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31st Annual Waupun Truck -n- Show Salutes Truckers



Cody Wiedmeyer's stunning Kenworth gleams in the Wisconsin sunshine. - Photo by Olson Photography - Turn to page 9 for more photos.

PGT Trucking Inc. Celebrates 40th Year in Business



Pat Gallagher, Founder and CEO of PGT Trucking, Inc.

Aliquippa, PA... PGT Trucking, Inc., www.pgtrucking.com, a leader in the transportation industry, has reached the extraordinary milestone of providing 40 years of quality shipping solutions to businesses across the country.

Patrick A. Gallagher founded PGT Trucking in 1981 on the principles of superior flatbed transportation services and personal relationships in the metals and building construction markets. Originally based in Industry, PA, (Beaver County) the company started with one tractor and two employees.

"From day one, PGT has focused on smart and strategic growth," said Pat Gallagher,

Founder and CEO. "By networking with our customers and vendors, we quickly expanded to over 30 terminal locations across the United States."

Over the last 40 years, PGT has grown into a state-of-the-art flatbed transportation company, servicing the steel, building materials, machinery, oil & gas, raw materials, aluminum, and automotive industries in the U.S., Canada and Mexico, celebrating numerous milestones along the way:

- 1981: In addition to starting the company, Pat Gallagher establishes a relationship with Jack Hill at O.S. Hill & Co., Inc. International in East Liv-

erpool, OH. Throughout this 40 year relationship, PGT has purchased thousands of trucks from Hill International.

- 1987: PGT opens Warehouse Distribution of Pittsburgh in Ambridge, PA, a full-service warehousing complex, designed to accommodate the steel and industrial goods industries.

- 1990: PGT moves headquarters from Industry, PA to Monaca, PA, developing a full campus setting for drivers and employees.

- 1991: Pittsburgh Logistics Systems, a third-party provider for international freight transportation, logistics, and tech-

continued on page 2

Page Trucking Opens New Drivers Center



WEEDSPORT, NY... Page Trucking has opened a new Driver Comfort and Training Station at their Weedsport, New York corporate headquarters as part of their complete facility upgrade. Piper Titus, CFO and Certified CPA stated, "How do we go above and beyond to see what our drivers need and improve our company to accommodate them?" The answer was the new 4,000 square foot Driver Comfort and Training Station. The two-story center is an addition to the company's corporate offices and is loaded with driver amenities. All Page Trucking drivers and owner operators have 24 hour access to the new center. Drivers

who decide to stay on site have access to private sleeping quarters, showers and bathrooms as well as a kitchen, laundry and drivers lounge. The new addition also has a business center with computer hookups and Wi-Fi access. On the first floor is a training center with a simulator to help train new Page drivers in the art of bulk hauling and provide continuing education for existing drivers and owner operators.

Exit 40 Truck and Trailer Service is located adjacent to the new Comfort and Training Station. The service center is open 6:30 am-5:30 pm and not only provides maintenance and repairs for the Page fleet and its owner operators, but it is

also open to the public and other outside fleets. Exit 40 Truck and Trailer Service has 6 drive-thru bays and a full complement of repair services that includes everything from light repairs, preventative maintenance, drivetrain/driveline, on up to engine overhauls. They also provide tire services, suspension, steering and alignment service. Exit 40 Truck and Trailer Service also has a dedicated full-service frame straightening bay for trucks and trailers. Trailer services includes aluminum and steel welding, custom fabricating and damage repairs. Trailer frame straightening has an average 2 week turnaround.

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PGT Trucking Inc. Celebrates 40th Year in Business



Just a few of the trucks in the PGT Trucking, Inc. fleet in 2021.



PGT Trucking, Inc. trucks from the 1980s.

continued from page 1

nology services was formed, branching off into its own entity in 1993.

•1995: PGT's Laredo Terminal is established, opening the gateway to Mexico and expansion of transportation offerings.

•2000: Southern Pines Trucking, a division of PGT, is founded to focus on cryogenic tanker moves for industrial and medical grade gases, and hazardous materials, later expanding transportation offerings to oversize/overweight specialized commodities.

•2006: PGT acquires Midwest Logistics in Champaign, IL, developing a van, refrigerated and Conestoga division.

