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"THE JOURNAL OF THE TRUCKING INDUSTRY"

40th Anniversary Walcott Truckers Jamboree



Jamie Adkins' 2020 Peterbilt basks in the sun at the 40th Anniversary Walcott Truckers Jamboree. Turn to pages 14 and 15 for story, winners list and more photos.
- Photo by Dan Pollock -

Smiles For Miles – 5th Annual Trucks For Smiles



Pleasant Trucking of Connellsville leads the way during the Smiles For Miles Convoy. - photo by Steve Pollock -

By Pam Pollock

The 5th Annual Trucks For Smiles, sponsored and hosted by W.W. Friedline, Inc., was held on Saturday, June 29th

at the Somerset County Fairgrounds in Meyersdale, PA. Trucks For Smiles raises funds for the Make-A-Wish® Greater PA and WV chapter.

Although storm clouds threatened the skies, the rain never made an appearance throughout the day. 126 registered trucks, including fire

trucks and emergency vehicles, attended the event. The fairground was the perfect place to host the truck show – plenty of tables to relax and enjoy the de-

licious food from the vendors, lots of games and activities for the children and beautiful scenery that added the perfect backdrop to the magnificent big rigs on display.

The highlight of the day was when all of the drivers and their trucks lined up for the Trucks For Smiles Convoy. Make-A-Wish Kids climbed into the cabs of some of the trucks and the convoy rolled out of the fairgrounds parking lot with horns resounding a proclamation that today belonged to some very special passengers. It truly was an inspiring sight to witness as the Convoy made its proud journey down the highway.

Because of the generosity and kindness of the trucking industry, over \$51,000 was raised during the 5th Annual Trucks For Smiles. Keri Friedline commented, "The average Wish costs about \$4,000 (with variance depending on the child's wish). That is enough money to grant over 12 wishes! Thank you sponsors, volunteers, friends and family that make

this event a success each year! Convoy leader Pleasant Trucking of Connellsville raised over \$17,000 alone! M & C Trucking of Seward, PA raised over \$10,000 and Don Landis Trucking purchased the 2019 hand painted glass sign by Casey Kennell for OVER \$4,000. We are so grateful to be surrounded by generous businesses and individuals. The amount of support behind this fundraiser is so heartwarming. To see drivers with their wives, girlfriends, kids shining up their trucks or selling candy bars to collect donations is nothing shy of humbling. They did it for the kids. The Wish kids. The local children that needed it more than themselves. It's not just another day, to some, to many, it's a family affair."

Additional photos from the 5th Annual Trucks For Smiles can be found on pages 24 & 25. Our complete photo coverage of the show is available on our Truck Show Gallery at www.movinout.com



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Progressive® Launches New Online Quoting Platform for Small Business Owners

MAYFIELD VILLAGE, OH... Progressive, a leader in the insurance industry, introduces BusinessQuote Explorer® (BQX), a new, easy-to-use online quoting platform established to help small business owners get accurate insurance quotes tailored to their unique business needs.

By simply entering information through the online platform, users will gain access to multiple business insurance quotes in an average of 11 minutes or less, lowering the time and stress associated with determining coverage needs, a typically time-consuming task.

«We understand the number of demands today's small business owners are faced with and are constantly looking at ways we can innovate the process of quoting business insurance to save them time and alleviate their questions and concerns,» added John Barbagallo, Progressive's Commercial Lines President. «With BusinessQuote Explorer®, we help make the process of selecting an insurer and getting an accurate quote fast and easy so small business owners can get back to what matters most – running their business.»

BQX puts small business

insurance shopping into the hands of business owners, providing the ability for the customer to evaluate multiple quotes to find the right insurance options to protect their livelihood. Each business is unique, therefore necessary coverages and limits can vary from business to business. Currently, BQX offers quotes for business owner, professional liability, workers' compensation, and general liability policies.

Progressive has a long history of empowering customers to compare insurance rates to find the best coverage for their needs. More than 20 years ago, Progressive put comparison-shopping in the hands of auto insurance shoppers, changing the face of the auto insurance marketplace. In 2017, Progressive introduced HomeQuote Explorer® (HQX), simplifying the search and purchase of home insurance. Now, Progressive is putting small business owners in control with BusinessQuote Explorer®.

To learn more about Progressive's business insurance coverages, visit ProgressiveCommercial.com/Business-Insurance, call 888-806-9598, or speak with an agent.

ATA Truck Tonnage Index Fell 6.1% in May

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 6.1% in May after jumping 7% in April. In May, the index equaled 114 (2015=100) compared with 121.4 in April.

«As expected, tonnage corrected in May from the surprising surge in April,» said ATA Chief Economist Bob Costello. «The economy is still growing, but the recent volatility in truck tonnage fits with a broader economy that is showing more mixed signals. The good news is if you ignore recent highs and lows, tonnage appears to be leveling off, albeit at a high level.»

April's reading was revised down compared with our May press release.

Compared with May 2018, the SA index increased 0.9%, the smallest year-over-year gain since April 2017.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 119.1 in May, 1.5% above April level (117.4). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.77 billion tons of freight in 2017. Motor carriers collected \$700.1 billion, or 79.3% of total revenue earned by all transport modes.



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Class Counsel Announce \$135 Million Proposed Class Action Settlement of Federal Navistar Diesel Engine EGR Emissions Defect Lawsuits

NEW YORK...Lieff Cabraser Heimann & Bernstein, together with co-lead counsel DiCello Levitt Gutzler and Audet & Partners LLP and liaison counsel The Bellows Law Group announce that the parties in the In re Navistar MaxxForce Engines Marketing, Sales Practices and Products Liabilities Litigation reached an agreement to settle the nationwide federal class action lawsuit relating to certain MaxxForce 11- or 13- liter diesel engines equipped with an allegedly defective EGR emissions system.

Plaintiffs filed the proposed settlement, under which Navistar International and Navistar, Inc. (NYSE: NAV) must pay out \$135 million, with Judge Joan B. Gottschall of the U.S. District Court for the Northern District of Illinois for her consideration and approval.

Lieff Cabraser partner Jonathan Selbin, co-lead counsel for the plaintiffs in the action, commented, "After years of hard fought litigation we believe this settlement represents an outstanding result for class members. In particular, we are proud of the choices it provides class members, who can choose a 'no questions asked' cash payment of up to \$2500 per truck or \$10,000 rebate off the best negotiated price of purchase of a new truck, or can prove up and recover out of pocket damages related to this defect of up to \$15,000 per truck." He added: "We are also pleased Navistar stepped up to take care of its customers."

Subject to certain exclusions, the proposed class will include all entities and natural persons who owned or leased a 2011-2014 model year vehicles equipped with a MaxxForce 11- or 13-liter engine certified to meet EPA 2010 emissions standards without selective catalytic reduction technology, provided that vehicle was purchased or leased in any of the fifty (50) States, the District of Columbia, Puerto Rico, and all other United States territories and/or possessions.

The proposed settlement must be approved by the Court. If the Court grants final approval, Class members will have six months to make their elections and file a claim.



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Off The Beaten Path

by Pam Pollock



Grandkids Say the Darndest Things...

It's no secret that I am "gaga" (see what I did there – wink, wink) about my grandkids. I admit it, my life revolves around these four adorable little munchkins. I would do just about anything for them and they know it.

Summer is rolling by – and we are trying to fit in all kinds of adventures and fun excursions before it is time to go back to school. The very rainy spring and summer, along with the crazy 100° heat index days has sadly had an impact on some things.

A couple of weeks ago, my husband and I brought the 4 grandkids back to our house so they could pick raspberries. We were merrily singing in the car and then we spied some ominous looking storm clouds in the sky. Ruh-roh.... As fate would have it, the rain started pouring as soon as we climbed out of the car, which, if you have ever hauled little kids around – you will know that it can take ten minutes for the little darlings to shuffle their way out of the car seat and onto the surface of Mother Earth. To say that we were bummed would be an understatement. However, the munchkins soon perked up when we brought them indoors, set up the little kids table and chair in the living room, and let them have berry shortcake with ice cream and whipped cream. After about 5 bites, Althea pushed the yummy treat aside and declared, "I am ready for my other food!"

Now, let me state for the record, that I am NOT the Betty Crocker Gaga, that's the other Gaga, Gaga Jill. She is a great cook and baker (as is my Mom and my daughter.). I hate the kitchen and all that it stands for. I had been patting myself on the back for making those berry shortcakes. I sighed, rather dramatically and said,

"What other food? It's 7:30 at night! There is no other food!"

Althea's lips puckered and quivered. I caved and asked, "What do you want Gaga Pam to make for you?" She replied, "Soup!" Mackenna and Declan joined in the chorus and started to chant, "Soup! Soup! Soup!" What could I do? I dragged myself out to the kitchen to make soup. My husband was the only one who could watch what I was doing in the kitchen. I was clanging and banging around. Mackenna yelled out, "We just LOVE your soup, Gaga! It's the best!" And that's when my husband lost it and actually snorted out loud. I was running the can opener, opening up 2 cans of Campbell's Chicken Noodle Soup! He said, "Oh yes, Gaga, YOUR soup really is the best!" I had to laugh. I replied, "Well, it is a lot of hard work – but you are worth it. This is my old family recipe – no one can make soup like me!"

At their annual 4th of July party, Mackenna set up a lemonade stand to raise money to donate to foster kids. She and her Mommy outdid themselves creating this stand. And Gaga Jill baked cookies with Mackenna and Althea to sell. Mackenna had a little money box to keep her "paper money and coins" in. (She ended up raising almost \$130!). She was serving lemonade to her Pap Joe when Mother Nature called. She made a mad dash up to the house after collecting her 50¢ but before she dispensed the lemonade into the cup. "Hold on, Pap!" she exclaimed. "I will get your lemonade when I get back!" He tried telling her that he could help himself, but she insisted that he wait until she came back. So, he did. He stood there so patiently for at least 10 minutes.

Only yesterday Mackenna looked at me and implored, "All

I want is peace and quiet and time to myself! And I NEVER get it!" "Oh honey!" I replied, That's not going to happen when you have 3 siblings! Imagine how your Mommy feels!"

We had a photo shoot at the lake last week. I had brought along this enormous inflatable swan. The grandkids were worried that the swan (and them) would be swept out to sea. Well, Althea actually stated that she wanted to be swept out to sea. I explained to them that we were actually on a lake and that could not happen. Mackenna proceeded to tell me how I should position the swan on the sand. "I will tell you what to do, Gaga" she said. "You always do, Mac, you always do", was my reply.

Declan, who is 2 years old, is at that age of seeing how far he can push my buttons. He's really good at doing that, I might add. "I need carried!", he will wail when we are out and about. I will argue that I am old and tired, but his sad pleas break me down and I bend over to pick him, and he then declares, "No, I walk!" I ask him if he is a big boy and he will earnestly reply, "No, I am Declan!"

