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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2023 Big Iron Classic - Where Horsepower Meets Heart



The 2023 Big Iron Classic Truck Show has held this past September in Kasson, Minnesota. Turn to pages 14 & 15 for more photos. - Photo by High Gear Photography -

### Centramatic® – Invest In Your Truck



By Steve Pollock

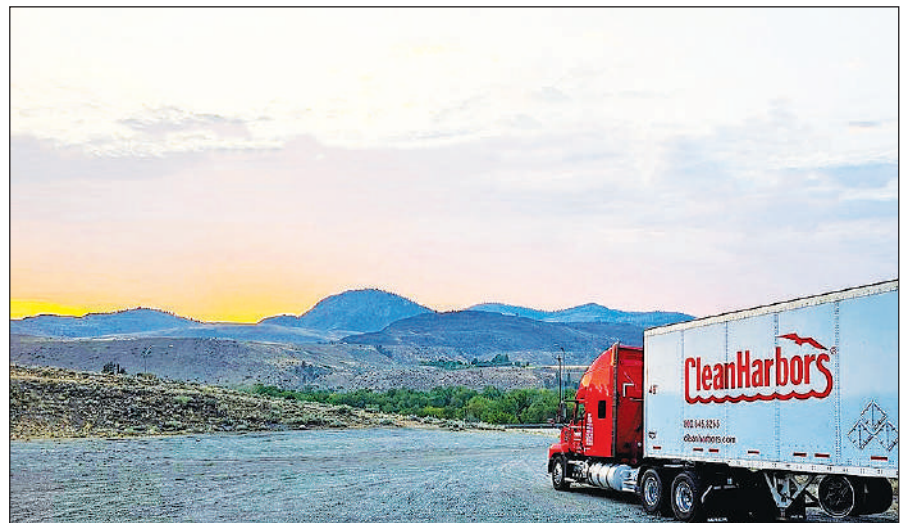
ALVARADO, TX... Tires are one of the biggest expenses for a truck owner. With steer tires running around \$500 each, you really can't afford to drive around with any of your tires underinflated or out of balance. Centramatic® has solved the balancing problem with their permanent on-board balancing system. Whether it is steers, drives, or even recaps on the trailer, Centramatic® will keep them all in balance, all the time as you drive – even as the tire tread wears down or

mud or ice gets stuck in your wheel. The Centramatic® system is proved to extend tire life from 25-50% and run 8-12% cooler as well as the sidewalls don't flex as much. Centramatic® also balances the whole wheel assembly, including rims, drums, and bearings, which helps to extend the life of kingpins, shocks, and air bags. You will also have a smoother and more comfortable ride, reducing driver fatigue. There is no need to pre-balance your wheels, however you must still maintain tire inflation

and alignment for the system to work properly. Here is how the Centramatic® balancing system works: remove the wheel and install the Centramatic® Balancer on the hub assembly and studs – just be sure to allow for valve stem clearance. Put your wheel back on and you are done! You will ever have to balance your wheel again. The Centramatic® unit is made of galvanized steel filled with durametal shot suspended in a synthetic oil bath. As the wheel

continued on page 11

### Clean Harbors – Keeping Our Environment Clean



By Steve Pollock

NORWELL, MA.... Even though Clean Harbors has been around for over 40 years and maintains the 14th largest private motor carrier in North America, many people don't know what they do. Simply put, Clean Harbors provides cradle-to-grave services for hazardous waste – from a single drum to an entire truck load – to ensure the proper disposal of material after all recycling value has been extracted. The company is the na-

tion's largest provider of environmental and industrial services, transferring and disposing of hazardous waste to landfills, incinerators and recycling facilities. It also owns Safety-Kleen, which specializes in recycling oil, solvents and lubricants. Additionally, Clean Harbors provides services for everything from diesel clean-ups to environmental disasters, like the Deepwater Horizon spill in the Gulf. Clean Harbors generates more than \$5 billion in rev-

enue annually, runs 700 branches and owns more than 100 permitted hazardous waste management facilities, including nine incinerators at five sites across North America. There are 700 professional truck drivers in the Clean Harbors National Transportation fleet, 180 of whom are owner-operators or small fleet owners – the latter of which has tripled in the last five years. Clean Harbors also operates over

continued on page 17



# 2024 Shell Rotella® National Promotion

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This offer is designed to reward loyal customers and encourage truckers to experience the Shell Rotella difference at select retailers in the United States and Canada.

This promotion ends 5/15/24.

## Truckstop and Bloomberg Intelligence Survey Shows Spot Market Challenges Appear Near an End

BOISE, ID... According to the latest Bloomberg | Truckstop survey, which polled owner-operators and small fleets, most respondents believe that current demand has reached its bottom.

“The worst may be near for the North American truckload spot market,” said Lee Klaskow, senior freight transportation and logistics analyst at Bloomberg Intelligence. “Capacity could drop as rates hover near or below operating costs, which is crucial for the spot market to reach equilibrium.”

The Bloomberg | Truckstop 4Q23 Truckload Survey shows:

- \* Demand challenges may have hit bottom: Demand remained pressured in 4Q as 68% of respondents noted lower volume and 23% reported loads were flat. Most respondents appeared to believe that current demand has reached its low point, with 40% predicting flat volume over the next 3-6 months, 10 percentage points higher than in the 3Q survey.
- Carriers are still re-

luctant to buy additional tractors, with only 14% saying they might make a purchase over the next six months. Weak demand was cited by 44% as the main reason for not buying equipment.

- \* Spot rates may have hit bottom: Most carriers believe that spot rates excluding fuel surcharges are bouncing along a bottom, with an average 14% drop for respondents in 4Q. Such rates likely will remain flat in the next 3-6 months, according to 46% of respondents, while 32% anticipate declines and 22% expect improvement.
- \* Carriers remain resolute: Loads dropped an average of 13% in 4Q amid a soft economy and tough comparisons. This has created uncertainty for many owner operators, with 43% unsure about their status in six months and 12% looking to leave the industry.

“We share the sentiments of our customers and hold an optimistic outlook that spot market conditions will improve this year,” said Kendra Tucker, chief executive officer,

Truckstop. “Built on top of the most trusted freight network in North America, Truckstop is committed to empowering carriers with our unmatched portfolio of technology solutions they need to run their business in this dynamic landscape.”

The Bloomberg | Truckstop survey of owner-operators and small fleets provides timely channel checks into the health of the spot market. The sample size was 148, consisting of dry-van, flatbed, temperature-controlled and specialized/diversified, hot-shot and step-deck carriers. Of the respondents, 52% operate just one tractor.

The complete survey is available to Bloomberg Terminal subscribers via BI.

To learn how Truckstop is helping move the freight community forward, visit <https://truckstop.com>.

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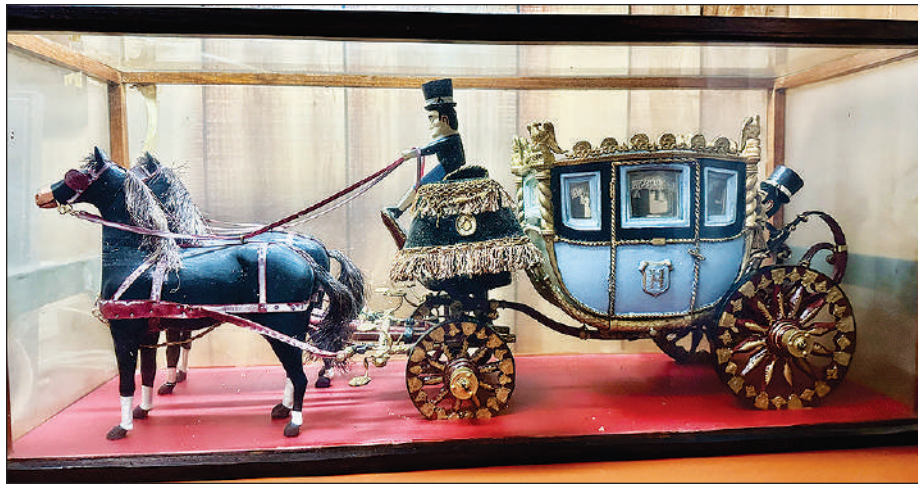
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# OFF THE BEATEN PATH

BY PAM POLLOCK



## Gonna Take A Sentimental Journey...

I will 'fess up right off the bat that I am a pack-rat, a hoarder and junk collector. I am also the sentimental keeper of family photos, trinkets, cards, and well... just about everything. We're in the process of shuffling and moving around items (and also GASP! - tossing a lot of junk in the dumpster) from two houses. I feel a little like Alice in Wonderland, I've gone down a rabbit hole and have been taken on a sentimental journey.

One man's trash is probably my treasure. We actually truly have a lot of treasures - including the wooden carriage (pictured above) that was handcrafted around the 1930-1940s by my husband's great-grandfather. Stephen Hess. Stephen's wife died in 1918 and he raised their 7 children. He was an incredibly talented man who created 2 wooden carriages (one of which is pictured above), a wooden Church andship, and a wonderful and intricate wooden chessboard end table.

