construction – Construction activity may have been a factor. The bridge was undergoing repairs. **I believe the same equipment pictured in labeled attachment A-6, was also used on the Minneapolis bridge.**

-The equipment shown may be a very relevant component as to how the Minneapolis bridge collapsed.

- 1.) Vibration – Bridge movement from traffic and jackhammers has been mention as a contributing factor. Vibrations and the heavy loads associated with them may have extended early cracking.
- 2.) Corrosion- Corrosion, which often festers in hidden locations, can accumulate and weaken bridge components. Sources include water, road salt and bird waste.
- 3.) Erosion- Rushing water can wash out the soil that supports the bridge abutments or foundation piers. One pier appeared to be tilted, but it was difficult to determine whether it moved as a result of the collapse or helped cause it.

The one possibility that is missing is EXPLOSION!!!!

- 4.) **Domino Effect**- This occurs when the failure of one piece of the bridge could, in a rapid progression, lead to a collapse. A 2001 report said the main truss could fail if certain pieces were to fail. The bridge has multiple steel parts that fit together in a triangular pattern.

-This information also may be a critical component to how the Minneapolis bridge collapsed.

Factoring in the previously listed information, I believe the 2001 report identified in # 4 (Domino Effect) was thoroughly reviewed and it was learned that if certain pieces of the bridge failed in rapid progression, the bridge would collapse. I also believe that the construction equipment identified in listed attachment A-6 was utilized to strategically place dynamite exactly where it need to be to have the bridge collapse. I then think the dynamite was detonated.

Where everything currently stand is not remotely where the individuals that may be responsible for the Minneapolis bridge collapse (The Bush administration) expected them to be. My theory is:

My initial grievance and related communications had really put the Bush administration's back against the wall, and they were desperate to eliminate that pressure. They knew that the majority of the bridges within the United States that I have driven my tractor-trailer on in the past and (at that time) currently drove over were in pretty bad shape. They also knew:

- 1.) The time and date I had to pick loads up and deliver them.
- 2.) The city and state that I had to pick up in.
- 3.) The city and state that I had to deliver at.

Now please look at both the three headline news articles I have compiled and the list of 'Busy bridges that need work' & 'Deficient bridges' (listed attachment A-7 & A-8 respectively). You can't help but to come away with the idea that the majority of bridges in the U.S. are not drivable or safe. The two things that the Bush administration has proven while my plight has evolved is that when given the time they are very shrewd planners, but when not given the time to plan, they don't do too well. Due to the collapse of the Minneapolis bridge they now have the cover to possibly influence the collapsing of any bridge on the list for being deficient, and never be suspected of being involved in the collapsing. I honestly believe that they were in the process within a day or two of directing my next load so that I would have to go over a sparingly traveled bridge that is categorized as being deficient; I don't believe they wanted this matter to linger. What they weren't factoring in was the requests from all over the country to be given money to fix the deficient bridges, the Bush administration has no interest in allocating any dollars for bridge repair.

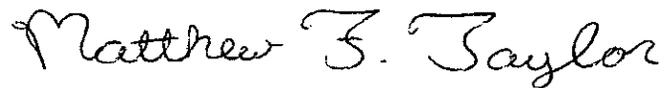
Two other concerns I had was the fact that the Democrats allowed the Bush administration to broaden their illegally wire tapping surveillance program on Sunday August 3rd of this year (2007), thus electing to be complicit with the Bush administrations' malfeasance. I believe these expanded powers dealt with domestic wire tapping along with their inter-national wire tapping program, as well as awarded retroactive immunity to all the companies that violated their customers' privacy rights and gave sensitive and confidential information to the Bush administration illegally. I don't think however that this law will stand-up under scrutiny, and it will hopefully be reversed in the near future. The other concern I had is that both Congress and President Bush are on vacation for the entire month of August, the stage was being set for me for to go over bridge after bridge, which have now potentially become orchestrated death traps.

Upon first hearing about the collapsed bridge, I knew something wasn't right and the next morning I took an extended amount of time away from driving.

I can't do anymore than I am doing, please hold all the individuals that have partaken in unlawful acts accountable, regardless of their professional positions or of what the ramifications would be.

Simultaneously to contacting you, I also contacted Ms. Cathy Catterson, Clerk of Courts of Appeals for the 9th Circuit.

Sincerely,

A handwritten signature in cursive script that reads "Matthew F. Taylor". The signature is written in black ink and is centered on the page.

Matthew F. Taylor

Enclosures

From *Account/Invoice/Invoice*
Date 7/20/07 Sender's FedEx Account Number

Sender's Name Wendal Clark Phone 1250353-2982

Company

Address 2914 Point Mallard Pkwy

City Priceville State AL ZIP 35603

Your Internal Billing Reference OPTIONAL

To Recipient's Name Jonathan E. Coughlan Phone 16141461-0256

Company

Recipient's Address 250 Civic Center Dr., Suite 325

Address

City Columbus State OH ZIP 43215-7411

4a Express Package Service

- | | | |
|--|--|---|
| <input type="checkbox"/> FedEx Priority Overnight
Next business morning. ** Later shipments will be delivered on Monday unless 2025/2027 delivery is selected. | <input type="checkbox"/> FedEx Standard Overnight
Next business afternoon. ** Saturday Delivery NOT available. | <input type="checkbox"/> FedEx First Overnight
Earliest next business morning delivery to select locations. ** Saturday Delivery NOT available. |
| <input checked="" type="checkbox"/> FedEx 2Day
Second business day. ** Thursday shipments will be delivered on Monday unless 2025/2027 delivery is selected. ** 2025 2-day rate not available. Minimum charge. One-piece rate. | <input type="checkbox"/> FedEx Express Saver
Third business day. ** Saturday Delivery NOT available. | |