•2013: PGT acquires Liedtka Logistics in Trenton, NJ, becoming a dominant flatbed carrier in the Northeast.

•2014: Expanding its footprint westward, PGT acquires Kelworth Trucking in Poteau, OK.

•2016: PGT moves its head-

quarters to Hopewell Industrial Park in Aliquippa, PA, later acquiring property from Perfetti Trucking, and opening a new Driver Training Facility and Terminal in Blairsville, PA.

Today, PGT employs more than 1,030 drivers, mechanics, agents and support staff, and operates in excess of 1,000 power units and over 1,500 trailers nationwide.

"Part of our success has been PGT's ability to adapt and prosper in this ever-changing transportation industry," added Gregg Troian, President, who joined PGT in 1986. "In the last four decades, this sector has seen major changes to its regulations, economic highs and lows, and more recently, the addition of technology. And while many other trucking companies were not able to profit and grow, PGT has stood strong, rooted in our fundamental cornerstones of personal customer relation-

ships, employee development, safety and profitability."

To celebrate 40 years of success and growth, PGT launched a new webpage to share news, events and highlights. You can view it here: www.pgtrucking.com/celebrating-40-years. In May, PGT will host its annual Million Mile and Safe Driver Celebration at The Willows in Industry, PA. This year, it will be held in conjunction with additional 40th Anniversary festivities.

"I am so blessed to have such a great group of drivers and employees working here at PGT, many of whom started with the company in the 1980s and are still with us today," said Gallagher. "In an industry that struggles with high turnover rates, I feel that this is a true testament of our principles and our mission. We are in the people business, not the trucking business. It is the drivers, the leadership, the support staff and the truck maintenance teams who have all contributed to the success of this organization over the last 40 years."

About PGT Trucking:

PGT Trucking, Inc., is a multi-service transportation firm offering flatbed, dedicated, international and specialized services. PGT operates in excess of 1,000 power units and over 1,500 trailers and is headquartered in Aliquippa, PA. At PGT Trucking, "Safety is Everyone's Job - All the Time." For more information visit www.pgtrucking.com.



Throwback - Pat Gallagher and his daughter Molly.



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Kenworth Video Stars Zero Emissions Kenworth T680 FCEV on the Climb to 14,115-Foot Pikes Peak Summit



KIRKLAND, WA... A new Kenworth video (www.youtube.com/watch?v=02eiLy_16XA) features the zero emissions Kenworth T680 fuel cell electric vehicle (FCEV) on the road to the 14,115-foot summit of Pikes Peak in Colorado.

Kenworth became the first company to reach the summit of "America's Mountain" with a Class 8 fuel cell electric vehicle. The milestone occurred during a Kenworth T680 FCEV zero emissions performance demonstration.

Kenworth and Toyota Motor North America R&D worked

closely together on the successful summit attempt. The Kenworth T680 FCEV features a Toyota hydrogen fuel cell electric powertrain offering 470 hp, along with a 350-mile range with a 15-minute refill time.

"While the average gradient on the 4,700-foot elevation gain to the summit is just over seven percent, there are long sections at 10 percent or more. The Kenworth T680 FCEV had plenty of power on the hill climb, performed well at extreme altitude, and exhibited excellent drivability

through the 156 twisting turns and switchbacks," Brian Lindgren, Kenworth research and development director.

Kenworth and Toyota Motor North America are collaborating on a program to develop a total of 10 zero emissions Kenworth T680 FCEVs with the Toyota hydrogen fuel cell electric powertrain for service with customers at the Port of Los Angeles.

The effort is part of a \$41 million Zero and Near-Zero Emissions Freight Facilities (ZANZEFF) grant awarded by the California Air Resources

Board (CARB) for the Port of Los Angeles Shore to Shore project. The Shore to Shore project administered by the Port of Los Angeles is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment—

particularly in disadvantaged communities. Additional funding for the Shore to Shore program includes a grant from the South Coast Air Quality Management District (South Coast AQMD).


"We've built five of the 10 T680 FCEVs, and these initial units are transporting loads for our customers at the Port of Los Angeles. The remaining five FCEVs are in the process of being built, and will enter into service early this year," said Lindgren. "Kenworth appreciates the efforts of California Climate Investments, California Air Resources Board and Port of Los Angeles to provide significant grant funds to support this important Kenworth and Toyota zero emissions program."

