

EXPEDITING AND SMALL LOAD TRUCKING

*Driver in the
Spotlight*

**Generational
Wisdom**

Montgomery Shields



A Story Of Service

StoneBridge Founder Butch Kennedy listens intently to his granddaughter Taylor.



**US NAVY VETERAN
Carroll Henneke**

StoneBridge TRUCKING



A Letter from the Founder

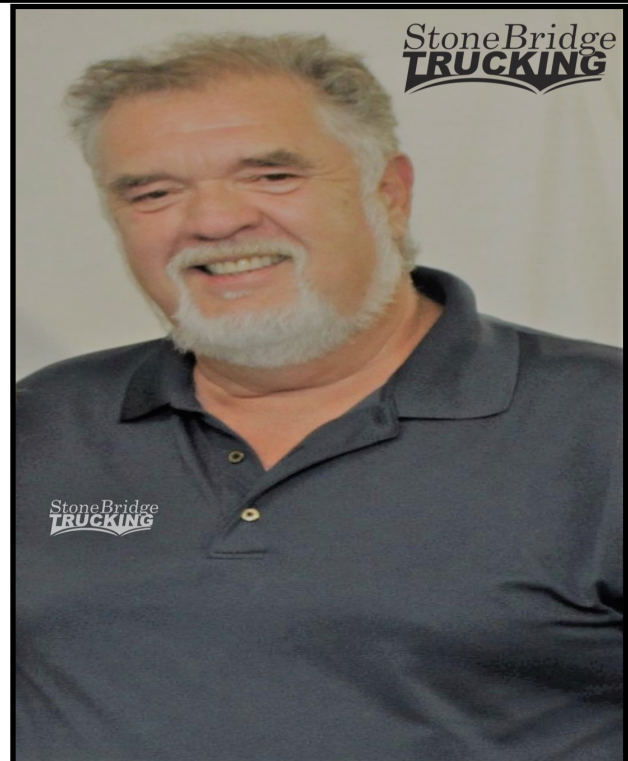
When I started this company in 1999, I had a vision for an expediting company for the future. I wanted an honest, hard-working organization that I could be proud of. Along with this, I wanted to build something that I could leave behind. I saw StoneBridge Trucking as my legacy. Upon starting StoneBridge, I worked diligently for the next 13 years to responsibly grow the company while strengthening a foundation that could endure the tough times and thrive in the good.

Like our country, fellow Americans, fellow Hoosiers, and customers, we have experienced peaks and valleys. In 2008, when the financial system caused a recession, this had a devastating effect on the US consumer, which immediately correlated to our customers' challenges. But like many of our customers, the StoneBridge foundation was strong, and we were able to see things through.

In 2013, Garry Hadler stepped up and assumed the Operations role and worked diligently to take our customer service and procedures to the next level. When my son left Active Duty for the Navy and joined our team in 2016, due to Garry's hard work and dedication, he would eventually leave StoneBridge to Shane better than he found it.

With the addition of my son, Brad Stephens, JD McClintic, and the time put in by Doug Spon and Charlie Mann, Operations, Finance, Safety and Compliance, Maintenance, and Human Resources are now operational within StoneBridge Trucking. Importantly, we are blessed today to have the best fleet of drivers we could ask. Qualified candidates are walking through the door consistently showing interest in joining our team.

Earlier this year, at our customers' word and the demand they were forecasting, StoneBridge was primed to experience its best year ever. But a pandemic was looming, and StoneBridge would be challenged just like all its customers. Once again, the StoneBridge foundation was strong, and we have endured. Thankfully, our customer's demand is on the rise, and we are once again seeing an American economy returning. When I look at the cover of this newsletter and the love I have for my granddaughters, I pray America's best days are ahead of it. I believe they are. We understand that many challenges will continue to arise. At StoneBridge Trucking, we will continue to strengthen our foundation to endure while trying to responsibly grow and expand our fleet's services and capabilities to better serve our customers.



StoneBridge President and Founder
Butch Kennedy

Driver in the Spotlight



Behind the company are people. Know the people - Know the person - Know the company.

Monty Shields was born on May 28, 1955, in Seymour, Indiana. He is the proud son of father Oscar Hilton Montgomery "Big Monty" Shields and mother, Marianne Chandler Shields. He proudly tells his story of how his mother left Jeffersonville to move to Seymour.

