

UNITED STATES
SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 8-K

CURRENT REPORT
Pursuant to Section 13 or 15(d) of The Securities Exchange Act of 1934

Date of report (Date of earliest event reported): July 30, 2009



P.A.M. TRANSPORTATION SERVICES, INC.
(Exact name of registrant as specified in its charter)

Delaware
(State or other jurisdiction
of incorporation)

0-15057
(Commission File Number)

71-0633135
(I.R.S. Employer Identification No.)

297 West Henri De Tonti, Tontitown, Arkansas 72770
(Address of principal executive offices) (Zip Code)

Registrant's telephone number, including area code: (479) 361-9111

N/A
(Former name or former address, if changed since last report)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions (see General Instruction A.2. below):

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
 - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
 - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
 - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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Item 2.02 Results of Operations and Financial Condition.

On July 30, 2009, P.A.M. Transportation Services, Inc. issued a news release announcing its financial results for the second quarter ending June 30, 2009. A copy of the news release is attached hereto as Exhibit 99.1.

The information contained in this report and the exhibit hereto shall not be deemed "filed" for purposes of Section 18 of the Securities Exchange Act of 1934, as amended (the "Exchange Act"), or incorporated by reference in any filing under the Securities Act of 1933, as amended, or the Exchange Act, except as shall be expressly set forth by specific reference in such a filing.

The information herein (including the exhibit hereto) may contain "forward-looking statements" that are made pursuant to the safe-harbor provisions of the Private Securities Litigation Reform Act of 1995 and otherwise may be protected. Such statements are made based on the current beliefs and expectations of the Company's management and are subject to significant risks and uncertainties. Actual results may differ from those anticipated by forward-looking statements.

Please refer to the Company's Annual Report on Form 10-K and other filings with the Securities and Exchange Commission for information concerning risks, uncertainties and other factors that may affect future results.

Item 9.01 Financial Statements and Exhibits.

(d) Exhibits. The following exhibits are furnished with this Report:

99.1 News release issued by the Registrant on July 30, 2009

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

P.A.M. TRANSPORTATION SERVICES, INC.

(Registrant)

Date: July 30, 2009

By: /s/ Larry J. Goddard

Larry J. Goddard

Vice President of Finance, Chief Financial Officer, Secretary and
Treasurer

EXHIBIT INDEX

Exhibit Number	Exhibit Description
99.1	News release issued by the Registrant on July 30, 2009

Exhibit 99.1

FROM: P.A.M. TRANSPORTATION SERVICES, INC.
P.O. BOX 188
Tontitown, AR 72770
Larry J. Goddard
(479) 361-9111

**P.A.M. TRANSPORTATION SERVICES, INC.
ANNOUNCES RESULTS FOR THE SECOND QUARTER
ENDED JUNE 30, 2009**

Tontitown, Arkansas, July 30, 2009.....P.A.M. Transportation Services, Inc. (NASDAQ: PTSI) today reported net loss of \$2,356,317 or diluted and basic loss per share of \$0.25 for the quarter ended June 30, 2009, and net loss of \$5,702,244 or diluted and basic loss per share of \$0.61 for the six month period then ended. These results compare to a net loss of \$1,331,719 or diluted and basic loss per share of \$0.14, and net loss of \$4,160,044 or diluted and basic loss per share of \$0.43, respectively, for the three and six months ended June 30, 2008.

Operating revenues were \$68,476,476 for the second quarter of 2009 compared to \$110,929,472 for the second quarter of 2008. Operating revenues were \$134,294,511 for the six months ended June 30, 2009 compared to \$216,750,167 for the six months ended June 30, 2008.

Daniel H. Cushman, President of the Company, commented, "The P.T.S.I. team wants to thank Bob Weaver for his excellent contribution for many years of committed and valued service. While P.T.S.I. is clearly disappointed in our results for 2009, I begin my tenure as President and I feel confident, from a cost stand point, we are in good shape. There are always areas of improvement and new challenges that arise, but P.T.S.I. has done a commendable job managing the cost side of the business. As P.T.S.I. has expressed in recent Quarterly earnings statements, we have had the need to diversify as well as expand our position in the marketplace.

P.T.S.I. is well positioned for diversified growth with primary focus in retail, manufacturing, and consumer products industries. We have had great success in the past with our automotive partners. We plan to continue to nurture those relationships. P.T.S.I. has had very good success with our Mexico service offering and that will be a focus of strategic growth. Over the years P.T.S.I. has made acquisitions which have led to strong regional operations. East Coast Logistics offers nationwide transportation solutions for refrigerated and dry freight distribution needs. With the acquisition of Choctaw in the southwest, Decker in the midwest and northeast and Allen Freight in the southeast we have a strong asset presence in those markets. P.A.M. Transport has a strong asset presence in those markets as well, providing both support for the subsidiaries as well as serving numerous Fortune 500 companies. Another strategic growth market for P.T.S.I. is in the area of expedited services. As a result of P.T.S.I.'s long standing relationship in the automotive sector, we feel we are experienced, knowledgeable and well positioned to expand our services to other shippers in need of time sensitive transit. Lastly, P.A.M. Dedicated Services is well positioned to analyze customer's book of business and offer optimized dedicated solutions through the use of our transportation management tools.

As has been noted by seemingly everyone in the industry, general economic conditions are weak, capacity is readily available, and shippers have commitments to existing carriers that they wisely choose to respect. That said, P.T.S.I. offers the portfolio of service that we believe shippers are looking for. We are asset based with strong regional and long haul operations. Our expedited services complimented by our intermodal and partner carrier relationships allow us to offer a quality service at a competitive cost.

I am tremendously excited about this opportunity and ask for your continued support."

P.A.M. Transportation Services, Inc. is a leading truckload dry van carrier transporting general commodities throughout the continental United States, as well as in the Canadian provinces of Ontario and Quebec. The Company also provides transportation services in Mexico through its gateways in Laredo and El Paso, Texas under agreements with Mexican carriers.

Certain information included in this document contains or may contain “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements may relate to expected future financial and operating results or events, and are thus prospective. Such forward-looking statements are subject to risks, uncertainties and other factors which could cause actual results to differ materially from future results expressed or implied by such forward-looking statements. Potential risks and uncertainties include, but are not limited to, excess capacity in the trucking industry; surplus inventories; recessionary economic cycles and downturns in customers' business cycles; increases or rapid fluctuations in fuel prices, interest rates, fuel taxes, tolls, license and registration fees; the resale value of the Company's used equipment and the price of new equipment; increases in compensation for and difficulty in attracting and retaining qualified drivers and owner-operators; increases in insurance premiums and deductible amounts relating to accident, cargo, workers' compensation, health, and other claims; unanticipated increases in the number or amount of claims for which the Company is self insured; inability of the Company to continue to secure acceptable financing arrangements; seasonal factors such as harsh weather conditions that increase operating costs; competition from trucking, rail, and intermodal competitors including reductions in rates resulting from competitive bidding; the ability to identify acceptable acquisition candidates, consummate acquisitions, and integrate acquired operations; a significant reduction in or termination of the Company's trucking service by a key customer; and other factors, including risk factors, included from time to time in filings made by the Company with the Securities and Exchange Commission. The Company undertakes no obligation to update or clarify forward-looking statements, whether as a result of new information, future events or otherwise.