4b Express Freight Service

- | | | |
|--|---|---|
| <input type="checkbox"/> FedEx 1Day Freight
Next business day. ** Price appropriate will be delivered on Monday unless 2025/2027 delivery is selected. | <input type="checkbox"/> FedEx 2Day Freight
Second business day. ** Thursday shipments will be delivered on Monday unless 2025/2027 delivery is selected. | <input type="checkbox"/> FedEx 3Day Freight
Third business day. ** Saturday Delivery NOT available. |
|--|---|---|

5 Packaging

- | | | | | |
|--|---|---|--|---------------------------------------|
| <input type="checkbox"/> FedEx Envelope | <input type="checkbox"/> FedEx Pak
Includes FedEx Small Pak, FedEx Large Pak, and FedEx Ready Pak | <input type="checkbox"/> FedEx Box | <input type="checkbox"/> FedEx Tube | <input type="checkbox"/> Other |
|--|---|---|--|---------------------------------------|

6 Special Handling

- | | | |
|--|--|--|
| <input type="checkbox"/> SATURDAY Delivery
NOT Available for FedEx Standard Overnight, FedEx First Overnight, FedEx Express Saver or FedEx 2Day Freight. | <input type="checkbox"/> HOLD Pending at FedEx Location
NOT Available for FedEx First Overnight. | <input type="checkbox"/> HOLD Saturday at FedEx Location
Available ONLY for FedEx Priority Overnight and FedEx 2Day to select locations. |
|--|--|--|
- Does this shipment contain dangerous goods?
 No Yes (As per relevant agency regulations) Yes (Shipper's Declaration not required) Dry Ice (Dry Ice 5, UN 1845) Cargo Aircraft Only

7 Payment Bill to:

- Enter FedEx Acct. No. or Credit Card No. below
- | | | | | |
|--|---|---|---|--|
| <input type="checkbox"/> Sender
Bill to: Name, Address, City, State, ZIP | <input type="checkbox"/> Recipient | <input type="checkbox"/> Third Party | <input type="checkbox"/> Credit Card | <input checked="" type="checkbox"/> Check/Check |
|--|---|---|---|--|

FedEx Acct. No. / Credit Card No. Exp. Date

Total Packages 1 Total Weight 9 Total Declared Value* \$ 05

*Our liability is limited to \$100 unless you declare a higher value. See FedEx for details. By using this Airbill you agree to the terms and conditions on the back of this form and/or the current FedEx Service Guide, including terms that define liability.

8 NEW Residential Delivery Signature Options If you require a signature, check Direct or Indirect.

- | | | |
|---|---|---|
| <input type="checkbox"/> No Signature Required
Package may be left with no marking or signature for delivery. | <input type="checkbox"/> Direct Signature
Receiver's signature/ address may sign for delivery. See options. | <input type="checkbox"/> Indirect Signature
If not in residence of recipient's address, anyone at a nearby location may sign for delivery. See options. |
|---|---|---|

520



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Tracking number 858012941418
Signed for by H.SMITH
Ship date Jul 20, 2007
Delivery date Jul 24, 2007 9:04 AM
Status Delivered
Signature image available Yes

Delivered to Receptionist/Front Desk
Service type FedEx 2Day Service
Weight 9.0 lbs.

Wrong Address?
 Reduce future mistakes by using [FedEx Address Checker](#).

Tracking a FedEx SmartPost Shipment?
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Date/Time	Activity	Location	Details
Jul 24, 2007	9:04 AM Delivered		
	8:19 AM On FedEx vehicle for delivery	COLUMBUS, OH	
	8:13 AM At local FedEx facility	COLUMBUS, OH	
Jul 23, 2007	5:06 AM At dest sort facility	COLUMBUS, OH	
Jul 21, 2007	6:26 PM Departed FedEx location	MEMPHIS, TN	
	4:28 PM In transit	MEMPHIS, TN	
	1:04 AM Arrived at FedEx location	MEMPHIS, TN	
Jul 20, 2007	8:34 PM Left origin	MADISON, AL	
	9:40 AM Picked up	MADISON, AL	

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Your E-mail Address:

E-mail address	Language	Exception updates	Delivery updates
	English	<input type="checkbox"/>	<input type="checkbox"/>
	English	<input type="checkbox"/>	<input type="checkbox"/>
	English	<input type="checkbox"/>	<input type="checkbox"/>
	English	<input type="checkbox"/>	<input type="checkbox"/>

Select format: HTML Text Wireless

Add personal message:

Not available for Wireless or non-English characters.

By selecting this check box and the Submit button, I agree to these [Terms and Conditions](#)

Submit

FROM Please print and postmark

Date 7/20/07 Sender's FedEx Account Number _____

Sender's Name Wendal Clark Phone 1256 353-2982

Company _____

Address 2914 Point Mallard Prkwy

City Priceville State AL ZIP 35603

Your Internal Billing Reference _____ OPTIONAL

To Recipient's Name Cathy Catterson Phone 1415 355-8000

Company _____

Recipient's Address 95 Seventh St.