Baby Ophelia is truly a happy, smiley little girl! Althea likes to search for music on Alexa and somehow discovered a song that asks, "Whatcha gonna do with that big fat butt? Wiggle! Wiggle!" Ophelia LOVES this song and when you sing the words to her, she grins and indeed does wiggle that big booty of hers!

I know that these precious moments with my grandkids are indeed fleeting and I am savoring our times spent together – well, except for making the soup. Hey, it's exhausting making soup from my old family recipe!



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Automotive Industry Partners Support the Carlisle Truck Nationals - From Bumpers to Tires, Car Care Products and More – Top Names Join Annual August Offering

Carlisle, PA... Central Pennsylvania is rich in the trucking industry. Not only do many major roadways pass through or near the area, but multiple companies have established trucking hubs to help get their products from point A to point B within the mid-Atlantic region. In addition, Carlisle Events launched the Carlisle Truck Nationals and Big Rig Show & Shine in 1991 because ultimately, trucks of all types, are the backbone of our society. It's this love for trucks and the passion of those who attend shows at Carlisle that help usher in multiple businesses as supporting parts for the 2019 season (and beyond).

Carlisle Events is pleased to welcome back A&A Auto Stores as the presenting sponsor of truck weekend. A&A has been in business for more than 60 years and within the past two years, established a brick and mortar business in Carlisle. Not only are they the presenting sponsor, they are the official performance parts installer of Carlisle Events for many shows on the season schedule.

Joining A&A are our official sponsors Extang, Rock Auto, Meguiar's and our ALL NEW partners, American Force Wheels and Ranch Hand Bumpers. Ranch Hand fitted its first grille guard on the front of a truck in 1986 in a small shop in south Texas. Since then, business experience,

knowledge and determination has expanded their presence on the road from a single rancher's truck to tens of thousands of trucks, Jeeps and SUVs across the nation.

The list doesn't stop with presenting partners and official sponsors. As Carlisle Truck Nationals weekend grows, so does its list of partners. Guests at Carlisle can expect to see Ford Trucks, General Tire, Skyjacker, Rolling Big Power, Fury Off Road Tires, FASS Diesel, Borla Performance, Lund International, 4 Wheel Parts, BD Diesel, Anthem Wheels and other truck outfitters who vend at Carlisle with specific product offerings geared to truck and off road enthusiasts.

While much of what's listed above is specific to light trucks, the Big Rig showcase includes custom and antique rigs, while also featuring a great array of partners for truckers and trucking enthusiasts. Experiencing nearly 200 big rigs and heavy equipment is just one amazing aspect of the Big Rig Show & Shine, but when walking the grounds, guests can talk directly with the likes of Cumberland Truck Center representing Volvo Trucks as well as Kenworth of PA representing Kenworth Trucks. Commercial Carriers both national and regional show up in full force representing their fleets, while offering career opportunities as well as impressive fleet showings

just for fun from carriers of various products.

Seeing is believing at Carlisle and truck weekend annually runs the first full weekend of August. In 2019, the event kicks off August 2. Complete details about the event are available at www.CarlisleEvents.com and if you're interested in supporting the show as a sponsor or business partner, connect with event manager Ed Scholly at EdS@CarlisleEvents.com or by phone at 717-243-7855 x118.

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We have some exciting news for our Max Mileage Fuel Catalyst. We're now bottling the Catalyst in our shop in Pittsburgh. From now on we should have no trouble keeping up with demand. We can fill 5 bottles at a time and can produce hundreds of bottles every day. For our Canadian customers in the north, we are working on a distributor in Canada to reduce shipping costs for Canadian orders. For our customers

who run through the midwest, we have a new distributor in McPherson, KS. His name is C.D. Martin and you can call him at 417-850-2830 if you'd like to pick up a gallon from him. We also have a smaller 16 oz bottle size convenient for pickup trucks available soon. The demand for the Catalyst is so high, many of our customers are ordering 2, 3, or 4 gallons for their second order. We're considering a subscription option

so you can have it automatically shipped to your house every month or two, however you'd like to set it up.

We've also been hearing back from many customers on their experiences using Max Mileage Fuel Catalyst. One customer named Bill Stone from Savannah, Georgia called and told us he has a 2015 ISX with 560K miles and was experiencing a hiccup between shifts. Neither the dealers nor other shops



it should. The stock CAT turbo and manifold are too restrictive to let the engine breath.

Moving on to unrelated news, I'm sure you've heard about Ford and GM ending production of their popular sedan models and instead focusing on producing high riding crossovers and SUVs. It's a real shame because cars like the Chevy Impala and Ford Taurus are actually great cars. They are stylish, have a good ride, good handling, and cheap to own and run. I can't think of a single good reason to buy a small crossover over a sedan other than that they may have slightly more interior room. Crossovers are heavier, worse handling, less aerodynamic, more expensive, and use more fuel. Ford and GM are also closing American factories that made these sedans. The GM Lordstown plant in Ohio has been assembling cars since 1966, starting with the full size '66 Impala. But today nobody wants an Impala, they'd rather buy an Equinox assembled in Canada, Mexico, or China. GM and Ford value their shareholder's profits over American jobs. But fortunately, we all have the choice to vote with our dollars and you can help by choosing to buy vehicles assembled in the U.S.

Written by Bruce Mallinson and Andrew Wilson Pittsburgh Power Inc., 3600 South Noah Dr. Saxonburg, Pa. 16056 724-360-4080 PittsburghPower.com

could figure out the problem. After the first tank treated with the catalyst, the problem was gone. Most likely, it was carbon buildup in the VGT turbo that has now burned off. He also went from 6.5 to 7.5 MPG and with a quieter engine and APU. He also reports DPF usage went down by 25%.

Tom D. from Saint Peter, MN said, "I have a 2014 Pete 579 with a Paccar 455 MX13. Mileage was 6.4 now 7.2+ after a few fill-ups. I used to get CHECK ENGINE light daily, have not seen it in two weeks. DEF went from 130 mpg to well over 300 mpg (last fill was 399 mpg after high miles). No BS, why would I want to."


Phill P. from Carlisle, PA said, "I got the catalyst and with two trips from Harrisburg to Hazleton and a Harrisburg to Carlisle trip, I have only used a third of a tank of fuel.

Usually that run is just shy of half (lots of climbing up 81). I was not expecting near instant results like that. I am

expecting it to beat the QC as well once I hand calculated it. But as it looks now my every two days refills might make it to two and a half as it's currently estimating I gained 1 mpg."

Jesse N. from Cascade, MT, "A friend gave me a quart of additive to try. I put it in my 1993 Chevy K2500 pickup with a 6.5 diesel. I picked up 4 mpg and smoother idle and exhaust emissions are not as harsh. I went from 20 to 24 mpg."

CAT owners, we had a gentleman in the shop this week with a stock 3406E. He had us tune his ECM and it made 650 HP and 31 psi of boost with the stock manifold and turbo. He then had our CAT HP turbo and performance manifold installed. The boost increased to 46 psi and the horsepower increased by roughly 270. To have an efficient engine, you have to let it breath. Specifically, you need fuel and air in, and exhaust out. If any of these three are restricted, it's not going to be performing like



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TravelCenters Of America® Expands Maintenance And Repair Service Network

WESTLAKE, OH... TravelCenters of America LLC announced the addition of a TA Truck Service® center at I-85 Exit 61 on Highway 74 (Senoia Road) in Fairburn, Georgia. The facility, located at the Fairburn Family Travel Center, will offer maintenance and repair services 24/7 at a newly equipped repair center featuring four service bays, two pit lanes, RoadSquad® emergency breakdown assistance and TechOn-SITE™ mobile maintenance service.

"TA Truck Service is the perfect addition to the Fairburn community," replied William Wyatt, owner of the Fairburn Travel Center. "Having the industry leader in maintenance and repair in this market is a continuation of our commitment to offer the highest quality products and services to our customers."

"We are pleased to provide a reliable, truck service solution to the Fairburn Family Travel Center," said Skip McGary, TA Executive Vice President. "Vehicle

up-time and efficiency is essential in the trucking industry, and through our new maintenance facility, we will provide this area with around-the-clock access to qualified technicians that can handle even the most challenging repairs in-bay, roadside and on-site at a fleet's facility or yard."

The repair center and service trucks will be equipped with state-of-the-art equipment and staffed by highly skilled technicians who understand the elaborate electrical equipment on vehicles today. The facility's broad scope of services will include but is not limited to:

- Computerized diagnostics
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The TA Truck Service network, a division of TravelCenters of America LLC, includes 244 truck service facilities, 1,090 repair bays, nearly 3,000 technicians with certifications in ASE and TIA, a fleet of more than 2,600 RoadSquad® and third-party provider service trucks and more than 200 TechOn-SITE™ mobile maintenance vehicles. TA Truck Service is an authorized Freightliner Trucks and Western Star Trucks warranty provider.

Understanding Oil Contaminants



by Tom Bock

Before I get into this month's article, I want to remind everyone that the Great American Truck is coming up August 22nd to 24th at the Kay Bailey Hutchinson Convention Center in Dallas. If you haven't made plans to attend, I suggest you register at: www.truckshow.com. Congratulations if you have already registered, you truly must understand the value of attending a truck show. Stop by the OPS-Oil Purification Systems booth 1012 and I will gladly discuss oil sampling and oil related issues with you. I hope to see you there.

How do you know if you need to overhaul your engine? Will an oil sample provide the answer for you? In the case of normal wear, the sample results will give you an indication that an overhaul is due by increases in wear metals, soot, and fuel etc. Overhaul may be required due to fracture of internal parts that may or may not be detected by an oil sample, but the majority of overhauls are due to normal wear over time. Increases in iron wear cou-

pled with lead copper and/or aluminum would indicate that bearings have worn down through the outer layers and are due for replacement. Most engine bearings consist of 3 layers of metals a Babbitt metal that is made up primarily of a lead, nickel, tin, copper overlay, a second layer of copper or aluminum held in place with a steel backing ring. Any worn bearings would not properly protect the iron parts and the iron wear would be accelerated etc. Don't panic if you have high lead on a sample as the lead is the outer material and is sacrificial. It is intended to wear in place of iron etc., likewise if you have high copper but low lead wear it is probably not a bearing but leaching of the copper tubing in oil cooler. In any case before you spend thousands on an overhaul make sure you get a reputable shop to inspect engine and don't rely solely on oil sample results. For all you know the air compressor bearings could be shot and you only need to replace it.