I've unearthed cards from my Mom, aunts, and cousins with handwritten notes expressing how much they love and appreciate us. I found my very old Barbie doll case, a purse from Mexico on our trip down there when I was 4 or 5 years old. Keepsakes tucked away include the very dress I was wearing on May 18, 1982, when my husband asked me to go on our first date. There's Halloween costumes, including so many beautiful ones hand sewn by my sister-in-law Sharon; handmade cards and artwork from when my daughter and son were just wee sprouts, and childhood books. Tucked away is the infant Pittsburgh Pirates baseball jacket that my brother Jack gifted to my newborn son 36 years ago. My brother also made me moccasins that he hand tanned from deer leather.

I recently found a crocheted Easter basket that was lovingly made by my Aunt Betty and a sweater that my mother-in-law Audrey made for Steve. Sometimes I come across something that just seems so bizarre that I wonder why on earth did I keep that and then, upon reflection, a hilarious memory bursts forth and I am left bent over double in laughter - which is what I experienced

when I discovered 6 pairs of ladies underwear with the days of the week handwritten in a black magic marker by Dad in my cedar chest. When I was in my 30s, I shared with my Mom that I was always secretly sad that I never had days of the week underwear like the cool girls in elementary school. She felt bad because I had never expressed my desire for said underwear. Imagine my surprise when I opened a package on my birthday and inside were those underwear, made especially for me. My Dad cheekily wrote Saturday on one pair with an arrow instructing me to turn the undies over and the other side had Sunday emblazoned on it!

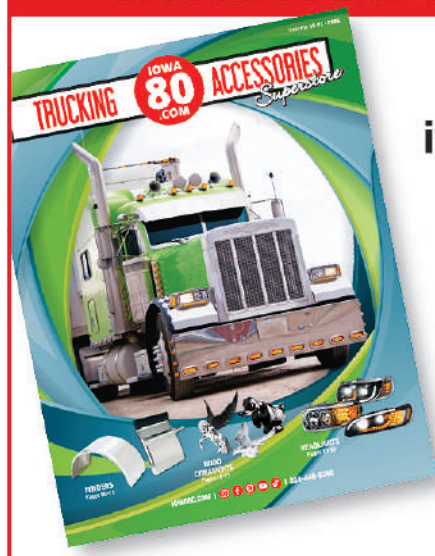
Time is flying by and I am getting older by the minute.

So many of my loved ones and relatives have died in the past 3 years. On the days when I feel like I am adrift in the ocean with my sorrow and sadness, I hit the pause button in life and take a little sentimental journey. I realize that I am rich beyond measure - maybe not monetarily, but most assuredly in memories and moments that I will always treasure.

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# High Performance Diesels with Bruce Mallinson

## An O/O Viewpoint of Bruce Mallinson's Snow Mobile Conference

The snowmobile conference was so much more than I could've imagined. I've heard it mentioned several times in years past. And have always hoped to go someday. Sledding

has always looked like so much fun. And this year, it just happened. I didn't think I could afford it and decided to go for one day. Surely, I could splurge and make it happen one day.

You must consider time off and all the responsible stuff, like travel expenses. But my wife knew I would enjoy it and encouraged me to go. Little did she know I'd be off for a whole



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week because I had so much fun the first day; I would stay for the entire conference and be the last one out of the parking lot Sunday morning.

The people I met and the camaraderie was fantastic and second to none. I can't explain how excited I was to go once the planning started. But the day before showing up, I was less than excited. I got there a day early because of how scheduling worked out. I was so nervous I thought about leaving before anyone else showed up. I had only ridden a sled once in my life. What was I getting myself into? I backed in and met Josh and Jason right away. They were friendly and encouraging, so I stayed. But all 30-something O/O's showed up with their own sleds, except one or two. I was going to be a drag on the whole group. How will I ever keep up is what was running through my head. But arrangements were made, and everything worked out.

The entire group arrived at the gate between the rental shop and the trails and waited for Brian and me to get our rentals checked out. And off we went into the white abyss! Up, up, and up some more to over 11,000 feet. There are guys with so much experience riding with you that you can ride comfort-

ably without knowing you are riding comfortably. They hang back and watch the group like cowboys herding livestock. Anytime you get in trouble, they are there to bail you out, and you don't even realize they're watching.

The experiences, friendships, and forever memories made are more than I can describe in so few words. It was funny when Bruce asked me to explain my first year at the conference in 300 words, I about fell over. I haven't written 300 coherent words about one thing since college. English was my downfall and essays are probably why I didn't end up graduating. (Good thing I can operate a truck). Writing anything seemed overwhelming. I thought there was no way I could write 300 words. But here I am at 600, with so much more to tell. Each morning, folks start congregating for coffee and catching up on the past year, and they are glad to see familiar faces. It is so easy to make friends for some reason. Maybe because everyone has common work experience, I don't know. But the day starts so laid back, and you ride out and find some trails. Then you find some powder and some hills. If you're not comfortable with hills, then you can sit at the bottom with about half the group and visit as

you catch your breath and watch the other half go up and down the hill over and over as you wonder why they are doing that. As a first-timer, I couldn't figure out what made them run up the hill repeatedly. So I tried it! Oh my goodness! It is not describable. You have to try it for yourself. And if extreme sledding isn't your thing, the trail riding is enjoyable, and the camaraderie makes the trip worthwhile. It's worth the trip to meet and hang out with Bruce Mallinson. He is so laid back and down to earth that you'd never know he was a diesel engine performance legend! He will make you feel right at home. Coming to this conference allows you to get your foot in the door of an elite community you don't realize you are a part of. And once you meet Bruce, you'll recognize how meticulous and disciplined he is, and he'll inspire you to be a better O/O while having the time of your life.

Written by: Dan Hembree

For more information: Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080; Email: [Information@PittsburghPower.com](mailto:Information@PittsburghPower.com); Website: [www.PittsburghPower.com](http://www.PittsburghPower.com)

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## Spring Savings: Sheetz Reduced Truck Diesel Fuel Prices Thru March 31st

Altoona, PA... Sheetz, a major Mid-Atlantic restaurant and convenience chain, celebrated the return of Spring with a special "Truck Diesel Price Roll-back" during the month of March.

From Wednesday, March 6 to Sunday, March 31, truck drivers could save 25 cents a gallon on truck diesel when they swipe their My Sheetz Rewardz card at a Sheetz pump. There were no gallon limitations. Diesel exhaust fluid (DEF) and other fuel grades were not included in this promotion.

The offer was valid at all of Sheetz's 43 truck stop

locations. To find your local Sheetz truck stop, use the following link or visit "Find a Sheetz" at [www.sheetz.com](http://www.sheetz.com) and filter by truck diesel.

Established in 1952 in Altoona, Pennsylvania, Sheetz, Inc. is one of America's fastest-growing family-owned and operated convenience store chains with more than 25,000 employees. The company operates over 710 store locations throughout Pennsylvania, West Virginia, Virginia, Maryland, Ohio and North Carolina. Sheetz provides an award-winning menu of M-T-O® sandwiches and salads, which are

ordered through unique touch-screen order point terminals. All Sheetz convenience stores are open 24 hours a day, 365 days a year. Recognized by Fortune as one of the 100 Best Companies to Work For, Sheetz is committed to offering employees sustainable careers built on an inspiring culture and community engagement. For more information, visit [www.sheetz.com](http://www.sheetz.com) or follow us on Twitter (@sheetz), Facebook ([www.facebook.com/sheetz](http://www.facebook.com/sheetz)) and Instagram ([www.instagram.com/sheetz](http://www.instagram.com/sheetz)).

## Tony Mercer Wins JK Moving's Long-Distance Driver of the Year

STERLING, VA... JK Moving Services, the nation's largest independently owned and operated moving company, has named Tony Mercer as Long-Distance Driver of the Year. Mercer—who drives with family members including his mother who also has her CDL license—received the award, which consists of a \$5,000 bonus, based on his commitment to providing an outstanding customer experience and a focus on safety, while embracing JK's core values and brand promise of care and respect.

"Long-distance drivers

are crucial to our business success. That's why every year we honor the very best. This year, it is Tony Mercer," said David Cox, president, JK Moving. "Tony has an outstanding safety record and takes excellent care of customers. In addition, he recruited a fantastic, trusted team to help him—his mother and two grown sons. Together they make the JK experience great for customers, and we are proud to have him and his family on our team."

Mercer is based out of Bunker Hill, West Virginia and drives all 48 contigu-

ous states to serve JK clients, along with his mother Joyce Shaff and sons DJ and Tony, Jr. He has been a driver with JK since 2019. During this time, he has conducted 60 JK moves per year, logging 300,000 miles. In addition to excellent customer service, Tony has a great record for safe driving.