"The road to the top of Pikes Peak is a long and steady climb, so we were glad to see the Toyota-powered Kenworth T680 truck confirm our expectations and climb to the summit while delivering

excellent performance and drivability," said Andy Lund, Chief Engineer, Toyota Research and Development. "It's another example of the capability of Toyota's fuel cell electric drive system and we look forward to continuing our work with Kenworth to get Class 8 fuel cell trucks on the road."

The comprehensive Kenworth zero emissions EV program also features the new Class 8 Kenworth T680E battery electric and medium duty Kenworth K270E and K370 battery-electric vehicles, which are all available for order. The vehicles are designed for local pickup and delivery, drayage, and short regional haul applications. The overall program has recorded more than 100,000 miles of on-the-road testing and operation.

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



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Off The Beaten Path

by Pam Pollock

Alone Again - Naturally...



I'll be upfront right off the bat—I have NEVER been an outdoors freak. Do I enjoy nature? Yes, very much. But I never felt the desire to be traipsing in the

woods every day—until this past summer when the stress and worry about the Pandemic and the sorry state of our Country overwhelmed me and I sought

refuge in a place that could offer me shelter and solace from the storms of life. And... the woods and trails of Western Pennsylvania embraced me and threw me a lifeline.

I now get antsy if I can't venture out every day. Nothing makes me happier than to be lugging my big camera through the state parks, gamelands and the woods. It's always thrilling to find my beloved birds but many days I come up goose eggs [pun intended] on my quest and that's okay. Whenever I embark on my nature walks, I try to find something that makes me happy right off the bat and I take a photo of it. Sometimes a bird is the first thing I see. Other times it could be a leaf fluttering in the air or raindrops on a branch. I love to see snow covered trees and the sunlight filtering through towering trees.

I am happiest when I can rise at dawn and begin my traipsing when there is not another human in sight. Occasionally I will interrupt deer grazing or turkeys meandering about. I feel compelled to apologize for infringing upon their home and their "quiet time". I once had a bear run across the road in front



of me as I was driving home. Lately I have been watching the Tundra Swans, Canada, Cackling and Greater White-fronted Geese and the many species of Gulls congregate on the iced ponds and lakes. I have even watched Bald Eagles go fishing on the lakes.

And the air—ahhhhh... just breathing the fresh air invigorates my soul! I can feel the stress rolling off my shoulders and I feel energized and ready to face the world once more. Sometimes I have a date with nature just before the sun begins to descend. On a recent night, the moon was rising, and the trees were swaying, and I suddenly found myself standing in the midst of all of this beauty singing, "What a marvelous night for a moon dance!" My brief, shining respites in the outdoors have revealed that I am truly not alone - nature has been with me every step of the way - naturally...

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COLUMBIA FALLS, ME... On National Wreaths Across America Day at 2,557 participating locations, dedicated Americans in every state honored our nation's heroes by safely placing a total of 1.7 million veterans' wreaths on their headstones and remembering them, by saying each name out loud.

"The 2020 theme for Wreaths Across America has been 'Be an American worth fighting for,' and this year I have been blessed to see my fair share," said Karen Worcester, executive director of Wreaths Across America. "The determination of the American people and their commitment to the mission to Remember, Honor, Teach, made it possible for us to move forward this

year, safely. We are humbled, and forever grateful for the outpouring of support from all across the country."

Wreaths Across America would like to thank the dedicated volunteers in every state for overcoming the many obstacles presented and remaining focused on the mission over the last year. From the individual Location Coordinators working with local officials on modified wreath placement plans, to the professional truck drivers who have been keeping this country moving but found time to help deliver these truckloads of respect, each person has played an important part in the mission to Remember the fallen, Honor those that serve and their families, and Teach

the next generation the value of freedom.

Each live, balsam veteran's wreath is a gift of respect and appreciation, donated by a private citizen or organization and it is placed on graves by volunteers as a small gesture of gratitude for the freedoms Americans enjoy. For centuries, fresh evergreens have been used as a symbol of honor and have served as a living tribute renewed annually. Wreaths Across America believes the tradition represents a living memorial that honors veterans, active duty military and their families and when volunteers say the name of a veteran out loud, when placing a wreath, it ensures they live on in our memory. For more information, visit www.wreathscrossamerica.org.