Address _____

City San Francisco State CA ZIP 94103

4a Express Package Service

- | | | |
|--|--|---|
| <input type="checkbox"/> FedEx Priority Overnight
Next business morning.® ¹ Evening shipments will be delivered on Monday unless SATURDAY Delivery is selected.
FedEx 2Day
Second business day.™ Thursday shipments will be delivered on Monday unless SATURDAY Delivery is selected.
FedEx 3Day
Third business day.™ Thursday shipments will be delivered on Monday unless SATURDAY Delivery is selected. | <input type="checkbox"/> FedEx Standard Overnight
Second business morning.™
Saturday Delivery NOT available. | <input type="checkbox"/> FedEx First Overnight
Earliest next business morning delivery to select locations. Saturday Delivery NOT available. |
|--|--|---|

4b Express Freight Service

- | | | |
|---|---|--|
| <input type="checkbox"/> FedEx 1Day Freight SM
Next business day.™ Friday shipments will be delivered on Monday unless SATURDAY Delivery is selected. | <input type="checkbox"/> FedEx 2Day Freight
Second business day.™ Thursday shipments will be delivered on Monday unless SATURDAY Delivery is selected. | <input type="checkbox"/> FedEx 3Day Freight
Third business day.™ Thursday shipments will be delivered on Monday unless SATURDAY Delivery is selected. |
|---|---|--|

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5 Packaging

- | | | | | |
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| <input type="checkbox"/> FedEx Envelope SM | <input type="checkbox"/> FedEx Pak SM
Includes FedEx Small Box, FedEx Large Pak, and FedEx Sturdy Pak. | <input type="checkbox"/> FedEx Box | <input type="checkbox"/> FedEx Tube | <input checked="" type="checkbox"/> Other |
|---|--|------------------------------------|-------------------------------------|---|

8 Special Handling

- | | |
|--|---|
| <input type="checkbox"/> SATURDAY Delivery
Next business morning.™
FedEx 1Day Overnight, FedEx 2Day Overnight, FedEx Express Saver, or FedEx 3Day Freight. | <input type="checkbox"/> HOLD Saturday at FedEx Location
Hold Saturday at FedEx Location. FedEx Priority, Overnight and FedEx 2Day is when feasible. |
|--|---|
- Does this shipment contain dangerous goods?
 No Yes
 Yes to per attached Shipper's Declaration (49 CFR 175.101)
 Yes Shipper's Declaration (49 CFR 175.101)
 Dry Ice Dry Ice, 8, 10, 128
 Cargo Aircraft Only

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- | | | | | |
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8 NEW Residential Delivery Signature Options (When required a signature, check Sender or Addressee)

- | | | |
|---|--|--|
| <input type="checkbox"/> No Signature Required
Package may be left without obtaining a signature by addressee. | <input type="checkbox"/> Direct Signature
Access at recipient's address may sign for delivery. See options. | <input type="checkbox"/> Indirect Signature
If no one is available at recipient's address, someone at a neighboring address may sign for delivery. See options. |
|---|--|--|

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Signed for by W. WINN
Ship date Jul 20, 2007
Delivery date Jul 24, 2007 8:20 AM
Status Delivered
Signature image available Yes

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	6:28 AM Departed FedEx location	OAKLAND, CA	
Jul 21, 2007	5:27 PM At dest sort facility	SAN FRANCISCO, CA	
	3:50 PM Departed FedEx location	MEMPHIS, TN	
	1:04 AM Arrived at FedEx location	MEMPHIS, TN	
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	9:40 AM Picked up	MADISON, AL	

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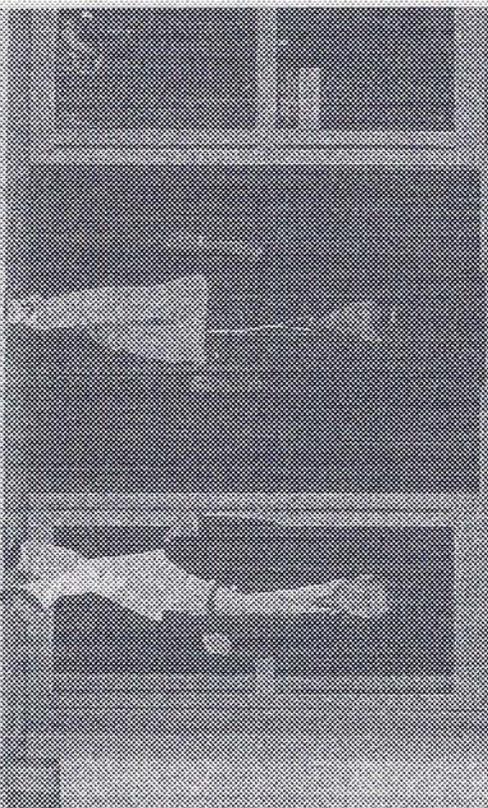
Attachment List Order for Additional Submissions to my Initial Grievance

- 1.) "Roberts leaves hospital, said to be in great spirits" - Listed Attachment A-1
- 2.) 14" x 11" picture of Minneapolis bridge collapse - Listed Attachment A-2
- 3.) Two 8" x 11" pictures of Minneapolis bridge collapse - Listed Attachment A-3
- 4.) "A brief history of major bridge highway collapses across the nation"
- Listed Attachment A- 4
- 5.) "Officials search for cause of Structural failure" - Listed Attachment A-5
- 6.) "Timely Examination"- How the possible dynamite was strategically placed at certain points
under the Minneapolis bridge - Listed Attachment A-6
- 7.) - Headlines: - Listed Attachment A-7
 - "Thousands of bridges in state, U.S. need repair"
 - "Search on for bodies, answers"
 - "Across the USA a new urgency to fix bridges"
- 8.) List of: - Listed Attachment A-8
 - "Busy bridges that need work"
 - "Deficient bridges"

Nation

Roberts leaves hospital, said to be 'in great spirits'

AMBULANCE



Chief Justice John Roberts, right, leaves the Peninsula Bay Medical Center in San Francisco, Monday, after suffering a seizure Monday.