The Long-Distance Driver of the Year award was announced at JK's annual Long-Distance Driver Conference. Mercer joins a distinguished group of drivers, including last year's winner, Brian Eckert.

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# Latest Trucking Industry News

## Over \$180 Million in Safety Grants for Commercial Motor Vehicles

WASHINGTON, DC... The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) has announced the availability of more than \$180 million in grants to promote road-way safety. These grants, part of the funding included in the Bipartisan Infrastructure Law, are open to state, territorial, and tribal organizations, local jurisdictions, academic institutions, and other training programs and entities to promote commercial motor vehicle (CMV) safety-related activities.

The funding opportunities are available through five discretionary grant programs, each with unique objectives:

The High Priority Innovative Technology Deployment Grant Program supports innovative and impactful projects that advance the technological capability and promote the deployment of intelligent transportation system applications for truck parking information management systems and other CMV operations; support and maintain CMV information systems/networks to link Federal motor carrier safety information systems with state CMV systems; improve safety and productivity of CMVs and commercial drivers; and reduce costs associated with CMV operations and regulatory requirements.

The High Priority Commercial Motor Vehicle Safety Grant Program funds CMV safety-related activities that increase public awareness and education on CMV safety, target unsafe driving in high-risk crash corridors, demonstrate new technologies to improve CMV safety, improve safety data, and support other projects that help meet FMCSA's mission of improving CMV safety nationwide.

The Commercial Motor Vehicle Operator Safety Training Grant Program funds organizations providing CMV operator training with the goal of enhancing training access to current and former members of the U.S. Armed Forces and their families, as well as underserved and refugee communities.

The Commercial Driver's License Program Implementation Grant Program helps implement and enhance the national commercial driver's license (CDL) program, which is focused on ensuring each CDL driver has only one driving record and licensing document, commonly referred to as "One Driver — One License — One Record."

The High Priority Enforcement Training and Support Grant Program funds the development and delivery of motor carrier safety training to non-Federal employees

who conduct CMV enforcement activities in accordance with Federal Motor Carrier Safety Regulations (FMCSR), Hazardous Materials Regulations (HMR), and the Commercial Vehicle Safety Alliance's (CVSA) Out-of-Service criteria; and to develop related training materials to increase awareness and education on CMV safety and otherwise improve CMV safety.

FMCSA's five discretionary grant programs also support the National Roadway Safety Strategy and advancement of the Safe System Approach.

Grant applications for the fiscal year 2024 cycle are due by 5:00 pm Eastern Time on Friday, Apr. 19, 2024. The full Notice of Funding Opportunity announcements can be found at Grants.gov. Details regarding funding amounts, application requirements along with applicant and project eligibility can be found on FMCSA's Grants website.

## CVSA Opens Nominations for 2024 International Driver Excellence Award

Washington, DC... The Commercial Vehicle Safety Alliance (CVSA) is now accepting nominations for its International Driver Excellence Award (IDEA), an annual award that recognizes an extraordinary professional commercial motor vehicle driver and their commitment to public safety.

The 2024 IDEA recipient and a guest will receive a complimentary economy flight to Bozeman Yellowstone International Airport and a one-room, two-night stay at Big Sky Resort to attend the CVSA Annual Conference and Exhibition in Big Sky, Montana. The IDEA winner will be recognized at the annual conference general session and awards ceremony on Sept. 9, where they will receive a \$5,000 prize and a crystal trophy.

Nominees must have:

- \* At least 25 cumulative years of crash-free driving in a commercial motor vehicle with a clean driving record for the past three years

- \* No felony convictions

- \* No safety-related driving suspensions in the past three years

- \* No driver violations in the past three years, excluding form and manner violations

IDEA is open to the entire commercial motor vehicle industry. Nominees do not need to be a member of or affiliated with CVSA to apply.

CVSA's simplified application enables individuals to easily fill out the nomination form and submit the required supporting documentation, all online. Access the IDEA online nomination submission form.

The deadline for nominations is Friday, May 10.

This year's award is sponsored by PrePass Safety Alliance, a non-profit, public-private partnership of state agencies and trucking industry leaders devoted to safe, secure and efficient use of North America's highway system.

## ATA Truck Tonnage Index Decreased 3.5% in January

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index decreased 3.5% in January after increasing 1.2% in December. In January, the index equaled 111.0 (2015=100) compared with 115.0 in December.

ATA recently revised the seasonally adjusted index back five years as part of its annual revision.

"January's data was a snap back to reality for anyone thinking the freight market was about to turn the corner," said ATA Chief Economist Bob Costello. "Bad winter weather in January likely hurt volumes, not to mention sharp drops in a number of drivers of tonnage including retail sales, housing starts and manufacturing output."

December's increase was revised down from our January 23 press release.

Compared with January 2023, the SA index fell 4.7%, which was the eleventh straight year-over-year decrease. In December, the index was down 0.8% from

a year earlier.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 109.4 in January, 0.7% below December's level (110.2). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

## ATA Reasserts Strong Opposition to Julie Su's Nomination

Washington, DC... The American Trucking Associations President and CEO Chris Spear issued the following statement reiterating ATA's steadfast opposition to Julie Su's nomination to lead the U.S. Department of Labor. The Senate Health, Education, Labor & Pensions Committee is scheduled to bypass a committee hearing and hold a vote on her re-nomination this morning:

"No matter how many times she's renominated, Julie Su's record remains a huge red flag for our industry and any senator concerned about radical policies from California becoming federal law.

"The independent contractor rule she just finalized as acting secretary undermines the livelihoods of 350,000 professional truck drivers across our country who choose to run their own small businesses, and she needs to answer for it. A public hearing is warranted so that committee members can have the opportunity to question her on the impact of this destructive rule.

"We continue to oppose her nomination as she continues to avoid the tough questions to which we and the American people deserve answers."

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## ATA Expresses Strong Support for Kiley-Cassidy Resolution to Protect Independent Contractors

Washington — In an effort backed by the American Trucking Associations to block the Biden Administration's final rule on independent contractor classification, Representative Kevin Kiley (R-California) and Senator Bill Cassidy (R-Louisiana) introduced a joint resolution of disapproval today.

"More than 350,000 truckers choose to work as independent contractors because of the economic opportunity it creates and the flexibility it provides, enabling them to run their own business and choose their own hours and routes. The Biden Administration's IC rule eliminates this freedom and intentionally undermines the livelihoods of truckers and their families across the country by replacing a clear, straight-forward standard with a tangled mess that will weaken our supply chain," said ATA President and CEO Chris Spear.

The trucking industry has relied on independent contractors since the inception of interstate trucking, and court decisions over the last nine decades have continually reaffirmed the legitimate role independent contractors play in the economy. That freedom of choice has been an enormous source of empowerment for women, minorities and immigrants pursuing the American Dream.

In 2021, DOL issued

a rule supported by ATA clarifying the definition of employee under the Fair Labor Standards Act as it relates to independent contractors. The department's new rule, which ATA has sharply criticized, replaces the 2021 standard with an opaque and deliberately confusing standard designed to fuel frivolous litigation and deny self-employed individuals the freedom of choice to work as independent contractors. This week, ATA joined a broad coalition of organizations in filing a lawsuit challenging the rule.

The rule was crafted under the leadership of Acting Secretary of Labor Julie Su, who has repeatedly failed to recognize the importance of independent contractors and implemented California's disastrous AB5 as the head of the state's labor and workforce development agency. The ATA remains staunchly opposed to Su's nomination to serve as secretary of labor.

"Had Julie Su actually spoken with drivers — not just big labor bosses — she would know this firsthand," Spear said. "The ATA stands firmly behind Representative Kiley and Senator Cassidy's effort to defeat this ill-advised rule, and we will continue to work alongside them and other Members of Congress to protect Americans' right to earn a living in the way that they choose."

## Fentanyl Public Awareness Campaign Launched by Trucking Cares Foundation



Washington, DC... The American Trucking Associations' Trucking Cares Foundation and Facing Fentanyl have joined forces to sound the alarm about the increasing threat of the illicit fentanyl epidemic.

Cities and towns nationwide are awash in lethal fentanyl. DEA reports that at least 7 in 10 counterfeit pills are deadly. Fentanyl poisoning claims the lives of over 70,000 Americans each year, with a fentanyl-related death occurring approximately once every five minutes. Fentanyl continues to be the number one killer of adults 18-45, and children under 14 are dying of fentanyl poisoning faster than any other age group.