Increases in iron, chromium, soot, fuel and nitration would most likely indicate a broken or defective ring that is scoring a cylinder wall. The defective ring will reduce compression and increase blow-by and create soot from unburned fuel. The raw fuel does not compress properly and passes through rings into the oil as does the exhaust

gasses that increase nitration. You would also see increased fuel consumption and lower MPG as fuel will not properly ignite. You may need to sleeve the cylinders and replace rings if wear is excessive.

If your oil shows signs of antifreeze (sodium and potassium) it may indicate that you have a cracked head gasket or head. It could also indicate a leaking oil cooler or EGR valve. In any event if you are adding coolant constantly and it is mixing with oil you should have system checked and repaired as soon as possible. The antifreeze reacts with zinc, the anti-wear additive in oil that prevents metal to metal wear. Failure to stop this intrusion over time will lead to costly repairs up to and including overhaul or a complete engine replacement.

The oil sample results can tell you a lot about the inner workings of your engine, but you should take the time to speak with lab or oil sample expert before making any serious and costly repairs.

I hope to see you at GATS. We will be in OPS-Oil Purification booth 1012, stop by if you are attending the show. If you have any topics you would like discussed in this column, please email me: tbock@horizoncp.biz

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PA Turnpike OKs Six Percent Toll Increase for 2020

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HARRISBURG, PA... The Pennsylvania Turnpike Commission (PTC) has approved a six percent toll increase for 2020 for both E-ZPass and cash customers. The increase is set to start at 12:01 a.m. on Jan. 5, 2020 on all sections and extensions excluding three western PA "cashless" toll facilities.

Because of today's action, the most-common toll for a passenger vehicle next year will increase from \$1.40 to \$1.50 for E-ZPass customers and from \$2.30 to \$2.50 for cash customers. The most common toll for a Class-5 tractor trailer will increase from \$3.70 to \$4.00 for E-ZPass and from \$16.30 to \$17.30 for cash. The cashless toll at the westbound Delaware River Bridge will increase from \$5.30 to \$5.70 for E-ZPass customers and from \$7.20 to \$7.70 for those who use PA Turnpike TOLL BY PLATE.

Tolls will not rise on Jan. 5, 2020 at three western PA highways as these locations will see increases Oct. 27, 2019. They are: PA Turnpike 376, (Beaver Valley Expressway); PA Turnpike 66 (Greensburg Bypass or Amos K. Hutchinson Bypass); and the Gateway tolling point (milepost 2 near Ohio on I-76).

The toll increase — like previous annual increases — is required to meet escalating debt-service costs associated

with the PTC's annual Act 44/Act 89 contributions to the Commonwealth of PA for transit operations and funding for the PTC's 10-year capital program.

"Since 2007, the commission has increased tolls annually to maintain its aging roads and make good on a funding obligation required by two state laws, Act 44 of 2007 and Act 89 of 2013," Compton said. "As a result, the commission has delivered \$6.6 billion in toll-backed funding to PennDOT in the last dozen years."

Last month, the PA Turnpike issued \$800 million in subordinate municipal bonds to help fund \$900 million in payments to the commonwealth for the 2019 and 2020 fiscal years. A \$450 payment was made June 27 for the commonwealth's fiscal year ended June 30. By law, these payments support mass transit statewide, with the bulk of funding supporting transit in Philadelphia and Pittsburgh.

"Due to this onerous funding requirement, nearly half of the PA Turnpike's FY 2020 toll revenue will go to pay debt service alone," Compton said. "Anticipated toll revenue is estimated at \$1.4 billion for the fiscal year, and our debt-service payments are roughly \$700 million for the year."

Compton said the increases will also support the PTC's

10-year plan to preserve the Turnpike.

"Parts of our tollway turn 79 years old on Oct. 1, and we must continue to invest in our road to make it safer, smoother and wider for customers," Compton said.

The PTC has reconstructed more than 140 miles of its system, with another 11 miles of roadway being rebuilt and widened and more than 82 miles in planning and design phases. (The PTC does not receive taxpayer appropriations to operate or maintain its roadways.)

As part of ongoing efforts to control costs, Compton noted that the PTC has seen success in limiting the growth in the operating budget and reducing spending in the 10-year capital plan by about \$1 billion.

"We are doing what we can to mind our shop and manage costs as we deal with our economic realities," Compton said. "For the 2019 fiscal year ending May 31st, we're projecting operating expenses to come in almost \$40 million under budget while actual expense growth over the 2018 fiscal year is projected to be less than 1 percent."

The PTC will post a 2020 trip calculator and toll schedule online this fall. Visit <https://www.paturndpike.com/toll/tollmileage.aspx>.

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Latest Trucking Industry News

In the Fight Against Human Trafficking, Why Truckers?

By Lyn Leeburg, TAT Communications Director and Co-Founder

When working on a strategy to fight human trafficking, one of the first steps should be to determine which groups of people have the greatest opportunity to spot human trafficking as it is happening. In other words, who could serve as the primary surveillance?

When it comes to this crime, those front-line people include such groups as medical personnel, who treat victims in medical clinics; service personnel in local neighborhoods (such as postal workers, and cable, electrical, and water providers), who come by homes on a regular basis and would notice if something unusual was going on; restaurant and hotel personnel, who might see trafficking taking place in their establishments; and members of all segments of the transportation industry, including airport employees, because traffickers are continually transporting victims to sell them in a variety of places.

Truckers Against Trafficking (TAT) began as an initiative of Chapter 61 Ministries in 2009 to work with the trucking industry, because it's 7-million strong. Truckers are trained to be extremely observant. The trucking industry is composed of people already entrusted with caring for other people's goods, which speaks to the character of the industry when it comes to caring for others—especially when the interest of others might be in trouble. Members of the trucking industry are everywhere, covering the entire United States. Lastly, traffickers wanting to make fast money often target truckers at truck stops and rest areas (because they're everywhere and easy to reach right along highways) to sell their victims. This is evidenced by the number of victims rescued from truck stops by the FBI.

The members of Chapter 61 Ministries believed that if the trucking industry were empowered with education and equipped with tools to fight human trafficking, they would be quick to mobilize against this crime. They could do their part to see victims recovered and perpetrators arrested. Members of the trucking industry could be everyday heroes in the course of their jobs and make a significant impact against the criminal activity of human trafficking. Perhaps they might even have a greater impact than the average person, because of their mobility and training. They were a critical front-line group to recruit.

Using tools such as an informational website (www.TruckersAgainstTrafficking.org), on-demand webinars, a trucking-industry-specific training DVD, wallet cards with signs to look for and questions to ask, and social media accounts (Facebook and Twitter), TAT began making contacts throughout the trucking industry to build relationships and state the case for trucking members to join the abolitionist movement. TAT also began having a presence at major trucking shows as well as providing free presentations wherever requested by mem-

bers of the trucking industry. The trucking industry began responding positively. By 2011, TAT had grown so much and was making such an impact in the industry that it needed to become an independent 501(c)3 non-profit organization in order to sustain its efforts.

Members of the trucking industry, who had witnessed the prostitution of women and minors at various places throughout the United States for years but who had not known what it was – forced prostitution and modern-day slavery – began calling the National Human Trafficking Hotline to report what they were seeing. Since Dec. 7th, 2007, when the hotline began, the national hotline has received 2200+ calls from truckers, which have opened 612 likely cases of human trafficking involving 1133 people.

Major travel plaza and truck stop organizations joined TAT by making a commitment to train their employees with TAT materials and to make those materials available for trucking customers across the United States. Truck-driving schools, national and state trucking organizations, trucking companies – both large and small – individual truckers, trucking organizations of all types, and trucking media have also joined forces with TAT.

TAT works to create rela-

tionships between state and federal law enforcement and members of the trucking industry through half-day events called coalition builds. These events provide a more effective localized response to human trafficking by gathering law enforcement agencies (state, federal and local) and local anti-trafficking resources (task forces and local non-governmental organizations) in the same room with key industry stakeholders, including general managers of truck stops and representatives of state trucking associations and carriers.

Using TAT materials, the Motor Vehicle Enforcement division of the Iowa Department of Transportation has created a model for other states to follow in working with the trucking industry. They place TAT materials in their state scale sites, state rest areas, and state truck stops. They are also working with major carriers in the state to train their employees with TAT materials.

Why truckers? Watching the TAT training DVD readily answers that question. With one phone call, a trucker who saw some under-aged girls working a truck stop not only facilitated the recovery of those girls, but also that of seven other minors. Thirty-one offenders were arrested and a 13-state prostitution ring was broken.

Training and working with front-line responders in the United States in the fight against human trafficking is a strategy that can and does yield big results ... and members of the trucking industry are some of the leading front-line responders.

Legislation Introduced To Fix FHWA Interpretation Of Auto Transporter Definition

Grain Valley, MO... The Owner-Operator Independent Drivers Association is ecstatic that U.S. Representative Blaine Luetkemeyer (MO-03) introduced HR 3474, legislation that would statutorily correct an issue important to the auto transporter community.

"We use the term 'ecstatic' because it's truly the way we feel about this bill," said Mike Matousek, OOIDA Manager of Government Affairs. "When it's enacted, it will ensure that traditional auto transporters can use the applicable front and rear overhang that they've been using since the mid-1980s."

In 2004, the Federal Highway Administration unnecessarily revised its interpretation of longstanding regulations that

govern the auto transporter industry. In effect, at that time the agency decided that to be considered an automobile transporter, the power unit (i.e. the truck) must be capable of carrying cargo.

OOIDA maintains that such an interpretation is wrong and pressed FHWA to fix it in 2015. However, it wasn't until 2017 that this issue received the attention it deserves when FHWA decided to docket it and request comments from interested stakeholders.

"Across the federal bureaucracy, unnecessary regulatory guidance creates vast uncertainty in what should be simple regulations," said Congressman Luetkemeyer. "A perfect example is the confusion surrounding the FHWA definition of an 'auto-transporter,' deeming virtually indistinguishable differences between auto transporters acceptable or unacceptable according to federal regulators. My bill will ensure our hard-working Missouri drivers can stay on the road by clarifying the definition and codifying this fix into law."

While OOIDA is optimistic FHWA will soon address this issue in a positive way, the association also believes a permanent fix is necessary.

"This issue was changed in 2004 using regulatory guidance, which is a much

less formal regulatory process. Regardless of what the current administration does, we're still going to seek a statutory fix so future administrations don't mess it up again. This is one reason why Congressman Luetkemeyer's bill is so important and we appreciate his leadership and commitment to getting it done," said Matousek.

ATA Praises Choice of Eugene Scalia as Labor Secretary Nominee

Arlington, VA... American Trucking Associations President and CEO Chris Spear praised President Trump's choice of Eugene Scalia as the nominee for Secretary of Labor.

"I have had the privilege of knowing Gene Scalia for nearly two decades, and as former colleagues, know firsthand his expansive breadth of experience with issues currently facing the 21st century workforce and our nation's economy," Spear said. "Gene also has a deep knowledge of and appreciation for the Department of Labor's mission and responsibilities."