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Cab Corrosion: it's winter again and our part of the country has seen no shortage of snow so far this year. When the season is over, we often find lasting damage in the form of corrosion on the cab floor of many trucks. Calcium chloride and magnesium chloride are great at melting ice, but as you know they accelerate corrosion too. We've seen them rust both from the underside with salt spray, and from the top down

with the salt that you track in on your shoes. Oftentimes mud, dirt, and other road debris combine with the salt and water to cake on the underside of your cab holding in the moisture creating the perfect combination for rust. Not only will rust ruin the structural integrity of the cab, but it also provides areas for dangerous fumes to enter the cab. To avoid rust, it's best to run your truck through the wash at least once a week in the

winter months. Our neighbors at Long Haul Custom Detailing do a wonderful job cleaning trucks inside, underside, and the outside after a long hard winter. Another solution is to use a standard lawn sprinkler attached to a garden hose when the temperature is above 32 degrees. Just turn the sprinkler and leave it directly under your truck, moving it around every few minutes to make sure you don't miss any spots. It's much

easier than crawling under the truck with a hose. Several chemical companies make a form of Cosmoline, a brown wax-like petroleum-based corrosion inhibitor that you can spray on areas prone to rust. It's much easier to prevent rust than to repair it later.

Changing your fuel filter is an easy job that should be done every 30,000-35,000 miles according to the engine manufacturers, however, I feel that is too many miles. Many times, we will have a truck come into our engineering center with the complaint of low power and they want to run it on the dyno. Once we confirm the power is low, we check fuel restriction. If it's high we change the fuel filter, re dyno and often the power is back up to normal. That became an expensive fuel filter change. It's an easily overlooked maintenance item but if ignored will have a dramatic effect on the performance and mileage of your engine. We recently had a DD15 in the shop with a very badly clogged fuel filter. The customer brought it into the shop because of poor performance, both in power and fuel economy. Changing the fuel filter on a DD15 is fairly simple. All you need is a 1/2 inch wrench, a 36mm socket, a fuel filter kit (Fleetguard for example), and a small drain pan. The fuel filter is located on the driver's side of the engine to the right of the intake. You will need to remove both the fuel filter cartridge and the pre-screen cartridge. When you unscrew the cartridges, let them drain first before removing them because they will be soaked in fuel. Once you remove the filters from their lids, replace both O-rings from your kit. Fuel will often deteriorate these gaskets over time. Next install the new fuel filter and pre-screen filters on their lids, they should snap into place. Then grease both O-rings so they don't leak and reinstall the fuel filters. Check the torque specs, but for the DD15 the filters should be tightened to around 41 pound-foot. The last step is to prime the pump. It may need up to 300 pumps or until you feel some resistance. That's it! Go ahead and start her up.

When we come across a common problem that is a relatively simple fix, we want to let owner-operators know so you can learn to take care



of these problems when they come up.

We recently had a DD15 equipped Western Star with 196,000 miles come in the shop with three error codes. One said DPF zone 2 (the DPF Filters), another said, "Boost system error deviation low" and another said, "Exhaust gas recirculation slow response". We then noticed a lot of soot on the coolant overflow bottle which led us to a leak on the EGR crossover pipe. We did a boost test which does not include the EGR crossover pipe, so the rest of the system was fine. There was a clamp loose on the crossover pipe, so we cleaned and fixed the clamp and boot on crossover pipe. We then checked the codes and found they were still active. So, we then removed the delta pressure sensor and found it was full of carbon buildup. We cleaned the sensor and forced a regen which resulted in both codes being cleared. Sometimes you run into other issues that need fixed but aren't the true cause of the problem and so more investigation is required. But now you know if you see these codes, you will have an idea of what to check first.

We recently welcomed a new Max Mileage distributor

and they are one of the largest independent owned travel centers on the East Coast. White's Travel Center is conveniently located just off Interstate 81 and Interstate 64, Exit 205 in Raphine, Virginia. The 25,000 square foot facility has everything you need, and now also carries our Max Mileage Fuel Borne Catalyst.