Chief justice faces greater risk after second seizure

By Elizabeth Weisz and Marisol Polo
USA TODAY

Chief Justice John Roberts on Tuesday morning walked out of a Maine hospital, where he stayed overnight after suffering a seizure while on vacation.

Roberts had spoken with President Bush earlier Tuesday and assured him he was doing fine. White House spokesman Tony Snow said. "The president ... was reassured he and that Roberts remained the best in great spirits," Snow said.

Roberts' seizure history was no secret to Congress, or the White House. Snow said that when Roberts was being considered for the Supreme Court leadership post, he was very open about an unexplained seizure he had in 1993.

About 9% of the population will have a single seizure in their lifetime, said Gritin Devinsky, professor of neurology at the New York University School of Medicine. About 2% will have at least two seizures.

And at any given point, 1% of the population is under treatment for seizures, said Kim Miller, a professor of neurology at the University of Washington in Seattle.

Because he has had two Roberts' risk for a third seizure is much higher, up to 75%, Devinsky said. Roberts must avoid things that can cause seizures, including sleep deprivation, stress and having more than two alcoholic drinks a day, Devinsky said.

Supreme Court spokeswoman Kathy Alberg would not release any information about Roberts' follow-up care and would not say whether he is taking or will be placed on medication.

Alberg said the personal physicians in Washington did not fly to Maine, but she did not know whether they were consulted during Roberts' hospital stay. "The undevoted, a complete neurological evaluation, and there may cause for concern," she said. "He plans to resume his vacation."

Most physicians would expect to put someone with Roberts' medical history on medication, but the long interval between his seizures could be used to make a case against taking drugs, said Paul Garcia, an expert on seizures and epilepsy at the University of California San Francisco. "There are more than a dozen such medications for someone who'd had only two

seizures in a lifetime, a low to moderate dose would be possible, which would minimize potential side effects," Devinsky said.

While anti-seizure medications can cause side effects such as drowsiness and fuzzy thinking, it's almost always possible to find a drug that doesn't have that effect on a patient, Garcia said.

The biggest danger from having another seizure is injury, Miller said.

St. George, Deputy Fire Chief Michael Smith, who responded to the emergency call on Monday, said Roberts was on a ramp walking to the dock when he fell back 5 to 8 feet and hit his head.

Smith said Roberts was lying on the ramp when he and the emergency crew arrived, but he was alert. Roberts, 52, was with a friend and his security detail when the incident occurred, Alberg said.

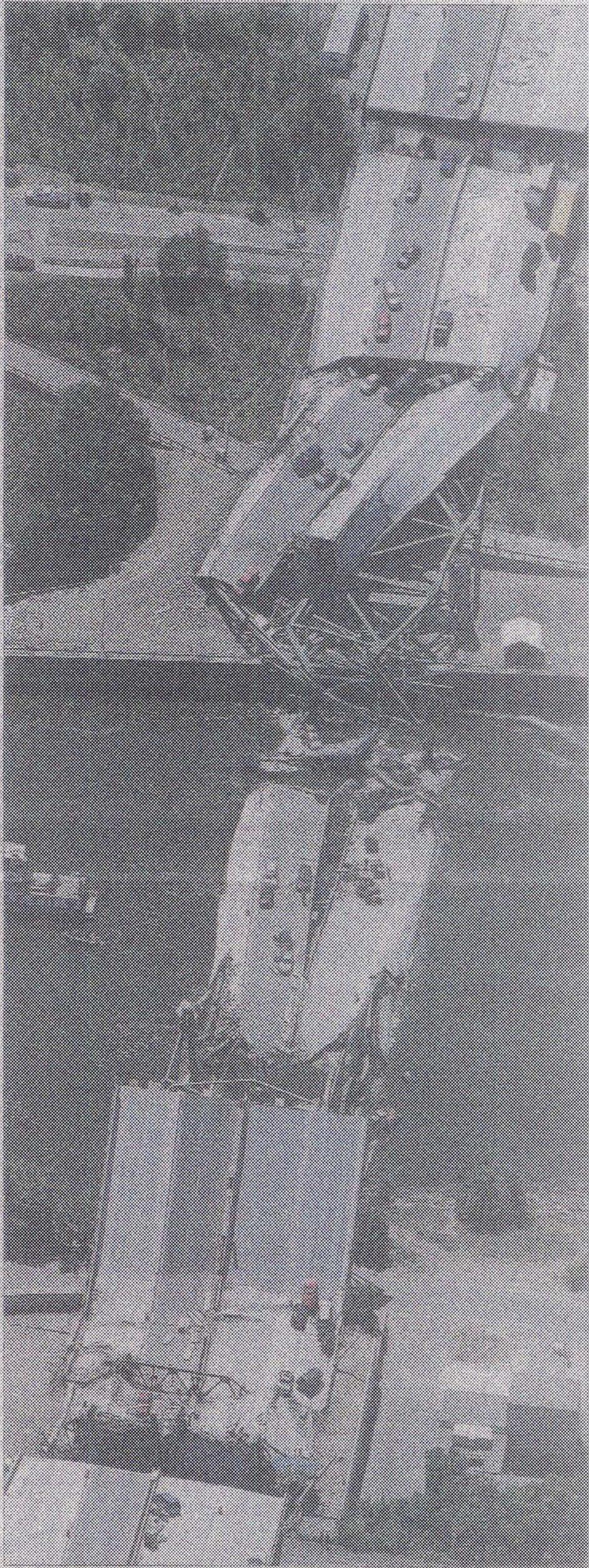
Patients with a history of seizures are advised to not drive for several months, not swim alone, avoid heights and take showers rather than baths, Miller said.

"It's not rare that people drown in the bathtub from a seizure. Mark Twain's daughter died that way," he said, referring to the 1893 death of the writer's daughter Jean, who was an epileptic.