When a person walks through the door at StoneBridge Trucking, there are many reasons they have visited. Most of the time, it is a StoneBridge Operator either returning from or about to embark on an expediting or dedicated journey for one of our valued customers. Other times a member of the community is visiting to inquire about our interest in participating in or sponsoring a local activity. Sales representatives are looking to help us advance our operation; at a "small cost," of course. But we often also receive visitors who are interested in applying to join our team. Some end up being a good fit for the StoneBridge Mission and Culture, others not so much.

In May of 2018, StoneBridge CEO Shane Kennedy received a phone call from Justin McReynolds. *"Shane, I know a great guy looking for something that may work with his schedule. He is honest, dependable, trustworthy, and professional. He is also at a point in his life where he is committed to his family and wants to spend time with them and still wants to work. I told him about StoneBridge and to come to talk to you."* When Montgomery "Monty" Shields walked through the door on a warm day in May, an experienced professional was about to bring something extra to the StoneBridge Family.

"My Grandpa worked for the Pennsylvania Railroad in Jeffersonville. During the flood of 1937, water was up to the 2nd story of their house. Grandpa got a boat and rowed directly to the second floor of his house. Upon arrival, he loaded his wife (Grandma), his daughter (my mother), and his son in a rowboat. He rowed them to the elevated tracks, boarded a northbound train, and they departed for Seymour, Indiana."

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Driver in the Spotlight

His mother would eventually marry Big Monty, and they would proudly raise Little Monty and his two siblings. Graduating from Seymour High School in 1973, he immediately enrolled at Indiana State University to study music and be a band director. He played the Tuba, Baritone, and String Bass, but hasn't touched them for years. He eventually transitioned to a different path and went to work at the Terre Haute International Airport. It was here he joined Britt Airways in 1976. During his time there, their fleet would grow from five planes to 49. While at Britt, Monty was a licensed FAR 121 Aircraft Dispatcher and the Manager of Flight Dispatch. His choice to join Britt would be arguably the best decision of his life because there was someone special within the company.

"I was a product of internet dating before the internet. We had an airline computer system, primitive by today's standards, connecting all of our stations, including the Flight Dispatch and Reservations. I received a message from Reservations asking me to attend the Interline Club Halloween Party in Indianapolis."

A young lady named Kathy was trying to grow the group and invited Monty. He attended, and the rest is history.

"I came as a redneck. That night we danced to the Monster Mash and fell for her. The very next evening, I took her out to a friend's "wine and cheese" party.



Monty sets with his granddaughters (in no order), MacKenzie, Melanie, Josie, and Jaden.

In 1983 Monty proposed, and they were happily married on April 28, 1984. They would eventually become parents to three boys, Joey, Joshua, and Jacob. Britt Airways would experience some growing pains and sell out to People's Express. Monty saw the writing on the airport wall. Monty moved on to become manager of International Tours of Terre Haute in 1985. During his tenure he managed both offices, leisure, corporate and group travel. January of 1996 brought a new opportunity as Kathy moved to Batesville, Indiana, to work with Hillenbrand as a meeting coordinator. Monty remained behind with the boys to finish the school year. In June of '96, Monty left the agency and joined them.

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Monty and Kathy partake in family time with their son Jacob.

Driver in the Spotlight

"When we first moved to the area, we lived in a pop-up camper at Indian Lakes for 3 weeks. It was great until the bugs invaded. Monty laughed when saying, "Kathy was having nothing to do with bugs, and that was that. We found a home and set our roots in Greensburg, Kathy's hometown."

With a young family and searching for a career, Monty worked part-time at Pizza King until he found an opportunity at Hillenbrand in the Travel Department. His experience in Flight Dispatch would not be lost for long. The Hillenbrand Corporate Airport hired him in January of 1997 as their Flight Dispatch manager. He would remain there until 2012 when Hillenbrand had to scale back its fleet, and the flight line was no longer a priority. Monty would spend time at the Batesville Casket company for a bit until he returned to the flight line in 2013 after it was purchased by a private entity. In 2015 he left and would spend time in sales at Defender Direct as and later become the manager of the Knights of Columbus in Batesville, leaving there and entering into semi-retirement to focus on family in 2018.

In May of 2018, Monty joined the StoneBridge team and has been a crucial part of its local operations team ever since. During the times when StoneBridge customers have a high demand for regional dedicated and expedited deliveries, the team and its fleet can be quickly depleted. But the need for local service remains. Monty has filled this void from day one and has proven to be an extremely dependable operator and professional. He enjoys the job and the flexibility it provides at this point in his life. "I appreciate the people at StoneBridge. They are real human beings. I also enjoy the job and getting to see different places.