If you are further south west on I-81 near Greeneville, Tennessee we have another new dealer, Davy Crockett TA Travel Center. Like White's, Davy Crockett is family owned and operated. The same family has grown the business since it opened in 1976. Nestled in the picturesque Tennessee mountains, they have all the driver amenities you'll need, and you will find Max Mileage in their store.

Lebanon Tennessee has an independent dealer for Max Mileage, his name is Amgad, the company is Alexandria Enterprises. Their number is 310-415-2050.

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



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Tandem Specialized, Inc. – Saving Time and Staying Safe With Load Covering Solutions



By Steve Pollock

ST. LOUIS, MI.... If you have ever traveled the state of Michigan, you have probably done a double take when you see one of Michigan's multi-axle trailers. These trailers resemble a centipede going down the road, especially when you view one of Tandem's 53' 8-axle sleds or Michigan B-trains (doubles). These loads can legally gross up to 160,000 pounds, which can equate to upwards of 108,000 pounds of payload. While there are a handful of other states that allow multi-axle trailers, they are more restrictive than the state of Michigan and many are landlocked by states that don't permit them, which is why you'll rarely see them operating across state lines.

Tandem Specialized, Inc. of Grayling, Michigan and its sister company (Tandem Logistics, LLC) provide trucking & logistics services primarily East of the MS River, but maintains an emphasis on providing flatbed heavy-haul services throughout the state of MI, northern IN & OH. The company has 37 company owned power units and 57 trailers,

consisting of 8-axle flatbeds (sleds), 8-axle B-trains, and a dozen 2-axle trailers as well. Tandem Specialized hauls building materials consisting of particle board, OSB, dimensional lumber, and shingles with a limited amount of steel and concrete blocks. Their loads typically average around 150,000 pounds gross. It takes some special considerations when operating multi-axle trailers, particularly when cornering, select axles must be lifted to enable the trailer to corner properly and avoid scrubbing the tires. However, the drivers at Tandem Specialized are up to the challenge, which is made somewhat easier with the company providing some of the newest and safest equipment on the road today. The average age of Tandem's tractor fleet is 1.5 years old, and they are equipped with the most enhanced safety technology that is available. Tandem's all aluminum air-ride flatbed trailers average around 2 years old, and are equipped with disc brakes in all wheel positions, along with automatic tire inflation/deflation systems.

Of special note, is that nearly the entire Tandem Specialized fleet is equipped with Load Covering Solutions' Windmaster Smart Look Aerodynamic Rolling Tarp System. The company chose the Load Covering Solutions (LCS) Windmaster Rolling Tarp System for a variety of reasons. Tandem Specialized Controller and Safety Manager Brian Corbin states, "The LCS Rolling Tarp System saves our drivers about an hour of loading time. Our drivers love them and appreciate us using them. The LCS system has also helped reduce trailer related Workmen's Compensation injuries, in particular trailer falls and rotator cuff injuries. An added bonus is the great graphics on the LCS System that are not only attractive but have helped in our driver recruiting efforts."

While many companies experience some fuel savings using LCS Rolling Tarp Systems, the heavy loads Tandem Specialized hauls coupled with irregular ambient temperatures makes it difficult to calculate fuel savings, however, Brian told us that LCS Systems did seem to make a small improvement on some of the units. Tandem Specialized now does the installations and maintenance of their LCS Rolling Tarp Systems in their own shop.

Jeff Gross, Tandem's President and owner advised, "The introduction of our first rolling tarp system started as kind of a dare from our most tenured driver, Craig Smith (nearing 38 years with the company). Craig advised he needed to retire because the heavy "throw-tarps" most flatbed drivers use, was beginning to be too much for

him. I asked if he'd stick around if we purchased a rolling tarp system for him. He agreed to stay another year if we did that, so I ordered a system the following week. Five years later... Craig is still working (albeit part-time), but we have updated nearly the entire fleet with the LCS tarp systems, and I'm very glad we did."

The Tandem Family of Companies finished construction of a new operations center off 4 Mile Road in Grayling, Michigan in early 2019. The state-of-the-art facility houses maintenance, dispatch, recruit-

ing and safety. The new facility is less than 1/2 mile away from two of its largest customers, allowing the Tandem Team to provide additional specialized

services to these accounts. If you are interested in a career at Tandem Specialized, Inc. please call 989-681-5754.