The trucking industry is fighting to reverse these

tragic statistics. Through this united effort, trucking companies have the opportunity to purchase trailer wraps with fentanyl PSAs featuring messages from families who have lost loved ones to illicit fentanyl poisonings. To help maximize the impact of the campaign and expand its reach to as many roadways as possible, these trailer wraps are available at a deeply discounted price. "In the face of immense loss, families impacted by fentanyl have shown remarkable resilience," said Andrea Thomas, co-founder of Voices for Awareness and Facing Fentanyl. "Each image shared represents not just a life lost, but a family shattered. It is a testament to the strength of those who have suffered unimaginable

pain that they have chosen to turn their grief into action. By raising awareness; providing resources like opioid reversal and education kits to schools; and working with law enforcement, first responders and communities, we are not only honoring the memory of our loved ones but actively working to prevent further tragedies."

The trucking industry has long worked to raise public awareness, supported addiction and recovery programs, and partnered with law enforcement to defeat the devastating scourge of fentanyl. Recently, ATA expressed strong support for the END FENTANYL Act. The bill, which passed Congress last week and was sent to the President's desk to be signed into law, will com-

plement these efforts by ensuring CBP officers have the proper guidance to perform inspections and effectively intercept fentanyl before it reaches our communities.

In this latest effort, TCF and Facing Fentanyl partnered with Lowen to develop this powerful campaign featuring five different graphic design options for 53' trailers. These graphics will be produced using premium 3M vinyl protected with a film laminate, ensuring up to seven years of durability. Lowen is providing a significant discount of up to 40% to make these wraps as affordable as possible.

For more information about purchasing and installation visit <https://lowengraphics.wixsite.com/fentanylcampaign>

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continued from page 1

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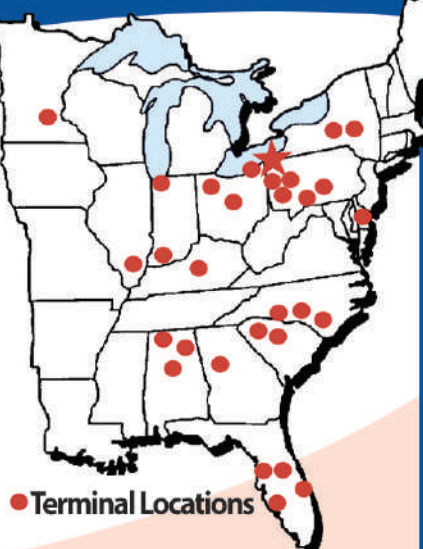
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## Decision Day Is Approaching



National College Decision Day is May 1. Traditionally, this is the deadline most colleges use for accepted students to commit.

It's when I, waiting until the last minute like always, committed to going to school to study musical theatre.

At 18, I knew I loved to sing and dance, and I wasn't thinking of how I was going to pay my bills or buy a house, or care for a family.

My parents tried to get me to pick something more practical, so I compromised with a minor in journalism which eventually turned into a double major and my future career.

Things could have worked out a lot worse.

After years of paying off loans, I'm debt-free, have a full-time job with the Pennsylvania Motor Truck Association, and have lived on my own since turning 18, but I could have saved a lot of money and felt a lot less stressed if I knew a little more before making a decision that would so greatly impact what I wanted to do for the rest of my life.

During my career in transportation, I've learned you don't need a four-year degree to have a good job and make a good living.

Pennsylvania has a robust Career Technical Education (CTE) program, with plans to expand to better fit the needs of the ever-evolving job market.

In 2024, you can get an education in manufacturing, hospitality, real estate, logistics, education, healthcare, science, graphic design and more – all before leaving high school!

CTE is accessible, flexible, hands on and now in

the professional world, I see it making a difference.

At PMTA, we're working with CTE schools and high schools across the state to establish CDL programs and teach about the behind-the-scenes careers in the trucking industry.

We hope that by educating students about the options available to them, we'll bring more young people into a workforce that needs them without mountains of debt.

I don't know if my high school is to blame for a lack of career education, if I'm to blame for being headstrong or if the system is to blame for making 18-year-olds come up with a plan for the rest of their life... But I do know I was not ready to make a decision after high school about the rest of my life.

If PMTA can help just a few young people a year find a career they'll love in trucking, our work was worth it.

## Heavy-Duty Repair Shop Counter Sales and Labor Rates Rose in 2023

New Orleans, LA... A new report from the American Trucking Associations' Technology & Maintenance Council, in partnership with Fullbay, has found that counter sales and labor rates rose significantly in 2023 from the previous year.

Heavy-duty repair shops around the country reported up to a 40% increase in counter sales last year when compared to 2022, while at the same time, labor rates went up approximately \$10 per hour, according to the groups' fourth annual State of

Heavy-Duty Repair Report. While the report contains an abundance of data, a preview of its key findings include:

\* 45% of respondents reported between 21%-40% increases of counter sales from 2022 to 2023.

\* Labor rates increased 9% across the country in 2023 – that equates to a roughly \$10 per hour increase.

\* Over 40% of respondents reported a net profit between 11% and 20%

\* 18% of shops surveyed were pulling in between

\$1 to \$2 million each year, while 12% reported revenue between \$250,001 and \$500,000.

\* 25% of technicians indicated they worked at only three shops throughout the course of their entire career.

Fullbay's report data is drawn from individual survey responses and real-world shop data. More than 1,000 individuals from the commercial freight, logistics and repair industries completed the survey.



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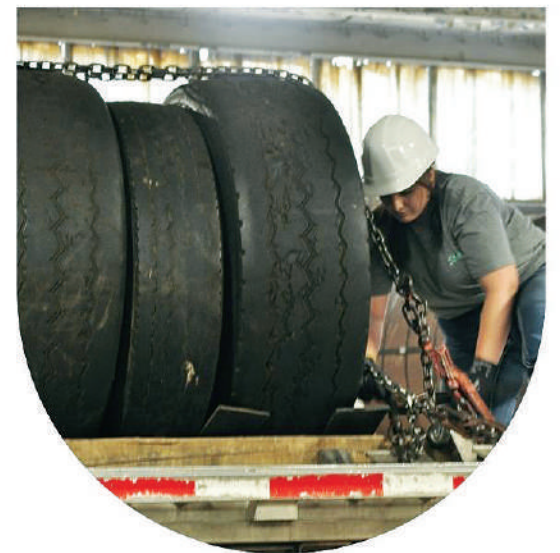
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# Peterbilt Introduces New 72-Inch Sleeper for Model 589



customize with chrome and other accessories," said Jake Montero, Peterbilt assistant general manager, sales and marketing.

The 72-inch low roof sleeper features include:

**Storage Solutions:**

- Full-height wardrobe and passenger side microwave tray
- Optional right-hand cubby
- Driver side workstation and storage cabinet
- Optional refrigerator and above the bunk shelf

**Power Provisions:**

- Four standard 12V outlets
- Factory-installed inverters
- Aftermarket inverter installation provisions
- 22-inch flat-screen TV mounting and electrical provisions

Customers can order the Model 589 72-inch low roof sleeper through any of Peterbilt's 425+ dealer locations across North America. Visit <https://www.peterbilt.com/trucks/on-highway/589> for more information.

Denton, TX... Peterbilt is proud to announce the introduction of a new 72-inch low roof sleeper for the Legendary Model 589. The new sleeper provides customers with sleek, long and lean styling along with premium amenities for enhanced

comfort, efficiency and overall driver appeal.

"The new Model 589 72-inch low roof sleeper is the perfect platform for customers that require a low roof configuration for their operations, as well as for drivers who appreciate a stylish truck they can

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have at least a year of driving experience and must be able to manage and, at times, fill out hazardous shipping manifests. They can work with Clean Harbors directly, or with one of their many small fleet owners. There are also numerous related jobs at Clean Harbors, including Field Services, emergency response, chemical distribution, product sales and more.

Clean Harbors partners with owner-operators to help them successfully manage their business, so if your goal is to grow your fleet, the company is there to make it happen.

“We value drivers who understand the hazardous materials industry and want to work, and they are compensated accordingly,” Ridings said. “Clean Harbors has steady year-round work and contracted rates. Independent contractors know in advance what their runs will be, many of which are for long-standing customers providing reliable lanes for our drivers. Let us help you build your business, because when you succeed, we succeed.”

“We are always looking for drivers and independent contractors who understand safety and hazardous material handling,” said Clean Harbors Executive Vice President of Transportation and Logistics Kevin Ridings “We can find a place in our system for them because our network is so vast.”

Interested in becoming a driver for Clean Harbors? Apply at [cleanharborsdrivers.com](http://cleanharborsdrivers.com).

Company drivers must



Kevin Ridings

continued from page 1

2,500 rail cars. Employees embody the motto, “Safety Starts with Me: Live It 3-6-5” and are proud to work for an organization creating sustainable solutions for the future.

The hazardous waste industry is recession-proof, with year-round freight volumes and rates that do not fluctuate. All drivers must have a hazmat endorsement but are well compensated for it. The company operates dry vans to haul drum and tote waste, tankers for liquid bulk waste and end dumps and roll-offs for super fluid waste. Many of the loads are drop and hook.