"I have full confidence in Gene's leadership, and believe he is an inspired choice for Secretary of Labor by President Trump.

"We encourage the Senate to move quickly on confirmation, and look forward to working with Gene Scalia as Secretary on issues of importance to the trucking industry, including the critical issue of workforce development."

Drivewayze Adds Four New Locations for Weigh Station Bypass in Pennsylvania

Drivewayze has continued to expand its industry-leading weigh station bypass service with four new locations in Pennsylvania. The new sites are part of a 12-month pilot program, which will allow data to be gathered to demonstrate the effectiveness of weigh station bypass, while providing bypass opportunities for Drivewayze customers.

The sites, south and northbound on I-83 in Newberry (York County), and south and northbound on I-79 near Hadley (Mercer County), represent the major arteries for truck traffic in Pennsylvania. I-83 is a major lane from the south up to the New England states, while I-79 is a major thoroughfare for truckers coming down from Ontario to go through Pennsylvania for southern-bound deliveries.

The activation of the Pennsylvania bypass program gives Drivewayze equipped carriers with continuing service from the bordering states of Maryland, West Virginia and New York. With the Drivewayze PreClear weigh station bypass service on their Drivewayze-enabled Electronic Logging Devices (ELDs), telematics devices, smartphones and tablets, customers can now receive bypass opportunities at more than 800 locations, in 45 states and provinces.

To learn more about Drivewayze, please visit www.drivewayze.com.

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Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

Turnover Rate at Large Truckload Carriers Jumped in First Quarter

Arlington, VA... American Trucking Associations Chief Economist Bob Costello said the turnover rate in the first quarter of the year demonstrated a muddled picture of the labor market for drivers, as the turnover rate at large truckload fleets rose five percentage points, but the rate at smaller fleets dipped four points.

"While the market for drivers in certain segments continues to be tight, we're seeing the impacts of a softer freight environment," Costello said. "Despite weaker freight growth, it is clear that there is still strong demand for quality drivers industry wide, which will continue to put carriers under pressure to recruit and keep good ones."

In the first quarter of the year, the turnover rate at truckload fleets with more than \$30 million revenue rose to 83% - lower than 2018's average rate of 89% and 11 points below a year earlier. At smaller truckload carriers, the rate fell to 73% - exactly where it was in the first quarter of 2018.

Turnover at less-than-truckload fleets ticked up eight points and now stands at 18%, the highest level in fifteen years, but well below truckload driver turnover.

Success Should Be For Everyone, Not For Selfish Purposes

Every man in this world would like to be successful. I don't believe I have ever met a man who wanted to be a failure. Success and failure depend upon what a person is willing to do. The Bible says, "If ye be willing and obedient, ye shall eat the good of the land, but if ye refuse and rebel, ye shall be devoured by the sword; for the mouth of the Lord hath spoken it."

To succeed in an unpredictable world, one must go on expressing without spending his time expecting anything. In other words, it is loving everyone and saying, "It's not what I can get out of this world, but what I can put into it~"

A little boy sat milking a cow and a wise acre came up and asked, "Son, how much does your cow give?" The boy looked up and said, "She doesn't give anything, you have to squeeze for every drop." And so, it is in the successful lane of life. You must be determined. Success is to find a need and fill it and it is not for selfish purposes.

The man who comes to the most successful position is the one who is willing to take his energies and his talents and apply them so that the other person may get the advantage. The apple tree would teach us that. Apple trees do not grow apples for themselves. They grow apples for you so you may have the baked apple and the applesauce. This is the way life is.

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Kenworth T880S with Set-Forward Front Axle Adds Mid-Roof Sleeper Options



KIRKLAND, WA... The Kenworth T880S with a set-forward front axle is now available for order with Kenworth's 52-inch and 76-inch mid-roof sleepers.

The T880S sleeper configurations are focused on heavy haul and severe highway applications where ruggedness is especially required. The two sleeper options enable the T880S to meet both overall combination length and weight distribution needs, and are applicable for both Canadian and U.S. markets.

Kenworth's 76-inch mid-roof sleeper can be ordered with either the optional back wall storage system or folding upper bunk. The optional Kenworth Idle Management System provides a factory-installed, battery-based auxiliary power unit (APU). A premium sound system and flat screen TV mount are among other options that provide further driver comfort and satisfaction.

The Kenworth 52-inch mid-roof sleeper is a welcome sanctuary when the schedule requires a short layover. The sleeper features a liftable lower bunk and upper storage units on the sleeper's back wall, including hanging storage for clothes and jackets. A bunk heater, flat screen TV, premium sound system and factory-installed inverter with optional shore power are available for additional comfort. The many driver comfort amenities help give the Kenworth T680's 52-inch mid-size sleeper the feel of a larger sleeper.

Both sleepers provide excellent interior height clearance, enabling a driver or passenger up to 6-foot-4 to easily stand up between the seats. Specifying the 180-degree optional passenger swivel seat further expands the living space, and enables the driver to use both the cab and the sleep-

er as a comfortable space for relaxation – when not driving.

"Our high-quality sleeper options for the T880S provides customers with an additional opportunity for enhanced driver comfort in their efforts for cost-effective operations and increased driver retention and recruitment," said Kurt Swihart, Kenworth marketing director.

The T880S is offered with a set-forward front axle ranging from 14,600 pounds to 22,800 pounds, and is standard with the PACCAR MX-13 engine with up to 510 hp and 1,850 lb.-ft of torque. For weight-sensitive applications, the 10.8-liter PACCAR MX-11 engine is 400 pounds lighter than larger displacement engines, and provides up to 430-hp and 1,650 lb.-ft of torque.

Kenworth's Internet home page is at www.kenworth.com.



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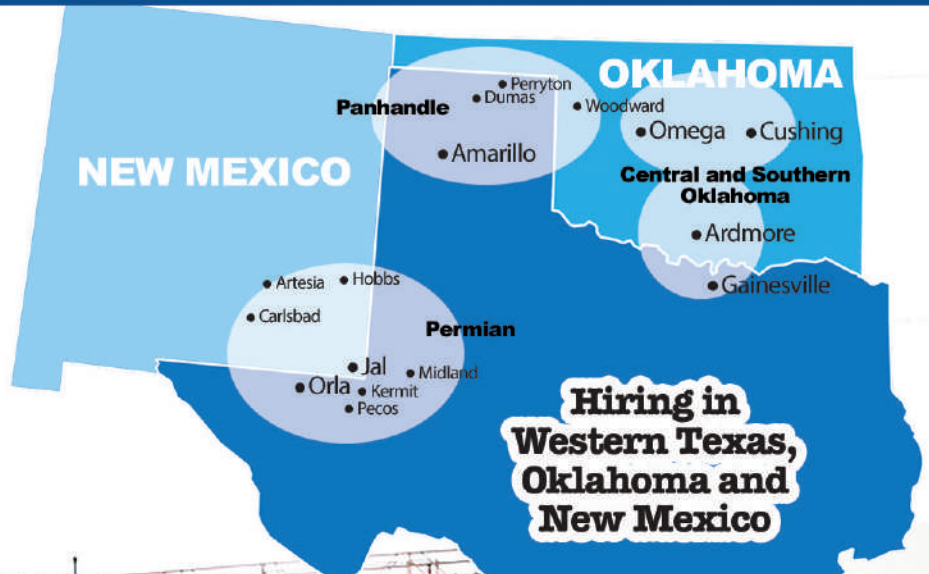
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Buying Vs. Carrier Based Lease Purchasing



By Matt Fuetter, Finance Manager, Trux, Inc.

Lease purchasing a truck from a carrier is a popular way for many drivers to purchase their first truck. But before signing on the dotted line, there are a few things to consider.

The first consideration is if the payments are affordable. Many carrier lease purchases can run as high as \$650 to \$1,000 per week. However, most do not require a down payment. The company can manipulate your money in the form of holdback for expenses. Most require an escrow account to be established for this purchase and may withhold money for maintenance, insurance and plates. After all the expenses

are held back, a lease purchase driver often makes less than a company driver. A carrier lease purchase does not report on your credit history, in other words, it does not help or hurt your credit. One of the biggest things to consider is the fact that you cannot take "your truck" and lease it to another carrier until the lease is completed. During the course of the lease, you are literally paying the truck off for the carrier and have to haul their freight. If you do not complete the lease, they still own the truck and all of the equity you have built in it as well. Most of the times you must also purchase your insurance through the carrier and funds must be

in your account to cover the lease purchase payment. Many carriers may also require you to have your maintenance done in their shop, where you may or may not be treated fairly.

That is why it is important to do the math to see what you will actually pay for the truck by the end of the carrier-based lease purchase agreement. While there are many reputable carriers that offer fair carrier-based lease purchase programs, there are just as many that offer carrier-based lease purchase programs designed to turn the driver into an indentured servant who pays the truck off for them while hauling their freight. If you fail, they simply lease the truck to another driver. During a carrier-based lease purchase, you are not really a true owner-operator, and not a company driver, but something in-between. If your truck goes back to the carrier, they will more often than not keep the money in your escrow account. At the end of the day, you will most likely pay more for the truck with a carrier-based lease purchase than you would if you were to purchase one outright.

If you choose to purchase a truck, you will need to have a down payment, which can range from \$1,000 to \$10,000 for first time buyers, depending on the selling price of the truck. You will, however, build your credit and have the option of leasing to any carrier of your choice. If the carrier doesn't

treat you right, you can leave and lease to another one. When you pay the truck off, you now have an asset that belongs to you and can be used to trade against another truck or sold for cash. The downside is if you cannot keep the payments up, the truck will be repossessed, and it will hurt your credit. If you get in too deep, refinancing or selling the truck can be options, instead of repossession. Remember, it is the little things that add up when it comes to operating efficiently that will save you money. Most owner-operators try to keep a maintenance fund for repairs and tire purchases and, when you purchase your truck on your own, this account is NOT controlled by the carrier.

At Trux and Equipment, we want to help the first-time truck buyers succeed. That is why we sell good, mechanically sound trucks at a fair price. We strive to set up first time buyers with weekly payments of \$350 to \$475. We have multiple finance sources and options for first time buyers, experienced owner-operators and small fleet owners. Not only do we want to sell you your first truck, but many more trucks after that.

If you are interested in comparing a carrier-based lease purchase versus buying a truck, please give us a call at 330-721-8512 and we will be glad to compare the costs for you.