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A Likely Story - Funeral Humor

by Roger Clark

Back in the early eighties, I moved into a metropolitan funeral home that had a small apartment. In less than a week, I had my first remarkable experience. It seems I had left a back door unlocked one night, and my boss had forgotten to advise police of the new, living tenant. Awakened about midnight by the sound of jangling keys and muffled voices, my courageous reaction was to yell, "Who the hell is out there?"

"It's the police!", a gruff voice responded.

"Okay", I stammered, "I'll be out when I change my shorts!"

As a motorcade was forming up to leave for the cemetery, the hearse had a flat tire. Until that day, I had never changed a tire wearing a suit and tie. In another trip to the grave site, a funeral director led our entire procession through the wrong cemetery. And in still another crazy moment, one of the motorcycle escort riders was stung in the face by a bee.

One of the funerals I recall back then was for a prominent businessman, and it came with a tall order. His will requested the highest monument in the cemetery, and one already there was 26 feet in height, so his ended up being 26 feet, six inches. But that wasn't the rest of the story, as Paul Harvey often said.

His widow insisted he be buried clutching a pack of Kool menthol cigarettes. I know this to be true because they were my smokes.

Another service I vividly remember was a military funeral attended by four ex-wives and

all four girlfriends who replaced them. Everyone remained calm and dignified, but there was a floral arrangement with a broken vase, and that was no accident.

My father, who served his country, community, and family with a flammable mixture of diligence, pride, anger, and humor, passed away in 1980. The memorial service, attended by 200 of his closest friends, reflected his life with an equal number of tears and smiles, and none of it happened on schedule. During one particularly boring eulogy, my mom leaned over and said softly, "Ya know, a good looking young man like you could spend the night with a woman like me."

"Oh no!", I whispered back, "You remind me too much of my mother!"

Now, I'll be honest. I didn't think it was all that funny. I didn't think it was a big deal. But mostly I didn't think she'd burst out laughing.

Fast forward now to her own memorial service, during the week of her 95th birthday, which morphed into open-mic night at a comedy club. It wasn't supposed to, and shouldn't have, but the son tasked with her eulogy spent the whole 30 minutes talking about dad. Then he blew his nose without turning off the sound system.

Next up was a granddaughter, scheduled to sing a solo, who broke down crying and ended up cussing. And trust me, it's a phrase you won't hear even in a church like that one. Still, I believe mother would have loved every moment of it!

I learned a lot during those

years. There is a lot of laughter at some wakes. It's often a family reunion, after all. Funeral directors can get lost just like the rest of us, pallbearers don't always dress as they should, and some women do look good in black.

Most of all, I came away with a sense of admiration for the grounded funeral professionals who would walk so many families through their most trying moments of grief.

PennDOT Extends Expiration Dates on CDLs, CLPs

Harrisburg, PA... The Pennsylvania Department of Transportation (PennDOT) announced that expiration dates for commercial driver licenses and commercial learner's permits will be extended for Pennsylvania residents in response to statewide COVID-19 mitigation efforts.

The following products' expiration dates will be extended:

* The expiration date for a commercial learner's permit scheduled to expire from March 16, 2020, through February 22, 2021, is extended through February 22, 2021.


* The expiration date for commercial driver licenses scheduled to expire from March 16, 2020, through February 22, 2021, is extended through February 22, 2021.

Expiration extension deadlines on non-commercial driver license, photo identification cards, learner's permits and camera cards ended on August 31, 2020.

Additional COVID-19 information is available at www.health.pa.gov. For more information, visit www.dmv.pa.gov or www.PennDOT.gov.

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Pacifico Reflections - It's Not Binary

by: Mike McGough

He pictured himself as a middle-aged man, but he knew he was old. He also believed that age was more a state of mind than a state of physical being. He was active and busy. He was fully engaged in his life. Being

on time was not a strength for him. It wasn't an intentional show of disrespect or disregard, nor was it a lack of concern for others. Instead, it was a result of being interested in almost everything and being easily distracted by almost anything

that caught his eye or his grabbed his attention.

On this particular day, he showed up at the restaurant early. He wasn't sure how that happened, but it did. He was waiting on some colleagues, so he took a table and ordered

a cup of coffee. It was quiet at his table, and that was unusual for him in this setting. When he and the guys gathered, there was no silence. Eggs, bacon, and conversation were shared and consumed in plenty. He once said about their breakfasts, "The chickens who provided the eggs were involved, the pigs who provided the bacon were totally committed, and he and his friends were somewhere in between, as happy and willing participants."