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When you own your own truck, the horizon is your workplace. We know that the stresses of scheduling, fees, licenses and regulations can keep you from embracing opportunities on the open road. By driving for Clean Harbors, your trucking career can flourish without the hassles, allowing you to focus on the journey ahead. Whether it's over-the-road, local, or you just want to run regional routes, we have the job that is right for you.

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# Kenworth's Chillicothe, Ohio Manufacturing Plant Celebrates 50 Years of Producing the World's Best Trucks



Kenworth Chillicothe's first truck



The Kenworth Chillicothe plant in 2024.



Kenworth Chillicothe employees celebrate delivery of the 750,000th truck produced in May 2023.

CHILLICOTHE, OH... The Kenworth truck assembly plant in Chillicothe, Ohio celebrates 50 years of building the World's Best® trucks. The plant officially opened on March 4, 1974, and the plant's first truck – a Kenworth W900 – rolled off the assembly line a day later.

Since then, Kenworth Chillicothe plant employees have produced more than 782,000 trucks in alignment with the company's core values of quality, innovation and state-of-the-art technology. The plant employs approximately 2,500 people, one of the largest employers in Ross County (where Chillicothe resides), and is Kenworth's largest manufacturing facility.

"Chillicothe is a great place for Kenworth to build trucks because it is close to our customers, suppliers and, of course, a community of highly skilled employees we are fortunate to call our Kenworth family," said Jim Walenczak, Kenworth general manager and PACCAR vice president. "Today we celebrate 50 years of innovation in Chillicothe, community involvement in Ross County and The World's Best employees. This milestone is a testament to the dedication of our incredible workforce – both past and present – and Kenworth's commitment to continued growth in Chillicothe."

The Kenworth Chillicothe plant is located on a 120-acre site 50 miles south of Columbus, Ohio. Since 2018, Kenworth has invested \$300 million in the 622,000-square-foot facility that features advanced manufacturing technologies, including robotic assembly, and a state-of-the-art paint

facility that utilizes the latest technology in the industry. The multi-level paint facility went into production in October 2021 and is equipped with bell spray head technology that improves the appearance and transfer efficiency of the paint. In 2022, the Kenworth Chillicothe plant received two Manufacturing Leadership Awards for its new Kenworth Paint Facility and Henrob Error Proofing project from the National Association of Manufacturers. In 2020, the plant received an En-

couraging Environmental Excellence "E3" Gold Award from the Ohio Environmental Protection Agency (EPA) for going beyond regulatory compliance requirements for environmental stewardship activities and in 2006, was recognized by Quality Magazine for its "Plant of the Year" Award.

According to Doug VanZuiden, Kenworth Chillicothe plant manager, nearly 40% of its employees have worked at the plant for more than 15 years. "Our highly experienced, dedicated and

long-term workforce is the secret to building a customer-oriented product and custom-engineered vehicle, and this team excels at building quality, pride and passion into The World's Best trucks every day," said VanZuiden.

Jeff Hougland, one of Kenworth Chillicothe's longest-tenured employees, having joined the plant as a parts welder in 1975 said Kenworth's decision to open a plant in Chillicothe positively impacted the community. "When I first started working with Kenworth, the economy was in a recession and the unemployment rate was high. The opening of the Kenworth Chillicothe plant in '74 served as a lifeline for many in our community seeking employment opportunities," said Hougland. "Over the years as the plant has increased its operational footprint to meet demand through expansion projects, like our new paint facility, additional well-paying job opportunities have followed. I've worked with a lot of great people throughout my career here and am proud to help build the best trucks out there."

Kenworth Community Support of Ross County

Supporting the local Ross County community is important to Kenworth. For the past 30 years, the Chillicothe plant has partnered with the United Way of Ross County to raise money for the organization's philanthropic programs. In 2023, the plant raised approximately \$240,000 through its annual United Way campaign and Kenworth truck parade 50/50 raffle. Since the beginning of the partnership, Kenworth Chillicothe employees have raised more than \$2 million and PACCAR has contributed nearly \$5 million to the United Way of Ross County.

"Kenworth is truly a generational company. Many plant employees are second, even third generation in their families to work here and they take a lot of pride in representing Kenworth," said Jack Schmitt, Kenworth Chillicothe assistant plant manager. "Our deep roots in Ross County are one of the many reasons we care deeply about working to invest in and strengthen the community where we all live and work – now and in the future."

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# From The Chaplain's Desk

By Ron Fraser, Transport for Christ President

I recently learned about a man in our neighborhood that could no longer deal with the struggles in his life and the stress that the existing culture has put on him and his family. So, he chose suicide to escape the pressures of life, leaving a wife and children without a husband and father.

The fact that I did not know him very well does not sooth my spirit for not having made a greater effort to share the gospel with him or to reach out to be a friend to him. The reality of the situation is that this was a lost soul to whom I might of, or could of, made a difference in his life had I not held back or lived in my own fear of what was going on around me.

Though denial is rampant in our day, on some deep, perhaps even intuitive level, most people sense that we are living in troubled and potentially very dangerous times, and they are searching for guidance. Threatening clouds seem to be invading all areas of life, from personal health to economic stability to world peace. To be sure, troubled, and dangerous times are nothing new in human history.

They are divided into two types, however, there were times of crisis which were met with vision and courage and there were times

of crisis which failed to give rise to strong leadership. The question we need to ask is this. To which type does our present crisis belong? Will the problems which beset us lead to a deepening of the foundations of our lives and our faith in God, or will we be overwhelmed by our situation and allow ourselves to be buried under our circumstances? One observation which we can make is this: In our own civilization's history, the Bible and one's faith in God often has played a central role in motivating a courageous response to crisis. The Bible has been a source of vision and courage in troubled periods of the past.

All faiths have dealt with the challenge of keeping faith alive under the adverse conditions of war or diaspora or persecution—but never all faiths at the same time. Our Faith, in a time of extreme difficulty that may be yet to come, will face challenges as to what it means to minister and to fellowship. But what we do know is that this crisis will also expand the opportunities for those who are looking for them.

I have noticed that this crisis has gotten the world's attention. I've had the opportunity to share the gospel with a few people already and this crisis has only just begun in the United States. I believe this time of trouble and unrest

is going to be here for some period and that people are going to be more and more receptive to the Gospel of Jesus Christ. I believe that in the days and weeks to come that the church is going to need to step up and do God's work. My prayer for the church, and all other ministries, is that we be obedient and stand strong in faith. We are going to get to see God do great things. Keep praying to be used by God in whatever way possible in your regional area. My challenge to you is to think outside the box, considering your present situation, as to how God can continue to use you to reach others with the gospel of Christ. Consider how you can be that light to someone living in a dark world. Ministry does not stop when the world goes into crisis. Believers should be the lighthouse for the rest of the world to see in a time of real darkness. Pray also for the church to start teaching the whole counsel of God. Remember that we are all blessed to preach the gospel and that it is an absolute honor that God would choose us to bring forth His Word in a time like this. Men, step up and then step out. Our world needs your leadership now.

You can contact Ron Fraser, Transport for Christ President at 717-426-9977.

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## Gulf Coast Big Rig Truck Show Slated For July 26-27



The event showcases the working truck, support to the military and first responders, as well as raising money for the Wounded Warrior Project. Trucking industry businesses are showcased in a family-friendly atmosphere. The exhibitors display their products and also bring awareness and knowledge of the transportation industry to the surrounding communities. The two day event ends with an escorted convoy along the beach displaying the trucks from the Chrome on the Coast Contest!

Tickets are \$15 at the door or \$12 in advance, under 12 free with an adult.

For more information call 985-630-9171 or email [pattimccleeny@gmail.com](mailto:pattimccleeny@gmail.com)

Register for the show at [www.gulfcoastbigrigtruckshow.org/fb](http://www.gulfcoastbigrigtruckshow.org/fb)

**Gulf Coast**

**JULY 26-27 2024**

**MS Coast Coliseum & Convention Center**  
2350 Beach Blvd.  
Biloxi, MS 39531

**Big Rig Truck Show**

**Supporting Wounded Warriors**

This annual event is held in the Mississippi Coast Coliseum & Convention Center. It supports the Transportation Industry and the Wounded Warriors Project while offering unique networking opportunities with a family fun atmosphere. Visit our wonderful exhibitors showcasing their companies and their products.

**Tickets are \$12 in advance \$15 at the door.**

Contact us: 985-630-9171  
Email: [pattimccleeny@gmail.com](mailto:pattimccleeny@gmail.com)

[www.gulfcoastbigrigtruckshow.org](http://www.gulfcoastbigrigtruckshow.org) / FB

### By Steve Pollock

BILOXI, MS.... The annual Gulf Coast Big Rig Truck Show is scheduled for July 26<sup>th</sup> and 27<sup>th</sup> at the Mississippi Coast Coliseum and Convention Center, 2350 Beach Blvd. (off I-10) in Biloxi, Mississippi.



