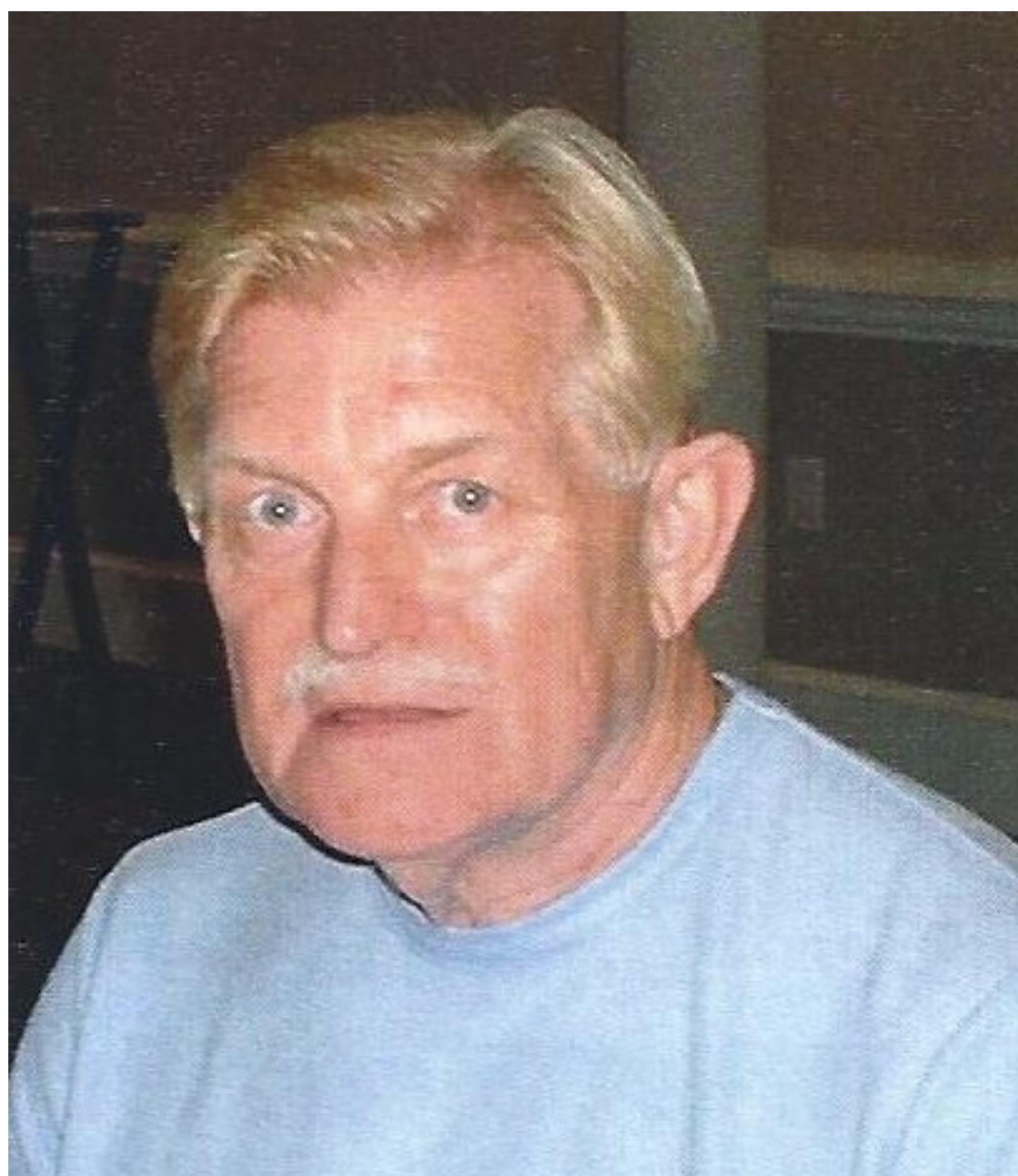




BILL H. TEAGUE



The greatest honor that can be placed on one's life is how he or she lived his daily life, what that person accomplished, and what they contributed to the state or their country.

Bill H. Teague's life was based on fair dealings, fair treatment, honesty, integrity, and all dealing being above board and beyond reproach.

Bill came from the mountains of Western North Carolina. The lessons he was taught while a child remained with him until his final hours. Being a product of the mountains was not all bad for Bill. He graduated from Blanton's Business College in Asheville, NC with a certificate in Motor Transportation Management.