Monty is committed to family at this point in his life. When looking at these 4 young ladies . . . who can blame him!

Monty's main focus in life is family. He is a proud husband to his wife, Kathy. Her career at the Batesville Casket Company is currently in full stride. His son Josh is the Executive Chef at the Sherman House and is happily married to his wife Megan. They have four children: Josie, Jaden, and the twins, MacKenzie and Melanie. His son Jacob works for Omara Foods and is focused on being a homeowner.

For many reasons, Monty is incredibly focused on his family. One reason is that he, his wife Kathy, and their two sons know that nothing in life is guaranteed. It can tragically be taken in an instant. In 2007, their oldest son Joey was killed in a car accident.

"It was Good Friday. They were traveling north of North Decatur High School when the accident occurred, and Joey was thrown from the car. My son taught me, his father, many life lessons. Importantly, he was very accepting of everyone. This was an important lesson he taught me. Many loved him due to the person he was and his character.

We all miss him very much."

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Driver in the Spotlight



Monty and his wife Kathy spend time traveling with work, life, and family permit,



Pictured left to right: Joshua Shields and his wife Megan, Jacob Shields.

Former StoneBridge Operator Justin McReynolds had a close relationship with Joey and still has a relationship with Monty and the family. When asked to provide a quote for this article, he did so in the most genuine and loving way possible. There was no other way to summarize and end this *Driver in the Spotlight*.

"I have known Monty since my childhood days when his family lived down the street from me. Great human! When I was entering high school, I became really good friends with his son Joey, so I often ran into him. During my senior year, 2005, I was in a car accident in Batesville. I come to find out he (Monty) was responsible for directing the lifeline to rescue me. Although he did not know it was me at the time, and he was just doing his job as an air traffic controller, what he did just represents the type of man he is. Always willing to give a helping hand. Incredible guy. A couple years later, his son died in a car accident. His son and I were pretty good friends. I remember it to this day. I was in Terre Haute early in the morning with some friends. A call from "Shields Dad" came in. I was confused, so I answered and the words "Joey is no longer with us" came from his mouth. I was devastated. From that exact moment, Monty, Kathy, their other two sons Josh and Jake have become family to me. Over the next 13 or so years, we kept that bond intact and often get together. One day, Monty said he was looking for a post-retirement part-time gig. I was a driver for StoneBridge and thought he would be a perfect fit, so I referred him. A couple years later and he still enjoys driving. Words cannot describe the man Monty is and what his strength means to me."

~ Justin McReynolds – Former StoneBridge Operator

A STORY OF SERVICE

American
Veteran
Owned



American
Veteran
Driven

StoneBridge is proud of its commitment to the service of those who have served and serving. Our company is owned by veterans and is employed by many who have a history of service to their country.



Carroll
Henneke

President John F. Kennedy once stated,

“Any man who may be asked in this century what he did to make his life worthwhile . . . can respond with a good deal of pride and satisfaction, “I served in the United States Navy.”

Serving in the US Navy is something many today can take pride in. They show this pride in various forms. Whether it's marching in a Veterans Day parade, wearing a US Navy Veteran hat, or proudly displaying a US Navy flag, Navy Veterans are proud. They are not only honored to have served the greatest country in the world, but they are also pleased to have served their country as part of the world's greatest Navy.

StoneBridge Operator Carroll Henneke has a lot to be proud of. He is a proud husband, father, and a proudly retired DNR officer. Today Carroll works as part of the StoneBridge Operations team. Each day, when called upon, he dons a StoneBridge polo displaying “US Navy Veteran” on the sleeve.



Carroll Henneke grew up a farm boy in southern Indiana. After graduating from Jac-Cen-Del High School in 1962, he enrolled at Indiana University in 1963. Having enjoyed his time in Bloomington perhaps too much, he took a Cummins Engine job in 1964. Looking for a change, and being self-aware enough to understand that he needed structure and discipline in his young life, he took an oath and left for the US Navy in 1965.

“This was at the height of the cold war I knew I was going to be drafted. In my opinion, the Navy had the best schools. My uncle was a Navy Chief. Everything was leading me to join the Navy.”

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A STORY OF SERVICE



Carroll was home on leave in 1968.