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## Major Step Taken to Boost Domestic Manufacturing in Transportation

WASHINGTON, DC... The U.S. Department of Transportation's Federal Highway Administration (FHWA) announced a Notice of Proposed Rulemaking (NPRM) today to discontinue its general waiver of Buy America requirements for manufactured products used in federal-aid highway projects. In the rulemaking, the agency proposes discontinuing the waiver and creating standards that would apply to manufactured products if the waiver is discontinued. This rulemaking will change outdated policy and bolster American manufacturing while creating good-paying jobs. This proposed rule is a result of the FHWA's review of the general waiver for manufactured products under the Bipartisan Infrastructure Law's Build America, Buy America (BABA) Act, which will boost domestic manufacturing, bolster critical supply chains, and support the creation of good-paying union jobs.

The Buy America Requirements for Manufactured Products NPRM calls for the elimination of the previous Manufactured Products General Waiver, a general applicability waiver in existence for more than four decades that waived the Buy America requirement for manufactured products. The proposed

rule aims to maximize the use of domestically produced manufactured products permanently incorporated in federal-aid highway and bridge projects and asks for comment to outline standards for manufactured products covered under Buy America requirements. The proposed rule is consistent with existing BABA standards for manufactured products implemented by the Office of Management and Budget.

The proposed rule will not change the Buy America requirements that currently apply to iron or steel products. Nor will the proposed rule change BABA requirements that apply to products classified as construction materials or excluded materials (cement and cementitious materials; aggregates such as stone, sand, or gravel; or aggregate binding agents or additives).

FHWA will also issue a Request for Information (RFI) on the domestic availability of specific manufactured products commonly used in FHWA-funded projects, which will help guide FHWA implementation, should the waiver be rescinded.

More information is available on the NPRM and RFI on FHWA's Buy America web page.

## A Likely Story - "Proving Gravity"

By Roger Clark

As you know, Sir Isaac Newton discovered gravity. Or maybe apples. But it was me, almost three hundred years later, who proved the theory of gravity. It happened near Victorville, California, where I was locked out of my T600 Kenworth.

Noting there was a glass porthole in the bottom of the passenger door, I reasoned that a flying kick with steel-toed boots just might dislodge it. Indeed, that worked, but I then found myself stretched out and four feet above the ground. Instantly, of course, I hit the ground hard enough to break my glasses, shatter the cigarette case, and empty my pockets.

Working for a Joplin-based carrier in the early nineties, I often passed a quiet little airfield near Mt. Vernon. Most weekends skydivers were floating blissfully over the interstate, and I finally took the bait in 1991. As a dues-paying member of Freefall Express, I too was granted permission to exit a perfectly good airplane several thousand feet above the earth.

In sport parachuting, which is what devotees prefer to call it, there are two kinds of malfunctions. Minor ones, such as a line twist, and major ones like collapsing canopies. A minor malfunction can be corrected in mid-air, and that's what happened to me. In the event of a major malfunction, which I've never witnessed, the jumper is so preoccupied trying to fix the problem they sometimes hit the ground without knowing it.

Often times the blissful ignorance of gravity can be

funny, like the time I was following a station wagon down a get-on ramp to I-44. I noticed there was a ten-foot ladder on the roof but did not observe the four human hands trying to keep it there. Suddenly the ladder broke free, at sixty miles an hour, and crashed to the pavement directly in my path.

Within a second, I mangled the ladder so bad that it took out my lower radiator hose, spilling bright green anti-freeze across the roadway. By the time the dust and paperwork settled, the station wagon owner was billed for repairs and wrecker service, instead of spending five bucks on a tie-down rope.

Trucking across U.S. 36 in Missouri, I came up behind a pickup truck hauling household goods. Piled on top was a mattress, and upon the mattress was a woman trying to weigh it all down. I reckon that's moving day in redneck country. The good news is, there wasn't a tragedy. The bad news is, at 60 MPH, airflow lifted the mattress and crashed her into the ditch anyway.

From all appearances, alcohol may have been involved, because they offered some to me, but I'll bet even Sir Isaac didn't know Bud Light's effect on gravity. He might have missed class that day. Or the apple, anyways.

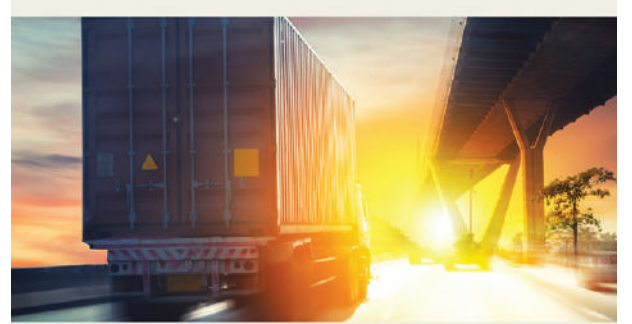
But there is a trucker alive today who did, in fact, recently defy the laws of gravity. On Friday, March 1, an un-named female P & D driver with Sysco was crossing the Clark Street bridge in Louisville, Kentucky, when she became collateral damage in a multi-vehicle crash. Her rig went

off the bridge, but the trailer got pinned, forcing her tractor to dangle 130 feet above the Ohio river.

Thanks to Louisville EMS and six-year veteran firefighter Bryce Carden, she was rappelled to safety in a forty-minute rescue. There

aren't enough good words to describe her bravery and his courage, both of which made national news for several days. Ain't it nice to brag about good things in a business we work so hard to promote and protect!

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**5:30 - 7pm Homestyle Buffet Dinner/Awards**

**7pm - 9pm Light Show**

**Sunday:**

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# Ed Wilson Receives First And Last LoneStar Daycabs



Left to right: Fred Biscella, Steve Hill, Ed Wilson, Jeremy Smith, and Jim Dawson.



Ed Wilson's 2024 LoneStar - the very last LoneStar Daycab to be built.



Ed Wilson's first LoneStar Daycab, a 2010 model that was the first one to roll off the assembly line in 2009.

**By Steve Pollock**

New Springfield, OH.... It was a complete surprise for Ed Wilson, when on February 9<sup>th</sup> of this year, he came home to find his new 2024 International LoneStar Daycab and a lot of friends waiting for him. The folks at Hill International planned a surprise party, enlisting Ed's wife Gloria to keep him occupied while they set things up. The event took place at Ed Wilson & Son Trucking's New Springfield, Ohio headquarters.

While Ed knew his LoneStar had been built, he didn't know that it had been delivered to Hill Interna-

tional.

The significance of the 2024 LoneStar is that it is the very last LoneStar Daycab to be built. Ed also owns the very first LoneStar Daycab to roll off the assembly line. Ed received his first LoneStar Daycab in May of 2009 – a 2010 model with a 475 hp C15 CAT (one of only 12 built with CAT engines), and a 13 speed with 40,000 lb. Rockwell rears. The 2010 LoneStar was sold to Ed by Hill International's salesman Fred Biscella, who is now retired.

The last LoneStar Daycab is a 2024 model with a 605 hp X15 Cummins

w/2050 ft. lbs. of torque, and an 18 speed with 40,000 lb. rears. The last LoneStar Daycab was sold to Ed by Hill International salesman Jeremy Smith. Both Fred and Jeremy were on hand for the presentation of the 2024 LoneStar to Ed Wilson.

The folks at Hill International provided a catered b-b-que lunch from Mission Barbecue and had many team members present, including President Steve Hill; Vice President Mike Barber; Navistar's Jim Dawson; and several of Hill International's Truck Sales

continued on page 24

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# MOVIN' OUT Calendar of Events



**April 25-28 – 75 Chrome Shop's 26th Annual Big Rig Truck Show** – Presented by Dynaflex Products. 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. Over \$25,000 in prizes will be given out during the show! For more info visit [www.75chromeshop.com/truck-show](http://www.75chromeshop.com/truck-show)

**May 3-4 – Midwest Pride In Your Ride Truck & Tractor Show** – Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit [www.midwestprideinyourride.org](http://www.midwestprideinyourride.org)

**May 4-5– Truck Meet At The Crossroads** – The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. Truck Show, Supper and Light Show on May 4th, Church Service and Free Lunch on May 5th. For more info, call 573-796-1927.

**May 9-11 – East Coast Truckers Jamboree** – Kenly 95 Petro, Kenley, NC. For more info contact Alicia Bedford, 919-502-7071. Email: [alicia.bedford@iowa80goup.com](mailto:alicia.bedford@iowa80goup.com)

**May 12 – 35th Annual Make-A-Wish Mother's Day Convoy & Family Carnival** – Manheim Pennsylvania Auto Auction, 1190 Lancaster Road, Manheim, PA 17545. For more info, visit [www.wishconvoy.org](http://www.wishconvoy.org) or phone 717-283-4868, email [ldietrich@philadesv.wish.org](mailto:ldietrich@philadesv.wish.org)

**May 25 – Semi-Crazy Cornfield Round Up** – Waspy's Truck Stop, 2079 US Hwy 71, Audubon, Iowa. Free Truck Show, Midwest Plains Chapter American Truck Historical Society/Multiple ATHS Chapter Event. For more info contact Russell Spawn, Jr. @ 402-680-6121 or Wade Beck @ 515-229-2147.