He came to Charlotte in 1967 and his first job was with Johnson Motor Lines, Inc. as a rate clerk. The rate clerk was responsible to make sure that all applicable freight charges were assessed to each freight bill. After several years with Johnson, he began a new job with Carolina Freight Carriers in Charlotte. He then went to a position with Associated Transport. Associated Transport introduced a totally new concept to the trucking industry: the computerization of rating freight bills. This office operated 24/7 and did the rating for the entire Associated Transport operation. Bill's dedication to his job contributed to the smooth transfer to this new concept. It was an accepted fact in Charlotte, that Bill was one of the best rate clerks. Everyone in town knew of Bill.

Bill was gifted with some qualities that only a few persons possess. Qualities that stood out were his integrity and work ethic. This was evident in his approach to his business, the handling of business related to the North Carolina League of Transportation & Logistics as well as matters related to the transportation industry in North Carolina. His convictions on matters relating to all three received the same diligent efforts to accomplish what he saw was the best of all concerned. Bill would work endless hours on matters that were affecting any of these three areas. He would not accept defeat on issues he really cared about. A job was not complete until it was totally finished. Only then was he ready to move on to another idea.

When Bill joined with Mr. H. L. Woody at Veteran Traffic Service in 1978, his vision and ideals began to really stand out. In 1988, he purchased the company from Mr. Woody and also began the duties of Executive Vice President of the North Carolina Traffic League (now known as the NC League of Transportation & Logistics). This was an important point in Bill's life. The League membership was at a low point. The only people who could hold membership in the League was someone who was employed by the shipping public. Carriers and other



transportation professionals could not hold membership nor could they attend meetings. This placed a huge burden on the League to cover its expenses. He spent many sleepless nights dealing with this issue. His whole intent was for the League to be the very best it could be. He came up with a plan. The League would give motor carriers, rail carriers, water carriers, and anyone associated with transportation an opportunity to become associate members. There was opposition to this plan. Many members were totally opposed to the idea; but after a great deal of debate, it was approved. The response was tremendous and membership immediately began to grow. The present membership in the League was wholly due to his direction and the present League membership is around 84. The increase in membership made it possible to secure better speakers and more speakers wanted the opportunity to speak at a meeting. The speakers were not speaking to an empty room either. The League has been able to provide monies to provide scholarships to young people wanting to enter the transportation industry.

Another issue that Bill worked on tirelessly was the legalization of 53 foot trailers on North Carolina roads. There was tremendous resistance to this concept. The general public saw this as something to kill more people on the highways. The railroads said that would kill business for them. Most trucking companies and the shipping public saw this as an economic shot in the arm. Carriers could load more freight on a trailer which would cut carrier costs and shippers saw the opportunity to load more freight and pay less to move the additional weight. After many hours of telephone and personal visits, the North Carolina Legislature passed new laws allowing the 53 ft. trailers.

The next issue was the operation of double trailers in North Carolina. The debate centered on the same issues as the 53 ft. trailers. Bill again worked tirelessly to get this new law passed.

During the day of regulation in North Carolina, there were huge costs to carriers and shippers alike when the carriers requested a rate increase in intrastate traffic. One particular hearing cost the shippers and carriers tens of thousands of dollars for legal fees and representation at hearings. The lawyers were the individuals getting rich while the carriers and shipping public in North Carolina footed the bill. Through the efforts of Mr. Teague, the shipping public and carriers came to agreements whereby the costs were cut to a bare minimum. This was a major accomplishment. This idea would have to be sold to both shippers and carriers. At first, all he was heard was "no way this will work." After several months of pleading and begging, people began to accept and give it a try. It worked to everyone's benefit and saved both parties tens of thousands of dollars each year.

In December 2008, Bill was awarded the Lifetime Achievement award from the Gaston Area Traffic and Transportation Association. This award was richly deserved by Bill. He was always available to help anyone with a transportation matter.

When Bill passed away in July 2009, he was working on toll road issues facing North Carolina residents and businesses. He saw this as a drastic cost increase to businesses and carriers in North Carolina. He, and many others, could not see the additional expense burden as helpful to the businesses in North Carolina. This included future businesses looking to locate in North Carolina. He was in constant contact with various lawmakers in North Carolina expressing his thought and opinion on this issue.

Bill served the League for 21 years as Executive Vice President, later renamed Executive Director. He was inducted to the NC Transportation Hall of Fame on October 4, 2010.