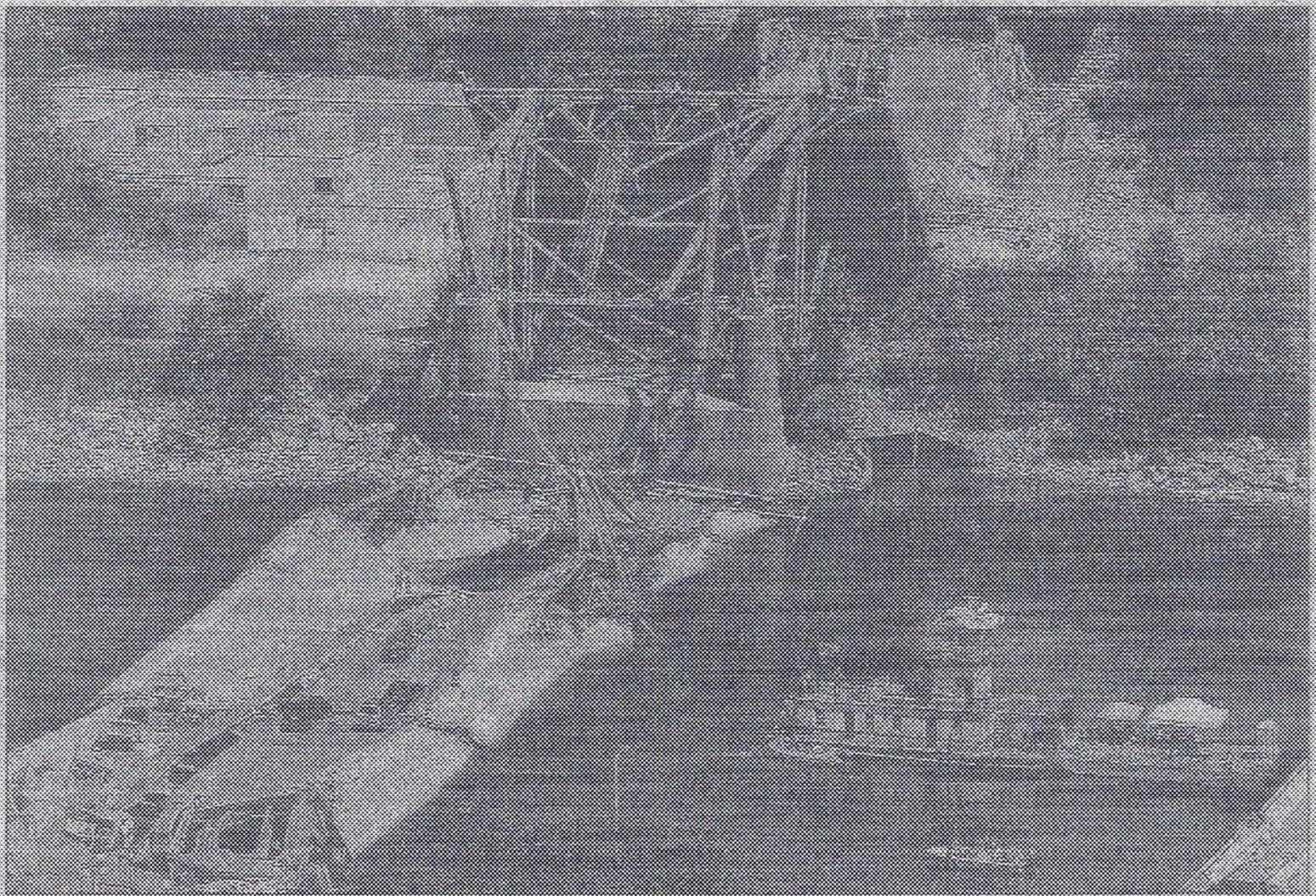
Contributing: David Jackson

Attachment
A-1

0-2
0-2

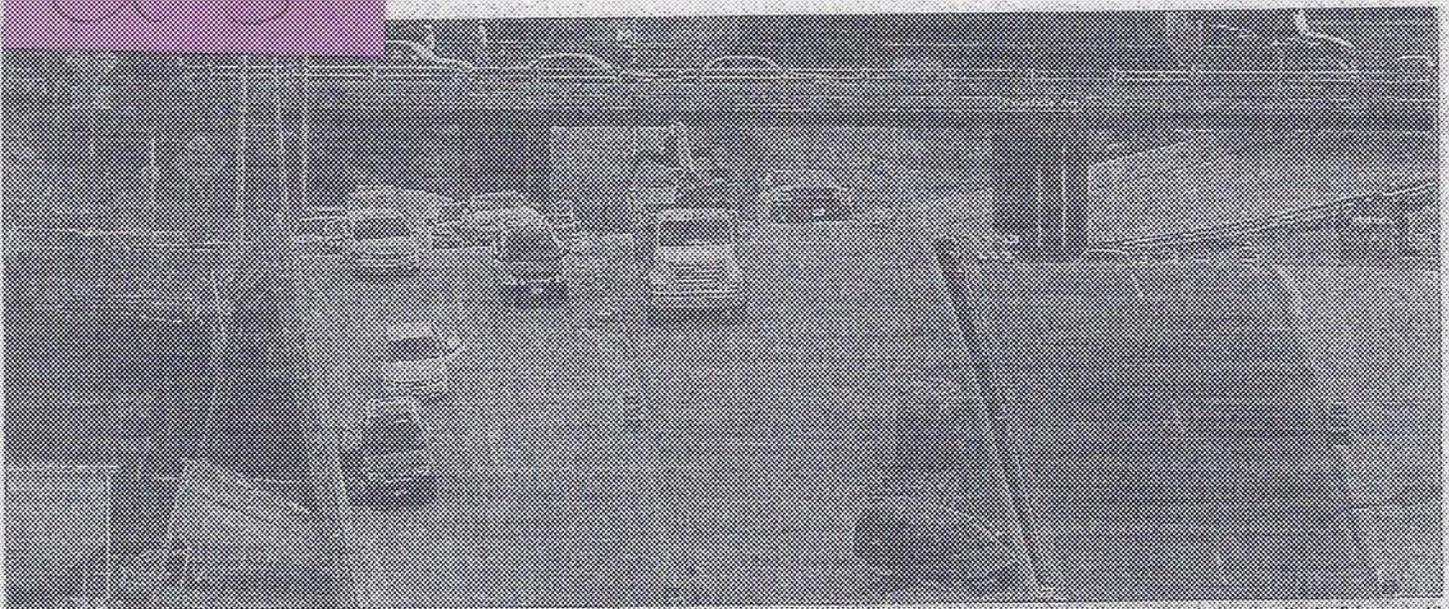


Currents hamper divers: Vehicles are scattered about a collapsed section of the I-35 W bridge in Minneapolis as a rescue barge, at left, assists crews searching for missing motorists in the Mississippi River. The bridge was undergoing repair work when it broke apart during rush hour Wednesday.



JIM GHRZ / Minnesota Star Tribune, Associated Press

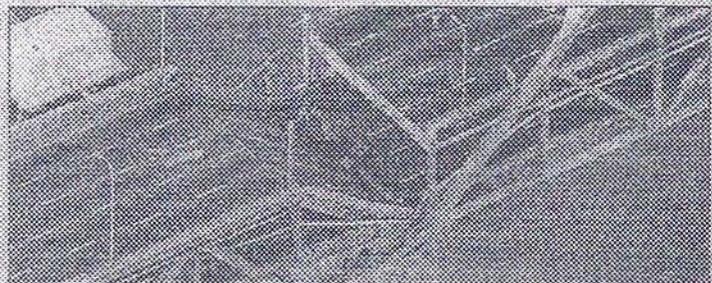
Attachment
06-3



By David Jakes (Minneapolis Star Tribune) via AP

Inexplicable: The Interstate 35W bridge, one of Minneapolis' main arteries, collapsed during the evening rush hour Wednesday.

Attachment
A-4



October 1989: The Loma Prieta earthquake caused the upper deck of the San Francisco-Oakland Bay Bridge to collapse.

A brief history of major bridge, highway collapses across the nation

Major bridge and highway collapses in the USA since 1900:

- **Aug. 1:** An Interstate 35W bridge near downtown Minneapolis collapses into the Mississippi River and onto its banks during the evening rush hour.