Like all enlistees who swear an oath to God, Country, and the US Navy, Carroll would attend boot camp at Naval Station Great Lakes in Illinois. ***"It was cold, frigid. Not sure I left during the best time to go to boot camp"***. He graduated in November of 1965 and reported to Quonset Point, Rhode Island, in December. It was here that he would wait to study to be an Aerographers Mate, otherwise known as a weatherman. While in waiting, he worked in the galley and as a lifeguard in special services. In 67', he finally got orders to Lakehurst, NJ, to attend Aerographer School (ANC). While calling Lakehurst home, he had some exciting experiences. It was here the Hindenburg was stored before it would eventually become part of history and crash. Carroll vividly remembers the hangars in which the Hindenburg was stored.

Carroll is one of the most Selfless, Dedicated and Outstanding men I have ever had the pleasure to work with. Carroll is one of those that if you give him a job to do you know it will get done and done right. As a Veteran myself, I can attribute some of this to Carroll's service in the Navy.

Not only have I had the pleasure of working with Carroll, but I also have the honor to call him a Great Friend!

~ Brad Stephens, StoneBridge Ops Mgr

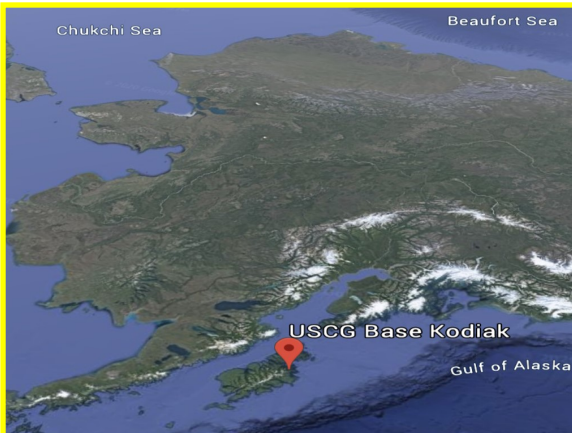
"They (the hangars) were so large, they had their own weather within them. It actually rained inside the hangars due to the clouds that formed in them. I was amazed and enjoyed studying the weather ironically at times within a hangar."

While in Lakehurst, he also explored another option, **BEING A NAVY SEAL**. At the time, the SEALs were referred to as the Underwater Demolition Team or "Frog Men." He passed all the physical qualifications due to the shape he was in but failed the medical portion. ***"Even at a young age, my hand shook, and it disqualified me. The doctor would not overlook it."***

Upon graduating from ANC school, Carroll had a choice to make on where he would like to go. He listed two polar opposite locations of preference: NAS Key West and NAS Kodiak. ***"I liked the beach, but I also grew up a farm boy and was consistently fishing and hunting. Alaska sounded like a place that I could enjoy myself."***

A STORY OF SERVICE

In April of 1967, Seaman Henneke received orders. He was shipped to NAS Kodiak, Alaska, where he would eventually put on the rank of Petty Officer Second Class. During this time, the Cold War tensions were high. Unless you failed elementary geography, you know that Alaska is very close to Russia, separated by nothing more than the Bering Strait. It was here he would serve as a Nighttime Supervisor with daily 12 hour shifts. His unit was responsible for the forecasts for the Pacific Fleet and Aircraft. Every 12 hours, they had to plan for the worst. Given Alaska's proximity to Russia, his unit conducted Air & Surface Sounding by plotting and disseminating nuclear radiation fallout maps every 12 hours in the event an atomic strike took place.



NAS Kodiak is now a US Coast Guard Base.

In September of 1969, Carroll Henneke received an Honorable Discharge from the US Navy as a 2nd Class Petty Officer. To this day, he is honored to have served his country in the United States Navy and appreciates what the Navy did for him.



This picture was taken at NAS Lakehurst, New Jersey. It was here that Seaman Henneke studied to be a Aerographers Mate.

"The Navy matured me. I was a young kid on a bad path and desperately needed regimentation. Growing up in southeastern Indiana, my parents worked hard, and I pretty much did my own thing. When I joined the Navy, I was a "wild child," and I needed what the Navy had to offer. I would not trade my experience for anything."

As a retired Department of Natural Resources Officer, Carroll enjoys working with the StoneBridge Operations team. He enjoys the comradery in which he shares with other veterans at StoneBridge.

"Veterans have proven to be dependable people to hire. I love driving a StoneBridge Truck and how people react to our truck decals "American Veteran Owned – American Veteran Driven."

"This place has been a good fit for me, and I enjoy working here at this chapter in my life."

~ Carroll Henneke – StoneBridge Operations

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