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 <p>2016 Freightliner Cascadia Detroit DD15, 450 HP, 10 Spd 491,030 miles Stock # 17899 \$64,750</p>	 <p>2015 Kenworth T680 Paccar MX 13,450 HP, 10-spd 512,079 Miles Stock # 17830 \$58,500</p>	 <p>2014 Freightliner Cascadia Detroit DD15, 450 HP, 10-spd 695,576 Miles Stock # 17876 \$42,500</p>	 <p>2016 Kenworth T680 Paccar MX13, 450 HP, 10-spd 447,252 Miles Stock # 17860 \$65,000</p>	 <p>2015 Peterbilt 579 Paccar MX 13, 450 HP, 13-spd 614,815 Miles Stock # 17835 \$58,500</p>	 <p>2016 Volvo 670 I Shift 450 HP 455,000 Miles \$69,500</p>

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Paying A Repair Bill For A Junk Part Is A Hard Pill To Swallow



Last month I had to give up on a DDEC IV repair. I had almost 18 hours of work in it but the deeper I went the worse it got. The circuit board was delaminating. The adhesive holding the layers together was breaking down and the layers were peeling apart. I told the owner that his box wasn't going to be road worthy no matter what I did. He asked me what his bill was. "Just the return shipping, paying a big repair bill for a junk part is a hard pill to swallow." I did it once, so I'd know.

About 13 years ago, I was in my senior year at Pitt and I lived just off campus in South Oakland. I had my 99 F350 for about a year and I got better mileage out of my 7.3 then I did out of my old 4.0. Other than the effort it took to maneuver the 22-foot-long dually in the inner city I felt it was superior to my old two door 01 Explorer sport. The best part though was the novelty of driving that pickup around campus. Some of



It won't be long before this girl knows the difference between a transfer case and a transmission.

my fellow students had never seen a DRW pickup before. "How'd you put four wheels on the back axle? Is that some kind of kit or did you build it yourself? Can it run on vegetable oil?" Parking wasn't bad, there was a large Whole Foods just off campus with parking spots reserved for electric, hybrid, and alternative fuel vehicles. The parking spots were right in front of the store and I'd squeeze eight thousand pounds of pickup between a Prius and an old TDI Jetta before buying groceries for the week. I told them I had just started working part time for a company that wanted me to experiment with hydrogen and biodiesel

on my 7.3. The hippies and the go green people treated me like a rock star. I also bought a handheld ECM tuner for the 7.3 and was amazed with the what that tool could do. Months later after making some smoke and playing around a bit I heard a loud ticking sound echoing off the buildings near my apartment. I disengaged the clutch and revved the engine. My engine was the source of the sound. The company I was working for was very supportive. They let me borrow their 1995 RAM 2500 and one of the techs helped me pull the engine. I'd cracked the #4 piston and the bore needed cleaned up. I took the block to a local



My newest helper gives me a hand finding a power steering problem.

machine shop and showed them the damaged bore. A tech came out, measured the bore and said he could take it to 0.040 over and it wouldn't be a problem.

About two weeks later the machine shop called and said the block was ready and the bill was \$490. The machine shop's office closed at three, so I paid the bill over the phone and went over to pick up the block after work. There was only one tech left and he was closing up. He told me the block was sitting on a pallet out back. I looked the block over and the notes said #4-cylinder bore was worn 0.040 to

one side and couldn't be repaired. The cam bearings had also been pulled and the block decked and line bored. Why would they continue to put additional machine work into the block after they determined it was junk? The tech was gone before I could ask him.

The 99-block got scrapped and I bought a 2002 7.3 out of a rolled F250 for \$1200. I never did business with that machine shop again.

Written by Fernando DeMoura, Diesel Control Service. Phone 412-327-9400 Website: www.diesel-controlservice.com

Oregon DMV Seeks Qualified Providers For Commercial Driver Testing

SALEM, OR... Oregon DMV is looking for new skills test providers for commercial driver licensing across the state.

DMV encourages businesses and organizations that can provide CDL skills tests to apply with the Oregon Department of Transportation for the CDL Third Party Testing Program.

Once ODOT awards providers with a contract in this program, they will be authorized to administer CDL skills tests on behalf of DMV.

Request for Proposal 730-33646-19 is now available to be downloaded on the Oregon Procurement Information Network (ORPIN) system. Any entities wishing to submit a proposal response must be registered on ORPIN in order to do so. Registration is free. More information on ORPIN, including how to register as a supplier, is available at <http://orpin.oregon.gov/open.dll/welcome>.

If you are new to Oregon public procurement, or would like training or assistance with how to successfully compete in the government marketplace, the Government Contract Assistance Program has free tools available at www.gcap.org.

All questions related to this program and the RFP must be directed to the single point of contact, Stephanie Lehman. Stephanie can be reached by email at Stephanie.k.lehman@odot.state.or.us.




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40th Anniversary Walcott Truckers Jamboree



Rollie Kruse's stunning 2019 Peterbilt. - photo courtesy of Iowa 80 Group -



Sleek beauty! "Excessive Behavior" - Gary & Devery Jones' 1999 Peterbilt 379 and Globe Lowboy trailer.

WALCOTT, IOWA-- The World's Largest Truckstop celebrated America's truckers with 45,000 drivers and their families as well as local residents during the 40th Anniversary Walcott Truckers Jamboree. Visitors came from 19 different states and Canada to display their trucks; Arizona, Texas and New York being the farthest states. The Walcott Truckers Jamboree has been celebrating truckers, rain or shine, since 1979. "My parents started this event to thank all of the men and women who deliver the goods we need every day," says Delia Moon Meier, senior vice president. "Everyone here at Iowa 80 is dedicated to serving drivers and we continue to celebrate them."

During the three days, guests enjoyed over 150 exhibits; a Super Truck Beauty Contest with 76 contestants; a fantastic antique truck display with over 100 vehicles; delicious Iowa pork chop cookout; Trucker Olympics; Carnival Games; and free concerts. A Pet Contest and doughnut wall were added to this year's features. The Davison

Brothers Band performed Thursday night, Grammy winning group Sawyer Brown had the crowd rockin' on Friday night and Southern Rock Legends, the Kentucky Headhunters hit the stage on Saturday afternoon. Concerts were made possible by Mobil Delvac, Freightliner Trucks and CAT Scale. Both Thursday night and Friday night included fireworks displays, a truck light show and plenty of fun for the whole family!

"The Walcott Truckers Jamboree is and always has been an event about America's truck drivers. We appreciate the important job they do and we feel it's important to celebrate the professional driver in a big way," says Heather DeBaillie, Iowa 80 Truckstop's vice president of marketing.

Iowa 80 Trucking Museum also celebrated the 100th birthday of two trucks: 1919 International Model F (Bill Moon's first truck) and 1919 Pierce Arrow. The celebration included birthday cake, refreshments and balloons.

2019 Super Truck Beauty Contest Winners:

WT: Cabover: WINNER - Matt Schleuger, 1993 Kenworth K100 E
 WT: Company Truck - Bobtail: 1st - James Shelley, 2018 Peterbilt - The Patriot; 2nd - Ronnie Hurley, 2020 Kenworth 990 - Frost; 3rd - Harry Jaycox & Amanda Palm, 2019 International LT - Snowflake
 WT: Company Truck - Combination: 1st - Pam Cox, 2016 Peterbilt & 2018 Wilson - Pinkie; 2nd - JD Walker, 2020 Western Star & 2018 Hyundai - Unforgotten; 3rd - Michael VanNess, 2018 Peterbilt & 2019 Walker - Nancy Mae
 WT: Specialty: WINNER - Jake Robak, 2006 Peterbilt 379 - End of Watch
 Rat Rod - WINNER: Danny Autullo, 1993 Peterbilt 379 - Lawless
 WT: 2019-2016 Bobtail Conventional: 1st - Rollie Kruse, 2019 Peterbilt 389; 2nd - Mark Cielke,

2017 Kenworth W900 - Road King; 3rd - Cathy Sherman, 2020 Mack Anthem - Baby Bulldog
 WT: 2015-2009 Bobtail Conventional: 1st - Paul Saline, 2009 Kenworth W900L - Satisfaction; 2nd - Nick Kaufmann, 2013 Kenworth W900L - Ruby; 3rd - Bret Chastain, 2005 Mack CXN 613 - Every Dog Has Its Day
 WT: 2001-1995 Bobtail Conventional: 1st - Chris Gornik, 1999 Kenworth W900 - Mad Max; 2nd - Ken Matuszak, 1997 Marmon PHR 125 - The Last Marmon; 3rd - Randy Yearnton, 1997 Kenworth W900L - Pinky
 WT: 1994 & Older Bobtail Conventional: 1st - Phil Swanson, 1985 Peterbilt 359; 2nd - Terry Hockaday, 1988 Peterbilt 379; 3rd - Johnny Payton, 1993 Peterbilt 389
 WT: 2019-2014 Combination:

1st - Eva Knelsen, Rodney, 2018 Kenworth W900 - Ken Worth; 2nd - Brian Dreher, 2016 Peterbilt 389 & 2017 Great Dane - \$\$\$; 3rd - Jamie Adkins, 2020 Peterbilt & 2020 XL
 WT: 2013-2005 Combination: 3rd - Brandon Peachey, 2000 Kenworth W900L & 2015 Eby; 2nd - Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane - Semper Fi; 1st - Shawn Cielke, 2005 Kenworth T600 & 2017 Wabash - Redneck Low
 WT: 2004 & older Combination: 3rd - Gary Jones Jr, 1999 Peterbilt 379 & 2019 Globe - Excessive Behavior II; 2nd - Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose; 1st - John & Kim Jaikes, 1999 Kenworth W900L & 2005 Utility - Only Class
 Show Class: 3rd - David McKinney, 2016 Peterbilt 389 & 2019 Reitnouer - Part-Time; 2nd - Ron Baird, Thorntown, IN - Hoffman's Hot Rod; 1st - Dan Brubaker, 2003 Peterbilt 379 -