- **July 31:** A highway overpass under construction in Oroville, Calif., collapses, crushing a delivery truck and seriously injuring a construction worker who fell 50 feet.
- **May 2002:** A tractor-trailer skids into a bridge support on Interstate 80 in

western Nebraska, sending the bridge crashing down onto the truck and killing the driver.

- **May 2002:** A 500-foot section of a bridge spanning the Arkansas River in Woburn Falls, Okla., collapses and kills 14 people after a barge hits the bridge.
- **September 2001:** Part of the Queen Isabella Causeway in Texas collapses after a towboat captain loses control of a string of barges and currents drive them into a bridge support. Eight people are killed when their vehicles plun-

get 85 feet into the channel between South Padre Island and the mainland.

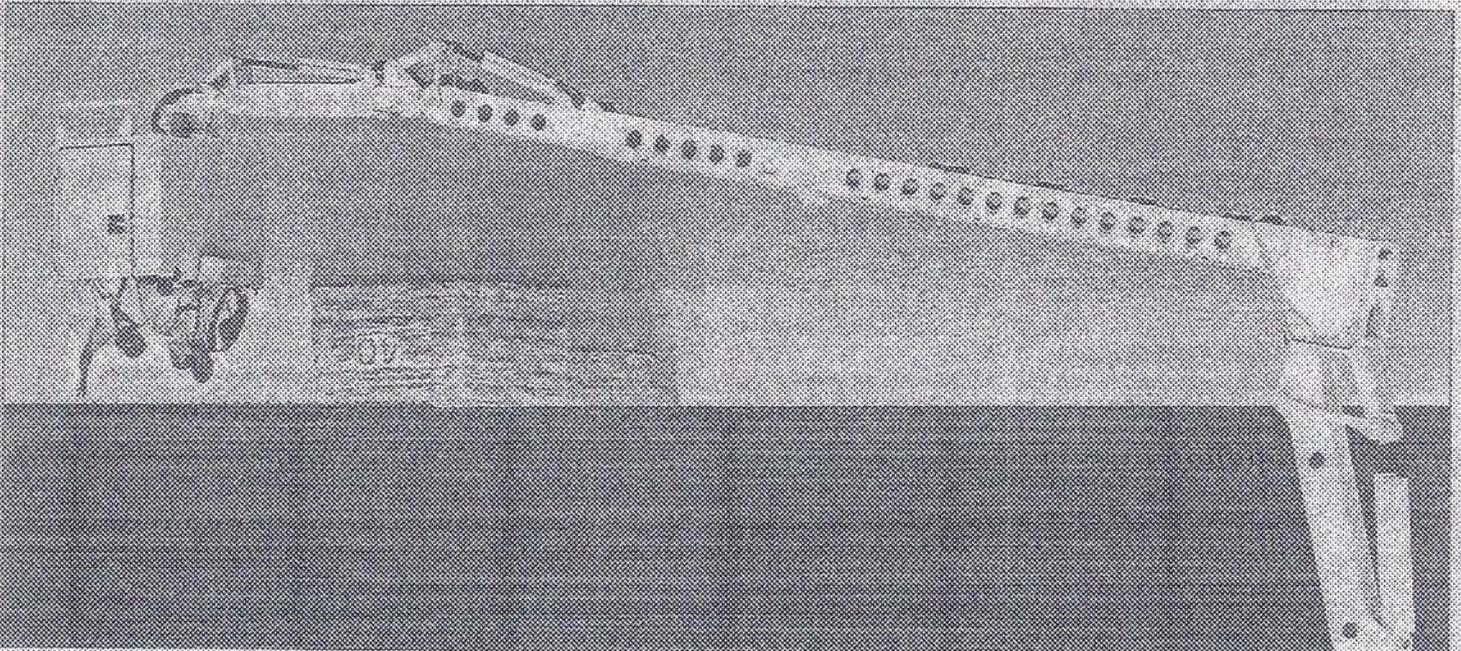
- **January 1994:** The Los Angeles-area Northridge earthquake collapses overpasses on Interstate 10, the nation's busiest freeway, and other highways.
- **October 1989:** The San Francisco-area Loma Prieta earthquake causes the upper deck of Interstate 880 to collapse, crushing 47 people. The earthquake also collapses the upper deck of a section of the San Francisco-Oakland Bay Bridge.