**May 30-June 1- 42nd Annual Shell Rotella SuperRigs** – Texas Motor Speedway, Dallas/Fort Worth, Texas. Numerous events and activities will honor the hardworking spirit of Truck Drivers. 20 awards up for grab, including Best Chrome, Best Lights and the prestigious Best of Show. Over \$25,000 in cash and prizes, plus 12 drivers will earn the honor of having their truck featured in the 2025 Shell Rotella SuperRigs Calendar. No fee to enter. Register your truck online at <https://super-rigs.mymilesmatter.com/>

**June 6-8 – ATHS National Convention and Truck Show** – York, PA. More details will be released in upcoming months. [www.ATHS.org](http://www.ATHS.org)

**June 6-9 – Wheel Jam Truck Show** – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition, Parade and Convoy through downtown Huron. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com) or phone 605-354-2809

**June 21-22– 12th Annual Ohio Vintage Truck Reunion** – Ashland County Fairgrounds, 2042 Claremount Ave., Ashland, OH. 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Trucks, Trucking Memorabilia Display, Swap Meet, On-site Camping, Truck Crawl, Jake-Off, Light Show, Truck Model Contest, Country Convoy and more! In place of Registration and Admission fees – donations to Ashland Food Bank and Shriners' Transportation Fund appreciation. For more info contact Bill Peters @ 330-682-1707, email: [wep515@gmail.com](mailto:wep515@gmail.com), website: [www.ohvintkrreu.com](http://www.ohvintkrreu.com)

**June 21-23 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing** – 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**June 22 – The Jane Harting Cancer Benefit Truck Show Picnic** – Elite Service, Inc., 905 Stone Hill Road, Denver, PA. Proceeds benefit Help The Fight. \$25/Unit\* Registration Fee (If you are registering a truck and trailer, that is 2 units.) Classic Cars/Small Trucks are welcome! \$15 each registration fee. Bring Lawn Chairs/. For more information, visit [www.eliteattitude.com](http://www.eliteattitude.com) or see Elite Service, Inc's Facebook Page.

**June 23 – American Truck Historical Society ATHS Nutmeg Chapter Show** – Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8 am – 3 pm. For more information, call Charlie Dainton @ 860-933-5407.

**July 11-13 - Annual Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**July 13 – 12th Annual International Motor Truck Gathering** – 92 Industrial Park Rd., Muncy, PA. – All model International trucks – big or small, rusty or restored, from 1907 to present. No registration fee. All makes of trucks welcome. Also will be having an auction. For more info email: [billandsuebs4@gmail.com](mailto:billandsuebs4@gmail.com) or call Lenny @ 272-202-8253.

**July 13 – Tri-State Antique Truck Club Show** – Kenworth of PA, 530 N Center Ave., New Stanton, PA. 10 am-3 pm. All Trucks Welcome! No registration fee. Dash plaques to first 50 trucks. For more info, call 724-557-4467 or Facebook @Tri-State Antique Truck Club.

**July 19-20 – 7th Annual Gear Jammer Magazine Truck Show** – New England Dragway, 280 Exeter Rd., Epping, NH. 03042. Show N Shine, Tractor Pulls, Awards, Live Music. Benefits the Doug Flutie, Jr. Autism Foundation. For more info call Bob @ 508-212-9998 or email: [mttconrad7@aol.com](mailto:mttconrad7@aol.com)

**July 26-27 – Gulf Coast Big Rig Truck Show** – MS Coast Coliseum & Convention Center, 2350 Beach Blvd., Biloxi, MS 39531. Showcases the working truck, supports the transportation industry as well as raising money for the Wounded Warriors Project. The two day event ends with an escorted convoy along the beach displaying the trucks from the Chrome on the Coast Contest! For more info, call 985-630-9171. Email: [pattimccleney@gmail.com](mailto:pattimccleney@gmail.com)

**July 27 – Keystone Chapter ATCA Truck, Tractor, and Machinery Show** – 139 Municipal St., East Freedom, PA. 8 am-5-m. Dash Plaques while supplies last. No Judging, No Registration Fee. For more info contact Ken Claar at 814-224-2084 or visit [www.keystonetrucks.org](http://www.keystonetrucks.org)

**August 2-4 - Carlisle Truck Nationals** – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

**August 2-4 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing** – 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**August 16-17 – Big Rig Truck Show** – Rock Falls Raceway, Eau Claire, WI. Show Trucks, Backwoods Truck Drag Racing, Kids Zone Lego contest, Memorial Light Parade. All trucks are welcome. Free Driver Dinner Friday night. For more info call 715-875-4233 or visit [www.bigtruckshows.com](http://www.bigtruckshows.com)

**August 17 – Trivista Antique Truck Show** – Call Ray for details – 440-570-5859. Trivista Companies, 5751 Cerni Pl, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All trucks welcome. Proceeds to benefit charity. <https://www.facebook.com/trivistatruckshow/>

**September 20-22 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing** – 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**October 3-5 – 7th Annual TenFourDC** – National Mall, Washington DC. One of a kind Truck Driver Appreciation Event to promote Professional Commercial Drivers. Bobtails will convoy to the National Mall and be on display. Entertainment, Awards, Prize Drawings, Auctions. Donations will be accepted for charities. For more info call 937-402-0924, email: [tenfourdc@yahoo.com](mailto:tenfourdc@yahoo.com), or visit [www.tenfourdc.org](http://www.tenfourdc.org)

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:

**email: [movinout@zoominternet.net](mailto:movinout@zoominternet.net)  
Visit us on the web at [www.movinout.com](http://www.movinout.com)**

## Ed Wilson Receives First And Last LoneStar Daycabs



Left to right: Christy Wilson, Bob Wilson, Ed Wilson, Heather Shaulis, and Gloria Wilson - photo by Steve Pollock -

continued from page 23

Consultants. Nearly all of Ed Wilson's family and shop employees were also in attendance. It was good food and good fellowship with a room full of good people!

Ed likes his Internationals and has a garage full of restored trucks and tractors, including a 1979 4300, and a 1979 4070B.

Ed Wilson & Son Trucking was founded in 1982, hauling coal for the East Fairfield Coal Company (which still remains their biggest customer today). Currently the company does most of their broker-

ing for R&J Trucking. Ed Wilson & Son Trucking has grown to 25 employees, 21 daycabs, and one sleeper truck. Ed attributes his success to long hours, hard work, and support from his many fine employees as well as his family: wife Gloria, son Bob and his wife Kristy, who has worked for Ed Wilson & Son Trucking for over 20 years, and daughter Heather. Ed's son Bob will be joining the company full time on April 1<sup>st</sup> of this year so that Ed can "semi-retire."

Hill International was founded in 1987 by Os-

win Spencer Hill as O.S. Hill & Co., Inc. in Lisbon, Ohio. The company began selling farm tractors, eventually transitioning to semi-trucks and received the International Truck franchise in 1937. Under the Hill family's management and ownership for the past 127 years, the company has grown from a single dealership to 8 full service International dealerships located in Ohio, Pennsylvania, and West Virginia, along with 2 NAPA stores and a Ford dealership, as well as IdeaLease locations.

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# Something to Think About - We'll See

by: Mike McGough

When the "war to end all wars" ended, he hadn't fired a shot. He enlisted for service in World War I shortly after war was declared by the United States in April of 1917. Like all soldiers in the American Expeditionary Forces under General "Black Jack" Pershing, he was a Doughboy. There are several explanations for this nickname, but regardless of why it stuck, it was a really fitting moniker for him. After basic training, he was assigned to the Quartermaster Corps as a baker. During his two-plus years of service, the flour, lard, yeast, sugar and salt he helped turn into bread would have been measured in tons. Along the way, this 18-year-old kid from Ligonier, Pennsylvania grew up quickly. Life in a war zone taught him that initial perceptions can be faulty, and that just about anything can go from bad to better or good to worse over time. That lesson was one of two things he brought home with him; the other was a promise.

After the war, he worked in the mills in nearby Pittsburgh as a laborer. By 1928, he had enough money saved to follow through

on the promise he'd made himself during the war. He wanted to open a bakery. He and his wife rented a small storefront. It had room for a kitchen, some storage, and display cases in the front. In April of 1929 they opened. At the end of a dismal first month, his wife was concerned. She said, "We're ruined, this was a horrible idea."

With way less concern than she had, he said, "We'll see."

By the end of June, business picked up. They had some regular customers, and the list was growing. By August, they were off and running. Business was so good that in September they bought a used Model T truck and hired a driver to make deliveries. They made a down payment and agreed to purchase the building rather than continuing to rent. At the end of a particularly good day the first week of October she commented, "Our timing was right. This is wonderful, we're set."