Opening Act
 Custom Paint - Bobtail: 3rd - Ron Baird, 2000 Peterbilt 379 - Hoffman's Hot Rod; 2nd - Dan Brubaker, 2003 Peterbilt 379 - Opening Act; 1st - Ron Brubaker, 1993 Peterbilt 379 - One of a Kind
 Custom Paint - TT Combination: 3rd - Gary Jones Jr, Peterbilt 379 & 2019 Globe - Excessive Behavior II; 2nd - David McKinney, 2016 Peterbilt 389 & 2019 Reitnouer - Part-Time; 1st - Brian Dreher, 2016 Peterbilt 389 & 2017 Great Dane - \$\$\$
 Custom Graphics - Bobtail: 1st - Jake Robak, 2006 Peterbilt 379 - End of Watch; 2nd - James Shelley, 2018 Peterbilt - The Patriot; 3rd - Ronnie Hurley, 2020 Kenworth 990 - Frost
 Custom Graphics - TT Combination: 1st - Keith Williams, 2018 Volvo VN760 & 2018 Utility - USA; 2nd - Raymond Taulbee, 2019 Volvo 760 & 2019 Utility - Betsy; 3rd - Eva Knelsen, 2018 Kenworth W900 - Ken Worth
 Polish & Detail - Bobtail: 1st - Paul Saline, 2009 Kenworth W900L - Satisfaction; 2nd - Shawn Swanson, 2002 Kenworth W900B - Pure Attitude; 3rd - Ron Brubaker, 1993 Peterbilt 379 - One of a Kind
 Polish & Detail - TT Combination: 1st - Brian Dreher, 2016 Peterbilt 389 & 2017 Great Dane - \$\$\$; 2nd - John & Kim Jaikes, 1999 Kenworth W900L & 2005 Utility - Only Class; 3rd - Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose
 Interior - OEM Sleeper - Bobtail: 1st - Jake Robak, 2006 Peterbilt 379 - End of Watch; 2nd - Shawn Swanson, 2002 Kenworth W900B - Pure Attitude; 3rd - Paul Saline, 2009 Kenworth W900L - Satisfaction
 Interior - OEM Sleeper - TT Combination: 1st - Brian Dreher, 2016 Peterbilt 389 & 2017 Great Dane - \$\$\$; 2nd - Shawn Cielke, 2005 Kenworth T600 & 2017 Wabash - Redneck Low; 3rd - John & Kim Jaikes, 1999 Kenworth W900L & 2005 Utility - Only Class
 Interior - OEM Conversion Sleeper: 1st - Chris Gornik, 1999 Kenworth W900 - Mad Max; 2nd - Ron Baird, 2000 Peterbilt 379 - Hoffman's Hot Rod; 3rd - James Shelley, 2018 Peterbilt - The Patriot
 Interior - Custom Sleeper: 1st - Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2019 Utility - The Goose; 2nd - Ron Brubaker, 1993 Peterbilt 379 - One of a Kind; 3rd - Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane - Semper Fi
 Lights at Night - Bobtail - Road Legal: 1st - Dan Brubaker, 2003 Peterbilt 379 - Opening Act; 2nd - Rob Homan, 1983 Peterbilt 359; 3rd - Shawn Swanson, 2002 Kenworth W900B - Pure Attitude
 Lights at Night - Bobtail - Show Only: 1st - James Shelley, 2018 Peterbilt - The Patriot; 2nd - Ron Baird, 2000 Peterbilt 379 - Hoffman's Hot Rod; 3rd - Danny Autullo, 1993 Peterbilt 379 - Lawless
 Lights at Night - TT Combination - Road Legal: 1st - Mike Sercombe, 2015 Peterbilt 389 & 2019 XL; 2nd - Shawn Cielke, 2005 Kenworth T600 & 2017 Wabash - Redneck Low; 3rd - Jay Blackburn, 2016 Peterbilt 389 & 2018 MAC LTT - Haulin' A
 Lights at Night - TT Combination - Show Only: 1st - Gary Jones Jr, 1999 Peterbilt 379 & 2019 Globe - Excessive Behavior II; 2nd - Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane - Semper Fi; 3rd - Dave Schroyer, 2013 Peterbilt 389 & 2013 Landoll
 Lights at Night - Specialty: WINNER - Jake Robak, Long Prairie, MN - 2006 Peterbilt 379 - End of Watch
 Best Overall Theme: WINNER - Keith Williams, 2018 Volvo VN760 & 2018 Utility - USA
 Trucker's Choice: WINNER - Dan Brubaker, 2003 Peterbilt 379 - Opening Act



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Double the Fun: Iowa 80 Trucking Museum Hosts 100th Birthday Party For 1919 Trucks



1919 Pierce Arrow

WALCOTT, IOWA -- Iowa 80 Trucking Museum hosted a 100th Birthday party for two of its 1919; a 1919 International Model F1 and a 1919 Pierce Ar-

row were feted during the 40th Annual Walcott Truckers Jambo-ree. "The 1919 Inter-national is the first truck Bill Moon ever

purchased", says Dave Meier, museum curator. "He kept the truck at his house under the car port. His kids played on it and Bill drove it in many pa-

rades. It was the truck that started his love of collecting." It's important to note that that same model of truck was the first to climb Pike's Peak. 1,591 of these trucks were produced. The truck has a top speed of 17 MPH. Then the 1919 Pierce Arrow was purchased, it looked nothing like it does today. The truck has been completely restored. It is

a crank start, has solid rubber tires and a worm drive. The dump bed is hydraulic. According to Meier, "By 1919 Pierce Arrow already a history of building luxury cars, but there was nothing luxurious about this 1919 Pierce Arrow truck. It performed well and held up under heavy use, but there was definitely no luxury involved."



1919 International, the first truck Bill Moon ever purchased.



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DIDJA KNOW - A LIKELY STORY - KNIGHTS OF THE ROAD



by Roger Clark

Truck drivers have a bad reputation, and many have certainly earned it. From speeding to blocking, and drugs to drinking, drivers in the big rigs often become a big story. They are sullen, defensive, obnoxious, and self-centered, becoming more brazen by the day.

Not everyone, of course. Not even the majority. Most drivers are professional, thoughtful, self-disciplined, and conscious. Many just want to work hard, rest easy, give thanks, and collect a check. In the heavy haul business, I get to meet both groups.

The guys and gals who cause all the problems are often unaware of their impact until they have one. They can't stand still, stay in line, put down the phone, or follow instructions. They believe every shipper, receiver, cashier, and dispatcher has a single objective, and that's to make their life miserable. That doesn't mean we don't all have bad days. Of course, we do. The world is not a pretty place, sometimes, life ain't fair, and the field of play is not always level. There's nothing like staring at your watch

while the truck is being repaired, knowing the cost goes up with each tick of the clock. It's not easy being a truck driver. I ought to know. It's been a part of my every day for decades, and I've been terminated, incarcerated, bankrupted, and abandoned. I've been used up, turned down, shot at, and rejected. I've been blamed for things I didn't do, accused of saying things never said, and charged with crimes I didn't commit. Sometimes all I had to do was be there, and I was blamed by default. All I had to do was listen, to be accused of using bad words. But I've done dumb stuff, too. There were nights I wouldn't sleep, days I couldn't stay awake, and hundreds of miles I still don't remember. I've left plenty of tire tracks where wheels ain't supposed to go. Every incident I've ever start-

ed, and many I couldn't finish, could be blamed on the "F" word, or fatigue. Virtually all my issues, with cops, customers, ex's and dispatchers, and were seeded with impatience and motivated by defiance. Or maybe it was the other "F" word, called fatalism. The turning point was anything but quick. The actual number of years remains classified, but trust me, the wind was finally at my back. I had a unique job, with an awesome employer, and mutual admiration. But when I first applied for the position, it was met with raised eyebrows, rolled eyes, and shrugs of doubt. Right then, I decided to improve my disposition, increase participation, accommodate others, and improve our surroundings. All the energy previously

expended on complaining, avoiding, and disrupting was turned to working smarter, driving safer, and living happier. The efforts paid off, and I became an overnight success in less than ten years. The message is simple. We can all be redeemed, some overnight, and others over a lifetime. If there's hope for this long-haired, foul-mouthed lowrider, then there's hope for you, too. Somehow, somewhere this week, we're all going to be standing in line, whether it's a loading dock, Walmart, DMV or truck shop. This much is certain. Even if it's the unemployment line, someone has it worse than we do, and it's a chance to give a break, buy a breakfast, or just share a smile. If you make their day, then I promise, it'll also make yours. Thought For The Day: If your Bible is falling apart, chances are you're not.

ATA Urges Congress to Move on USMCA - Trucking Congratulates Mexico for Ratifying Important Trade Agreement

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement after Mexico's ratification of the United States-Mexico-Canada Agreement.

"Mexico's action in ratifying the USMCA is a critical step forward in putting this important trade agreement in place.

"Ensuring free and fair trade with our closest neighbors is critical to the trucking industry, which moves \$772.3 billion worth of goods across our borders with Mexico and Canada.

"Trade with these two countries alone supports nearly 90,000 Americans in trucking-related jobs and generates \$12.62 billion in revenue for our industry. We encourage Congress to move forward on ratifying this important agreement so all three nations may continue to share in the benefits that trade creates."

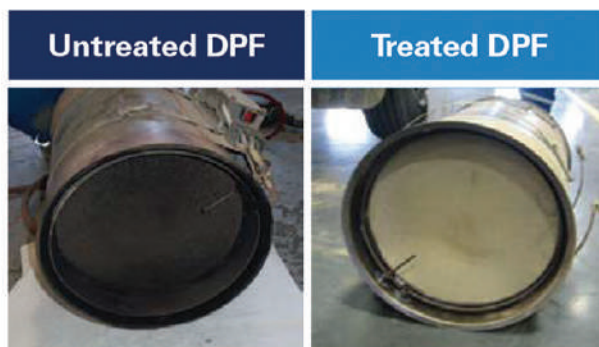
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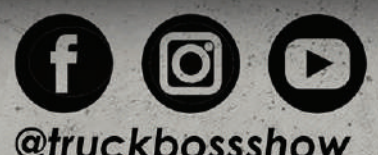
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Premium Transportation Logistics Transfers Ownership

Toledo, OH... - Premium Transportation Logistics' ("PTL") Senior Management Team, comprised of current President, Jeff Curry, longtime PTL Operations Manager, Keith Avery, and expedited transportation sales veteran, Brad Kelley, announced today that it has acquired PTL from Magnate Worldwide. PTL will continue to serve the ground expedite market in North America.

"PTL is excited to take the next step in its growth while continuing to provide the high service levels that our customers demand," said Jeff Curry, President of PTL. "PTL is a great company with a great future. We look forward to continuing the partnership, in its new form, and utilizing PTL for our expedited service needs," noted Dante Fornari,

CEO of Magnate Worldwide. The business will benefit from the Senior Management Team's combined experience of 75+ years. Jeff Curry is a veteran of both the finance and transportation industries serving previously as President of Express-1, a top-100 motor carrier sold to XPO Logistics in 2011, where he oversaw three locations with 120 employees and 700 independent contractors and managed over \$100M in revenue. Keith Avery and Brad Kelley have decades of experience in expedited trucking as well. Avery is the former Vice President of Express-1 and current Manager of Operations at PTL. Kelley will join PTL to continue to increase the company's sales efforts as PTL expands its geographic footprint. PTL will also have an advisory

board that includes former Express-1 CEO, Mike Welch, former COO of PTL, Jim Welch, and former CFO of XPO Logistics, John Welch. The advisory board will help guide leadership on strategic decision making during the next phase of the company's lifecycle.