► **April 1987:** A bridge on the New York State Thruway near Amsterdam, N.Y., gives way, killing 10 people.

- **June 1983:** The Interstate 95 bridge over the Mianus River in Greenwich, Conn., collapses, killing three people.
- **May 1980:** The Sunshine Skyway Bridge in Tampa Bay collapses, killing 35 people. A ship hit the bridge during a storm and sent the vehicles into the water.

The Associated Press

Timely examination: Bridge inspectors examine the Victory Memorial Bridge in Nashville on Thursday. Inspectors were stepped up nationwide.



2-6
Cleveland

THE INDIANAPOLIS STAR

"Where the spirit of the Lord is, there is liberty" 11 Cor. 3:17

FRIDAY, AUGUST 3, 2007

MISSISSIPPI RIVER BRIDGE COLLAPSE

Thousands of bridges in state, U.S. need repair

I-35W BRIDGE RATED 'STRUCTURALLY DEFICIENT' AS EARLY AS 1990
1 IN 9 INDIANA SPANS RECEIVED SAME DESIGNATION, BUT INDOT SAYS TERM IS MISLEADING

Attachment
Q-7

Search on
for bodies,
answers

Across the USA, a new
urgency to fix bridges

Thousands of safety checks ordered

Attachment
A-8

Busy bridges that need work

Like the Minneapolis bridge that collapsed Wednesday, three dozen bridges around the USA carry more than 135,000 vehicles a day and have received "poor" structure ratings. The ratings come from state inspections reported to the federal government in 2013.

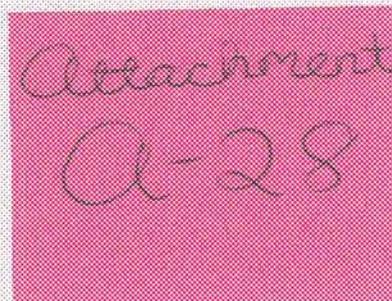
State	Bridge	Crossing	In or near:	Avg. # of vehicles/day
Ala.	I-65	U.S. 11, railroad	Birmingham	146,000
Calif.	I-880	Fifth Avenue, railroads	Oakland	240,000
Calif.	State Route 719	Los Angeles River	Los Angeles	235,440
Colo.	I-70	U.S. 6, railroad, city street	Denver	136,744
Colo.	I-25	South Platte River, railroad	Denver	208,353
Colo.	U.S. 6	Bryant Street	Denver	148,339
Conn.-N.Y.	I-95	Byram River, South Water Street	Byram	127,200
Conn.	I-95	Cherry Street and Bodwick Avenue	Bridgeport	150,100
Conn.	I-95	West River and SR 745	New Haven	137,200
Mass.	I-95 and SR 128	Charles River	Newton	180,000
Md.-Va.	I-95 and I-495	Potomac River	Washington, DC	172,975
Minn.	I-35E	Cayuga Street	St. Paul	148,000
Minn.	I-35E	Railroad	St. Paul	148,000
Minn.	I-35E	Pennsylvania Avenue	St. Paul	144,000
Minn.	I-35W	Mississippi River, railroad	Minneapolis	141,000
Mo.	I-64E	Metrolink light rail line	St. Louis	135,852
Mo.	I-64E	Hennwood Boulevard	St. Louis	158,630
Mo.	I-64E	Laclede Station Road	St. Louis	142,196
Mo.	I-64E	Clepton Terrace	St. Louis	142,196
Mo.	I-64E	McCausland Avenue	St. Louis	139,458
N.J.	Route 3	Passaic River, Route 21	Rutherford	144,300
N.J.	Garden State Parkway	Barman River, Smith Street	Perth Amboy	208,000
N.Y.	I-68E	I-495	New York	137,852
N.Y.	I-87	Hudson River, River Road	South Nyack	133,933
Pa.	I-95	Palmer and Cumberland streets	Philadelphia	172,087
Pa.	I-95	Sergeant and Huntington streets	Philadelphia	173,062
Pa.	I-95	Tenny and Bridge streets	Philadelphia	166,407
Pa.	I-95	Clarly Street	Philadelphia	166,407
Pa.	I-95	Nagee Avenue	Philadelphia	166,407
Pa.	I-95	Longshore Avenue	Philadelphia	166,407
Pa.	I-95	Ramp	Philadelphia	163,884
Pa.	I-95	Ramp	Philadelphia	161,310
Pa.	I-95	State Road, railroad	Philadelphia	161,310
Pa.	I-95	Paranguel Street	Philadelphia	161,310
N.J.	I-195	Chestnut Street, SR 12	Princeton	161,172
Va.	I-95	Lombardy Street, railroad	Richmond	144,772

Deficient bridges

Every state has interstate highway bridges that government inspectors have deemed structurally deficient. That means a bridge's deck, main structure or foundation were deemed to be in poor condition or worse because of deterioration or damage.