He smiled and said, "We'll see."

The stock market crashed three weeks later, and the Great Depression was on. 1930 was a panicky year as unemployment

numbers grew daily. When they had to lay their driver off and sell the truck, she said, "This is awful; we'll soon be unemployed too!"

"We'll see," was his only response.

On his happy-days-are-here-again promise Roosevelt won the White House by a landslide in 1932. Hope was in the air, and they bought into it. At that time she said, "I think this'll turn around quickly; we're going to be okay."

Again, he said, "We'll see!"

With federal government assistance, bread lines and soup kitchens opened in Pittsburgh and most major cities. Large commercial baking companies supplied the bread for them. Although fortunate for those in need, it further reduced the demand for bread from

local bakeries. By early 1935, they had to close their bakery.

Later that year, he joined the Works Progress Administration (WPA), one of several New Deal-era programs that provided employment for millions of jobless people. The WPA built roads, constructed buildings, and worked on other local, state, and federal projects. Lamenting their situation, she said, "There doesn't seem to be a way to save the bakery; it's gone."

Not surprisingly he replied, "We'll see."

The Civilian Conservation Corps (CCC), was another New-Deal era re-employment program. Men ages 18 to 25 could enroll and be assigned to a residential camp, where projects to improve public

lands, recreational areas, and forest lands were carried out. When the last three of the nine camps around Pittsburgh opened up in late 1935, the large regional baking companies couldn't meet the demand for bread.

In February of 1936 a CCC agent contacted the Doughboy and his wife. He offered to secure their store mortgage, provide restart funds, and purchase all the bread they could produce. As the number of residents in camps around Pittsburgh grew, that same agent returned. He offered to install two more ovens, back the owners to buy a

truck, and help them hire a driver to deliver bread to the camps every other day.

Elated, his wife embraced the news, but this time instead of offering a snap judgment, she said, "It'll be interesting to see how this works out; we need to wait and see!"

There is much to be said for this Doughboy's wisdom. What appears to be a lucky break today, can turn into tomorrow challenge, and what looks like a bad break today can be tomorrow's golden opportunity. Instead of rushing to judgment, patiently give time a chance to work its oft unpredictable magic!

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# TSTL, Inc./Tri-State Trailer Sales Adds Safety Feature for Their Rental & Leasing Fleet



**By Steve Pollock**  
 PITTSBURGH, PA....  
 TSTL, Inc./Tri-State Trailer Sales is pleased to announce they are adding loose lug nut indicators to all their Rental and Leasing trailers, see picture below. A service unique to TSTL's Rental and Leasing fleet, the devices enhance convenience and safety for their customers. Drivers will be able to know at a glance if one of your lug nuts has loosened or moved. The loose lug nut indicators also help reduce pre-trip inspection time and save the trailer from potential wheel end damage. Lug nut Indicators are available at Tri-State locations for \$0.65 each.

TSTL, Inc./Tri-State Trailer Sales owns and operates 4-full-service trailer dealerships in Pittsburgh, PA; Lancaster, PA; Hubbard, OH; and Cincinnati, OH. They offer a variety of Flatbeds, Specialized Heavy haul, Vans, Reefers, and Tank trailer. Tri-State provides New & Used Sales, Service, and Parts support for all. Call 412-747-7777 for trailer information or 412-446-3800 for Rental and Leasing information.



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**Qty 50** - 2024 Vanguard VXP Plate Vans, 53'x102"x13'6", 110" Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.



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**Qty 25** - New Vanguard 53' MaxCube ( Sheet and Post ) Dry Vans- Air Ride, Swing Doors , Plastic Lined.



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**Qty 25** - New Fruehauf 53' High Base Rail Dry Vans- Air Ride , Swing Doors, 9" Crossmembers, Tire Inflation.



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**Qty 10** - New Vanguard 53' Reefers , Carrier X4 7300, Air Ride, Swing Doors.



**Qty 10** - 42' Wabash-Dry Vans, 42'x96"x12'5", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).



**NEW**- Fruehauf Steel Flatbeds with Spring Sliding Tandems 53' and 48'.



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**53'-90' EXTENDABLES**



**Qty 5** - New Fontaine 53'-90"x102" Xcaliber Extendable Flatbeds, Tri-Axle, Air Ride Sliding Tridem, Cal Legal.

**\*35-TON LOWBOYS\***



**Qty 4** - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable, 35-Ton, 24' Deck, Air Ride. Both Red and Black.

**Qty 2** - New Eager Beaver 35 GSL-BR, 35-Ton, 24' Deck, Beaver Tail.

**NEW FONTAINE WORKHORSE 55LCC - BOTH RED AND BLACK**



**Qty 10** - New Fontaine Workhorse 55LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Rear Lift Axle, Some with Wheel Covers, Both Red and Black.

















# MOVIN' OUT Working Show Truck Of The Month

## Josh Bates



**By Robert Conrad**

Josh Bates is the owner of Triple J Transfer, a Maryland based trucking company that he started in 2010 at age 21. With none of his family members having any background in the trucking industry, Josh started from scratch, learning both the mechanical & business end of trucking on his own.

He started Triple J Transfer with a \$7,000.00 truck that he bought from

a junkyard, but his desire to succeed and strong business sense has led him to where he is today, running 10 trucks all over the U.S. His pride & joy is this 1992 Peterbilt Daycab that he purchased for only \$8,500.00!

Josh did a complete rebuild on this red hot ride, going from the ground up with everything being done in house at his own shop, with the exception of the paint. Roy's Body Shop in

Eldersburg, MD gets credit for the deep red that has plenty of metal flake in it. Josh stretched the frame from 200" to 250", going from air leaf to flex air in the process. The front end was converted to an air ride by Horse and power comes from a 3406C motor that's paired up with a 13 speed and a set of 3:55 rears.

Custom features include an RLK visor, a set

of 6" Dynaflex straights, cab & cowl panels from 12 Gauge Customs, and a rear center panel by Headspinner customs. Willie Gonzalez worked his magic on the interior and Lady Lines added just the right amount of pin striping!

Josh Bates turns heads behind the wheel of his

decked-out Daycab, and it seems like the sky is the limit for him in the trucking industry. Pretty amazing for a self-taught trucker, businessman, and mechanic! Movin Out applauds Josh Bates and wishes him all the best on the road ahead.

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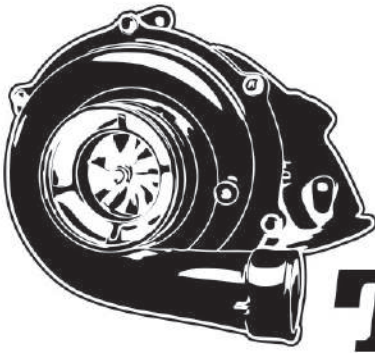
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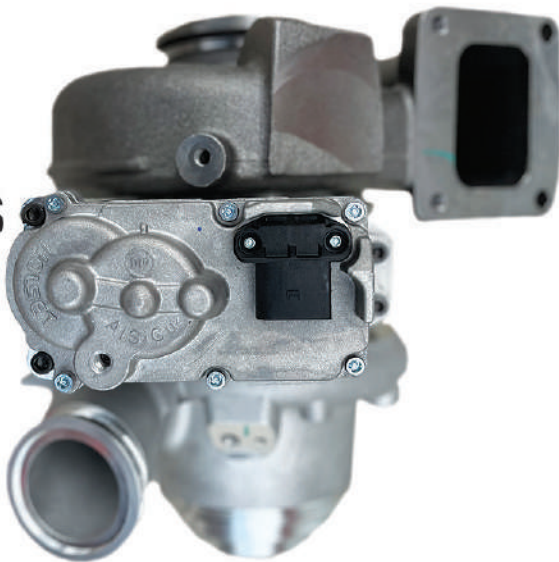
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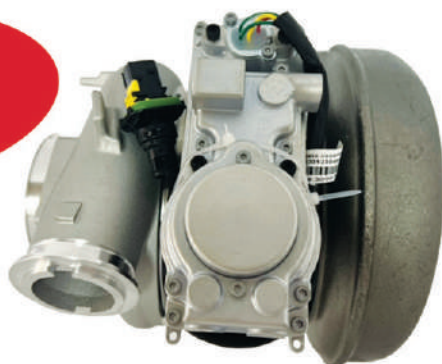
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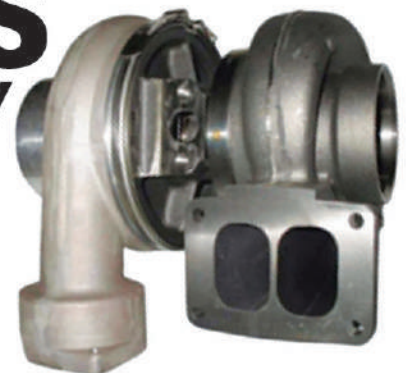
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