Founded in 2002, Premium Transportation Logistics provides premier ground transportation and logistics services to the entire North American market. Since inception, the company has provided customer-focused transportation solutions to a wide range of industries - exceeding expectations with superior customer service, competitive pricing, technology, and on-time service. Learn more at www.shipPTL.com.

Brake Safety Week is Sept. 15-21

Greenbelt, MD... The Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week is scheduled for Sept. 15-22. Throughout that week, enforcement officials will conduct roadside safety inspections on commercial motor vehicles throughout North America. Vehicles with critical brake violations, or other critical vehicle inspection item violations, will be restricted from traveling until those violations are corrected. Vehicles without critical vehicle inspection item violations are eligible to receive a CVSA decal indicating that the vehicle passed inspection.

During this year's Brake Safety Week, inspectors will be paying special attention to brake hoses/tubing. While checking these brake system components is always part of the North American Standard Inspection Program, CVSA is highlighting brake hoses/tubing as a reminder of their importance to vehicle mechanical fitness and safety.

Out-of-adjustment brakes and brake-system violations represented 45 percent of all out-of-service vehicle violations issued during last year's three-day International Roadcheck enforcement

campaign. And, according to the Federal Motor Carrier Safety Administration's (FMCSA) 2018 Pocket Guide to Large Truck and Bus Statistics, brake-related violations accounted for six of the top 20 most frequently cited vehicle violations in 2017.

The goal of Brake Safety Week is to reduce the number of crashes caused or made more severe by faulty brake systems on commercial motor vehicles by conducting roadside inspections and identifying and removing unsafe commercial motor vehicles from our roadways.



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by: Mike McGough

What do eleven pounds lost; 30 minutes of walking three or four times a week; a credit card debt cut by a third; three chapters written; one grad course done; five new clients; long-overdue medical, dental, and eye exams completed or scheduled; attending worship service at least twice a month; and living with a one-drink-per-day limit all have in common? They are all New Year's resolutions that were partially realized.

Frank owned a restaurant and lounge that had been in business for many years. Like the owner, Frank's Place was welcoming and unpretentious. Frank knew most of the regulars, and he treated them well. Free appetizers, preferential seating, and last-minute reservations were never a problem. He talked to everyone who came in. He had a sign made that he hung over the door. It read, "You'll only ever be a stranger here once!" Everyone who met Frank, knew he meant every word of that welcoming message.

Al, Frank's chef, was the culinary force behind the restaurant. Frank often commented that much beyond scrambled eggs, toast, and coffee, he was at a loss in the kitchen. When asked why he went into the restaurant business, he answered with no hesitation. "A restaurant is one of the best places to meet people and really get to know them." Anyone who knew Frank, knew he meant it.

On a particular New Year's Eve, Frank issued a challenge to those who welcomed in the New Year at his place. The talk of resolutions filled the air in

the banquet room where Frank was hosting the New Year's Eve party. Like most New Year's Eve gatherings, the resolutions ranged from the sublime to the ridiculous. But this, year, this year in particular, Frank decided to add a little twist to the whole resolution-making tradition associated with New Year's Eve. By 12:45 the party was winding down, and folks were getting ready to head for home. That's when Frank added his own little twist to the night's festivities.

"Folks, it been a pleasure having you here tonight to welcome in another year. Like most years, a lot of resolutions were made tonight. Resolutions are good things. They are promises we make to ourselves to do something that will make the coming year better for ourselves and for others. To those of you who made resolutions, good luck with them. To those of you who didn't, give it some thought, and before the week is out, set a goal for yourself and start working toward it. Happy New Year, and we look forward to seeing you here again before next New Year's Eve." The last thing Frank said to his guests was a hint regarding the little twist he was planning.

During the second week of June, Frank pulled the reservation list from the previous New Year's Eve party. He contacted every person on that list. This what he shared.

"Ladies and Gentlemen it has been six months since you joined us for our last New Year's Eve Party. Before you left that evening, I said that I was looking forward to seeing you again before the coming New Year's Eve. I have seen many of you over the past

six month, and it's always a pleasure. However, I would like to invite some of you back for a party on July 1st, at 7:00 PM in our banquet room. There will be no charge for meals or drinks at this party; everything is on me. Unfortunately, not all of you are invited. This invitation is only for those who made a resolution and are in the process of trying to keep it. Notice I said, in the process of keeping. Please RSVP at your convenience, so that Al and I can plan accordingly."

Within a week he had six replies. By the end of the second week, he had three more. In all there would be nine guests at his July 1st party. Frank told Al to pull out all the stops and prepare the finest meal he could muster. "I want this to be a great meal. These folks have earned it."

As they gathered, Frank welcomed them and the meal was served. There was a great deal of small talk. After the meal, that small talk turned a bit more serious. The guests openly discussed the nine partially realized resolutions by sharing their progress as noted above. A sense of satisfaction permeated the room. It wasn't pretentious smugness, but was instead a poignant, self-satisfying reminder that goals, promises, and resolutions aren't verbosely expressed commitments that are passively ignored and ultimately forgotten. Instead, they are long-term commitments that require personal leadership and ongoing attention, if they're to be realized.

How are you doing with your New Year's Resolution?



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Linda Caffee Honored As Women In Trucking's July 2019 Member of the Month



Bob and Linda Caffee

Plover, WI... Women In Trucking Association (WIT) has announced Linda Caffee as its July 2019 Member of the Month. Linda is an owner-operator team driver leased to

Landstar Express America. Linda has been fascinated by trucks from a very young age; not yet a teenager. The idea of being in control of one of these behemoths scared and

excited her at the same time. Years went by, she married and had two wonderful daughters before actually being able to get her chauffeur's license and sit behind the wheel of a truck.

Bob, her husband of now 41 years was a diesel mechanic for a small trucking company in the oil field, and every once in a while, they would need a fill-in driver. That is when she was able to get some time behind the wheel of a truck. At that point, she realized that she was still in awe of trucks and her ability to drive one safely down the road.

When their youngest daughter left for college, they were ready to start the next chapter of their lives as truck drivers and owner-operators. They entered the world of truck driving in their usual manner as very shy and quiet wallflowers. In very little time though Linda found her stride and realized trucking was something that she enjoyed and liked talking about. As their daughters say, "our parents blossomed" into people who have now become mentors.

In 2004 after spending many hours reading the forums on Expeditors Online, they decided that expediting was the field for them. Linda and Bob attended the Expedite Expo to learn more about expediting, talk to recruiters, and determine how they were going to buy their first truck.

"Expediting excited both of us as we liked the challenge of not knowing where we were going next or what we would be picking up. We bought our first Freightliner straight truck in 2005, and over fourteen years and three Freightliners later we are still just as excited to be

doing what we are doing," said Linda. "You might notice I use a lot of 'we's' and I want to stress that I am in a team operation. When you get to know us, you will find that I like to come up with ideas and Bob is the one that figures out how to make it work or support me in something I want to do or something I think 'we' should do."

Linda quickly went from being too timid to ask a question in the Expeditors Online Forums to becoming one of the moderators as well as presenting at the Expedite Expo. All of this allowed her to write a blog called "It's a Teams Life" that can be found on the front page of expeditorsonline.com. Through all of this, Bob is always there supporting Linda and even encouraging her to stay involved.

At a truck show early in Linda's career, she met Ellen Voie and learned about WIT and became one of the first members. Around 2011 Linda joined the WIT Board of Directors. "As a woman in the trucking industry, I have witnessed many positive changes for women truck drivers," she said. "Much of that, I believe, is due to the hard work of Ellen and Women In Trucking."

Bob and Linda continued to become more involved in trucking, and in 2013, they became one of Freightliner's Team Run Smart Pros. As a "Pro" she writes a blog (teamrunsmart.com) each week about trucking, team driving, being a woman in trucking, and of course about

their Freightliner Cascadia.

In 2014, Linda and Bob were chosen as one of TA-Petro's Citizen Drivers. The North Las Vegas Petro Travel Center was renamed the Bob & Linda Caffee North Las Vegas Petro Stopping Center. Five years later, and Linda still loves it when someone takes a selfie and tag's her in the picture on Facebook.

In 2018 Linda's tractor-trailer experience came into play as a friend asked if she and Bob could help move one of the Dale Coyne IndyCar Race Team transporters from Saint Louis, Missouri to a Portland, Oregon race. Linda and Bob have racing in their blood, and jumped at the chance to help out the team. They plan to help with five races in 2019. "Not only do we drive one of the transporters we also get to help in the garages for the race. Talk about a dream come true, I still have to pinch myself to really believe I was able to help behind the scenes during the Indianapolis 500 this year," she said.

"My philosophy is to have a good attitude, dress and drive as a professional, be open to new opportunities, and follow through with promises. Being a mentor to others that are entering this profession is an honor and something I take very seriously. I am often asked when we plan to retire, and our answer is 'when we quit having fun.' So far, we both still look forward to getting into our truck and driving off into the sunset on another adventure," she said.

Rx

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John Brown Trucking Holds Safety and Awards Banquet



John Brown Trucking's terminal in Portersville, PA.

By Steve Pollock
 PORTERSVILLE, PA.... Saturday, May 18th, John Brown Trucking, located on Rt. 422 near Portersville, Pennsylvania, hosted their Annual Safety and Awards Banquet at Brown's Country Kitchen Restaurant. Twenty-three drivers

were recognized for their safe driving achievements and their longevity in the employ of the company. Premiums were awarded, ranging from a jacket on up to \$800 cash to John Brown Trucking's safe drivers. Receiving awards were:
 1 Year: Boyd Magill

2 Years: Daniel Eberhardt; Daniel Konchar; Richard Lansberry; Arthur Miller; Joseph O'Donnell; Robert Robb, Dale Stevenson
 3 Years: William Noland, Jr.; Kent Sturgeon; William Walton; Ronald Yockey
 7 Years: Edward Ro-

demoyer
 9 Years: Kevin Campbell; Charles Gallagher; Mark Pacai
 13 Years: Drew Deck
 14 Years: Louis Werling
 16 Years: Eugene Courson, Jr.
 17 Years: Merle Verner, Jr.; Michael Woods; Terry

Scheidemantle
 18 Years: Thomas McConnell
 Drew Deck was also honored for 1 Million Miles of Safe Driving.
 John Brown Trucking is a bulk hauler operating primarily end dump trailers and is a subsidiary of Amer-

ican Bulk Commodities, headquartered in Boardman, Ohio. American Bulk Commodities is the parent company of R&J Trucking, John Brown Trucking and Southern Haulers.

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John Cerni Celebrates 50 Year Anniversary With Cerni Motors



Left to right: John Cerni with customer David Henry, owner of DDH Trucking.



A blast from the past! A young John Cerni is pictured in the center, 2nd from the left, his Uncle Charlie Cerni is on the far right.