	No. of bridges	Deficient bridges	% def. bridges
Ala.	1,169	29	2%
Alaska	184	29	16%
Ariz.	1,560	15	1%
Ark.	800	11	1%
Calif.	3,761	565	15%
Colo.	1,087	64	6%
Conn.	831	30	4%
Del.	82	2	2%
D.C.	84	2	3%
Fla.	1,776	11	1%
Ga.	891	17	2%
Hawaii	206	13	6%
Idaho	380	17	4%
Ill.	2,252	138	6%
Ind.	1,486	39	3%
Iowa	848	56	7%
Kan.	1,014	16	2%
Ky.	751	23	3%
La.	1,553	34	2%
Maine	273	24	9%
Md.	864	25	3%
Mass.	1,081	51	5%
Mich.	1,197	194	16%
Minn.	715	30	4%
Miss.	796	1	0%
Mo.	1,026	31	3%
Mont.	818	8	1%
Neb.	343	7	2%
Nev.	473	5	1%
N.H.	361	31	9%
N.J.	1,053	27	3%
N.M.	888	76	9%
N.Y.	2,097	169	8%
N.C.	983	40	4%
N.D.	205	3	1%
Ohio	1,288	70	5%
Okla.	1,114	160	14%
Ore.	514	80	15%
Pa.	3,018	221	7%
R.I.	137	33	24%
S.C.	700	13	2%
S.D.	491	26	5%
Tenn.	1,423	37	3%
Texas	6,211	24	1%
Utah	830	41	5%
Vt.	313	40	13%
Va.	1,642	49	3%
Wash.	637	10	2%
W.Va.	654	40	6%
Wis.	1,130	96	9%
Wyo.	921	69	7%

Source: The Road Improvement Policies, 2014 survey



Boxer, Peters Clash Over Bridge Safety

Thursday, September 20, 2007

By FREDERIC J. FROMMER, Associated Press Writer

WASHINGTON —

ADVERTISEMENT

A Senate committee chairwoman challenged the president's transportation chief Thursday for saying the country does not face a safety crisis despite last month's deadly bridge collapse in Minneapolis.

"How can you say that everything is rosy when 13 people died?" Sen. Barbara Boxer asked Transportation Secretary Mary Peters. "I don't get it."

Testifying before the Senate Environment and Public Works Committee, Peters said, "While we can and must do more to improve the quality of our nation's infrastructure, it would be both irresponsible and inaccurate to say that the nation's transportation system is anything but safe."

She said data before the collapse indicated there was no problem, although the span was rated structurally deficient.

More than 70,000 bridges are in that category and the American Society of Civil Engineers says repairing them would cost at least \$9.4 billion a year for 20 years.

Federal officials do not know what caused the bridge to collapse. Peters said it probably will take the National Transportation Safety Board a year to do so.

Echoing comments she made to a House committee two weeks ago, Peters said better use of money — not more money — is the solution to fixing bridges.

"The answer is not to spend more," she said. "It is to spend more wisely."

Peters opposes a proposal by Democratic Rep. Jim Oberstar, chairman of the House Transportation and Infrastructure Committee, to raise the federal gasoline tax by 5 cents per gallon to pay for a bridge trust fund.

Boxer said she does not support a higher gas tax, but she pressed Peters on how to come up with money to fix bridges. Other senators also questioned whether there is enough money in the system to maintain bridges.

"It's time for us to put our money where our bridges are," said Sen. Frank Lautenberg, D-N.J.

But the committee's top Republican, Sen. James Inhofe of Oklahoma, said he was concerned about a dramatic increase in spending. "I appreciate that may be a natural response," he said. "But our committee needs to look at the entire picture."

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- Category: Nomination
- Vote description: Confirmation Leslie Southwick, of Mississippi, to be U.S. Circuit Judge
- Vote type: 1/2 step
- Result: Confirmed, 58-38, with 3 not voting.
- Datetime: October 24, 2007, 11:28 a.m.
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- Democrat majority opinion: No step

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Independent	Joseph Lieberman	Bernard Sanders	
Republican	Letter Alexander, Wayne Allard, John Barrasso, Robert Bennett, Kit Bond, Sam Brownback, Jim Carmon, Richard Burr, Susty Chertoff, Tom Coburn, Thad Cochran, Norm Coleman, Susan Collins, Bob Corker, John Cornyn, Larry Craig, Michael Crapo, Jim DeMint, Elizabeth Gino, Pete Domenici, John Ensign, Michael Enz, Lindsey Graham, Charles Grassley, Jack Grays, Chuck Hagel, Chris Hatch, Ray Bailey Hutchison, James Inhofe, Jeffrey Jackson, Jim Inhofe, Trent Lott, Richard Lugar, Mel Martinez, John McCain, Mitch McConnell, Lisa Murkowski, Pat Roberts, Jeff Sessions, Richard Shelby, Gordon Smith, Olympia Snowe, Arlen Specter, Ted Stevens, John Sununu, John Thune, David Vitter, George Voinovich, John Warner		
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