Austintown, OH... June 1st marks 50 years since John P. Cerni, II began his summer job as a janitor at the dealership founded by his father and uncle. Fresh out of high school, John started sweeping service bays and mopping floors at the family business. One year later, he graduated to Tire Changer-picking up parts and delivering them to customers between tire jobs. In 1971, he attended classes at YSU in the daytime and worked afternoon shifts in the shop.

After graduating college in 1976, John was commissioned to be the Parts Manager, a position he stayed in for 15 years until becoming General Manager of Cerni Motors in 1991. In 1998, John purchased the company and became President

of Cerni Motors. It was in that year that Cerni Motors moved to its current location on Route 46 and I-80 in Austintown.

Under John's leadership, the dealership has grown from a single location dealer to boast two full-service International Truck Dealerships, a Benson-Transcraft Trailer Dealer, and body company-Jones Equipment at Cerni's Painesville dealer location. In 2017, Cerni Motors grew again when it merged with Uhl Truck Sales of Kentucky and Indiana, and O'Halloran International of Iowa to become Trivista Companies, Inc.

There is no doubt that in his 50-year career with Cerni Motors, John has built many fond memories, but his favorites are of those where he was able to

help advance others' careers. "I have many great memories looking back, but my favorites are of the people I was able to establish relationships with-the many quality employees who have gone through Cerni Motors and Girard Equipment, advanced themselves and retired. It is a great feeling to know I was part of their lives and helped them reach their goals."

John's biggest hope for his legacy is that it will continue for many generations to come. "The greatest accomplishment that I can hope for is that I have created a good basis for Cerni Motors and Girard Equipment that will carry on through many more generations. I have always strived to create a culture of customer service and to do that, we as 'Cerni People' need to want to come in every day and go that extra mile for our customers. It has to be a culture that provides that atmosphere."

From the staff at Cerni Motors and Girard Equipment- We thank you for all you have done for us throughout the years and look forward to growing with you in the future. Congratulations on 50 years, Chief!



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Left to right: Joe Mancino, Rebecca Shearer, Bryan Benson with trailer and Joe's Ferrari getting an award.



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WW&W crew L to R- Chuck Hull, Edyta Violetta, Sara Majetic, Chris Nelson, Bryan Benson, Mike Hluben, Dawn Hluben and Amy Egan standing in back of our fallen member Bernie Augier's motorcycle.

By Steve Pollock
PITTSBURGH, PA... Tri-State Trailers Sales has added a third trailer promoting a charity to their rental and leasing fleet (TSTL). This trailer's graphic depicts Wheels, Wings and Wishes, an organization started 5 years ago in Moon Township, Pennsylvania by Bryan Benson.

Wheels, Wings and Wishes sponsors a car cruise each year, donating the proceeds to the Make-A-Wish® Foundation. The 25 Make-A-Wish kids in attendance had a wish come true by getting to ride in some of the beautiful show cars at the event. This year's event was held on June 23rd at Moon Park in Moon Township with over 2,000 attendees and around 500 custom cars. Tri-State Trailers had their new trailer on display as well. Custom made trophies were awarded, along with 67 raffle baskets worth \$150 or more. Bruster's Ice Cream was donated by Tri-State Trailer Sales and sold for \$1 per cone, raising \$800 for Make-A-Wish. Wheels, Wings and Wishes raised around \$40,000 for the Make-A-Wish Foundation. The organization's motto is: "Driving Miles For Smiles." For additional information, log onto www.wheelswingswishes.com



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Beemac Trucking Marks 35th Anniversary



Beemac Trucking CEO Rick Macklin



One of the many trucks in the Beemac Trucking fleet.



Beemac President Loren Dworakowski

MOVIN' OUT Calendar of Events

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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

August 3 – 15th Annual ATHS Iowa-Nebraska Classic Truck Show – Sapp Bros. Truck Stop, Northwest Parking Lot, I-80 exit 440, Omaha, NE. Free Truck Show! Free dash plaques and lunch for show entrants. Food, vendors, music, transportation memorabilia and fun! For more info call Jim Ernst at 402-895-8040 or Russel Spawn, Jr. at 402-680-6121.

August 9-10 – Wapun Truck-N-Show – 30th Anniversary – Waupun, WI. For more info call 920-324-9985 or visit www.wapuntrucknshow.com or find us on Facebook.

August 16-17 – Eau Claire Big Rig Truck Show 10th Anniversary Celebration – Northern WI State Fairgrounds, Chippewa Falls, WI 54729. For more email info@ectruckshow.com. Or phone (715) 832-6666

August 17 – 2019 Penn-Ohio ATCA Truck, Car & Motorcycle Show – Cerni Motors, 5751 Cerni Place, Youngstown, Ohio 44515. Benefits Project MKC. Family friendly event, open to the public. Food, Raffles, Prizes, Vendors. In lieu of registration or entry fees, monetary donations to MKC or school supplies are requested.

August 16-17 – Summer Series American Truck Show Circuit National Series Truck Contest – Arrowhead Stadium, Lot E, 1 Arrowhead Dr., Kansas City, MO. 64129. Wash and Show, People's Choice, Industry Vendors, Free General Admission. For more info or to pre-register, visit www.atsc.world

August 22-24 – The Great American Trucking Show – Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit www.truckshow.com

August 24-25 – ATCA Old National Pike Chapter Truck Show – Washington Co. Agricultural Center, 7313 Sharpsburg Pike, Boonsboro, MD. All trucks welcome. For info contact Dave or Diane at 301-582-2271 or 301-582-2304 or email: ddtow@aol.com

September 7 – Bedford County Convoy of Diesel Dreams – Bedford County Fairgrounds, Bedford, PA. All funds benefit the local chapter of the Make-A-Wish Foundation. Truck show with convoy, food, music, basket raffle and 50/50 drawing. Please call 814-766-3602 or 814-935-4454 for more info.

September 28 – Elizabeth Truck Center presents Convoy's Annual Big Rig Truck Show – Long Island Community Hospital Amphitheater, 1 Ski Run Lane, Farmingville, NY. 11738. Food Vendors, Face Painting, Live Music, Obstacle Course, Awards. For more info contact Kim Capek at 631-484-9719, email: kim@elizabethtruckcenter.com

October 28-31 - North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

October 19 – 10th Annual LargeCarMag Southern Classic Truck Show – LeeHi Travel Plaza, Lexington, VA. For more info visit www.largecarmag.com, phone 717-806-8907 or email: michele@largecarmag.com

By Steve Pollock

BEAVER, PA... A 35th Anniversary celebration was held on June 26th by Beemac Trucking at the historic Beaver Train Station in Beaver, Pennsylvania. Beemac employees enjoyed hors-d'oeuvres, drinks and fellowship to mark the occasion.

Beemac was founded in 1984 by Rick Macklin with a single truck. The company has grown to 244 employees and over 450 trucks. Beemac has enjoyed substantial growth in the past 3 years and is ranked number 19 on Transport Topic's 2019 Top Flatbed/Heavy Specialized Carriers List. Beemac has also earned numerous local and regional awards for their service to the trucking industry, as well as to their local community.

The event was officiated by Beemac's Director of Talent Acquisition and Development Chuck Kuzniwski and includ-

ed comments from Beemac executives and Beaver County Commissioner Dan Camp. Beemac Logistics' Chief Commercial Officer Mike Ceravolo stated, "I have never been more excited about the future of our organization."

Beemac President Loren Dworakowski, who joined Beemac in 2009 remarked, "I am grateful that Rick (Macklin) gave me the opportunity to join Beemac. As we grow, we will strive to create additional opportunities for our drivers and employees."

CEO Rick Macklin began his commentary by stating that "35 years ago I would have never thought that Beemac would grow to be the company it is today." Macklin talked about the changes that 35 years have brought, the most significant being communications and technology. He said that 1984 was a world of beepers and maps, evolving

into bag phones and faxes with thermal paper. Rick started as a freight agent for a flatbed carrier before acquiring his own authority and starting Beemac Trucking. The company had to overcome many adversities over the years, which Rick attributes to his drivers and employees. "I have been lucky to hire great people and blessed to have their talents at Beemac Trucking. We are poised for a successful and prosperous future. Our growth has also been possible by maintaining great relationships with our customers, some of whom have been with us for 20 years or longer."

Primarily a flatbed carrier, the Beemac family of companies includes: Beemac Trucking; Beemac Logistics; Beemac Port Services; and BeeGreen CNG Fueling Station. The company motto is "Relationships Move Loads."

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

Working Show Truck Of The Month

Ron Francis, Jr.



By Robert Conrad

There's something about a black truck decked out in just the right amount of chrome & stainless that's hard to beat! Ron Francis, Jr., is the proud owner of this handsome 2015 Peterbilt 389 that fits that description to a tee. Ron's black beauty started life as a glider kit and Fitzgerald Gliders transformed it into the showpiece that it is today. The truck features a Detroit 12.7 Series 60 engine with "no electronic garbage" as Ron likes to put it! Pushing 550 HP, the Detroit is paired with an Eaton Fuller 18 speed and a set of 3:55 rears.

The 78" factory raised roof

sleeper gives Ron plenty of room on his weekly LTL reefer runs from Omaha, NE to the East Coast. He has his own authority, operating R.G. Francis Transportation, LLC out of Omaha, NE, but he's currently leased to Cannonball Express, LTL, which is also based in Omaha. Ron says that he used to run to California and back, but the LTL freight has been offering him a better payday, so that's his dedicated run these days.

His Peterbilt is always shining and the custom pin striping looks like the old school trucks. In fact, Ron is a 3rd generation trucker. He says

his grandmother Bernice, on his dad's side, actually owned many trucks in her day. She was the one that influenced Ron as a young boy and put trucking in his blood! He said Bernice was quite the businesswoman, and although she never wanted him to become an over-the-road trucker, he did so anyway. It got into his blood seeing her purchase KW VIT cabovers and then long nose Peterbilts for her company. Ron was the envy of his school friends since he got to go on many California runs with her longtime drivers, while he was on Summer break. The rest is history, but he credits those drivers for teaching him how to shift without a clutch, park, and hit docks on the blind side while making it look easy! He also said they showed him the best places to get a home cooked meal on the road, although most have van-

ished today as the big "chain" truck stops have changed the industry.

Ron's truck has 2 extra tool boxes and a polished Herd Super Road Train truck guard with extra led lights. He enjoys the Platinum gray interior with the wood grain trim package. While Ron heads East almost every week, he says his favorite drive will always be through the Rocky Mountains and across Donner's Pass in California. Those trips are considered dangerous by many drivers, but Ron enjoys the challenge and getting to see nature's breathtaking landscapes. He says he'd take a snowstorm in the Rockies over a sunny day in NY any time. To each his own, but one thing's for certain, Ron Francis Jr. and his polished Peterbilt turn heads no matter where they go!



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