On this day, two couples were seated at the table next to his. The past year had been filled with more than its share of challenges, and as the year was drawing to a close, they lamented many of those challenges and shared how they had been affected. The topic of resolutions came up, and each person took a turn to share that their resolutions for the year about to end had not been totally fulfilled. A rather large weight loss goal that was not met, a plan to pay off all credit card debt that fell short, an objective to read one book each month, and a daily fitness routine that had not yet passed the twice-a-week mark were all mentioned and lamented as failures. One of the ladies summed up the tone at their table best when she said, "I'm not even going to bother this year. I never totally fulfill my resolutions anyway; there's no use wasting my time."

Even though he wasn't purposefully eavesdropping, he couldn't help but hear them. He thought back about his resolutions for the past year. His plan to redd up (He was from western Pennsylvania.) his shop, garages, and attic wasn't finished. His goal to lose 20 pounds was only half realized. And his venture into social media had only made it to the blog level. For a brief time, he identified with the lady's comment about resolutions being a waste of time, since they are seldom if ever totally realized.

Then it dawned on him. He had lost ten pounds. He had gotten his shop redd up nicely, was about half done with the garage, and had at least started the attic. And finally, he was blogging, which he had never done before, and he was learning about podcasts. "Okay," he told himself, "that's some real progress."

When his buddies showed up, they were, even though they covered their shock nicely, surprised to see him already there. After an exchange of greetings and a quick round of catch-up, they began talking about the year that was ending and the year about to begin. In time they began exchanging their plans, goals, and resolutions. He openly shared that he hadn't completed a single one of his resolutions from the year about

to end. At the same time, he noted some progress on each of them. He shared that for the coming year, he was going to continue working on the resolutions he had set for the previous year. He was going to build on his progress. He wasn't going to be disgruntled by his lack of total success, but he was instead going to be inspired by his progress.

Success is seldom measured meaningfully on a binary scale. That includes resolutions and plans for a better life. Attainment is not necessarily about crossing a particular finish line, achieving a certain benchmark, or finding total success. Instead, it's all about progress, development, advancement, and improvement, and none of those objectives can be truly gauged on a binary scale. Success is not an either-or consideration.

As you think about your resolutions for the coming year, don't try to quantify them by the simple measures of complete failures or total successes. Instead, qualify them based on your progress. Also, don't tie your resolutions to a rigid January 1st to December 31st time frame. Rather, focus on progress over time.

In short, give yourself the time you need to work through your resolutions, and use your progress as your measure of success.



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What We Have To Serve God

What must we have to serve God is a good question. It isn't unanswerable. There are positive answers at fingertip's reach where each of us are concerned.

The first thing we must have if we are going to love and serve God is to do it with all our heart. What's wrong with this world is that people are half-hearted. They are half-hearted in family life, hence there are many divorces. They are half-hearted in their religion; hence, Jesus will cast them out for He said, "With your lips you honor me, but your heart is far from me."

If you are going to serve God and love Him, you must do it with all your heart. Then you must do it with all your soul. That is breath and body, and He says that you must serve and love Him with all your mind. "Let this mind be in you, which was also in Christ Jesus" is one passage. Another passage says, "Thou wilt keep him in perfect peace whose mind is stayed on Thee, for he trusteth in Thee." And "Whatsoever things are pure, think on these things."

What you see is what you are going to think about. Your mind is a depository and when you put something in it, it stays there and the power of the Holy Spirit, if it is a good thing, it will bring it back to your remembrance.

Truckload Turn-over Rises in Third Quarter

Arlington, VA... The annualized turnover rate at both large and small truckload carriers rose by double digit percentage points in the third quarter of 2020 as the industry began bouncing back from a COVID-19 induced slump.

"After a calamitous second quarter, trucking – along with the rest of the economy – began recovering in the third quarter, leading to a tightening of the driver market," said American Trucking Associations Chief Economist Bob Costello. "With a more robust freight market, we saw an increase in carriers seeking drivers, which led to increased turnover. Additionally, the driver pool has decreased this year for a host of reasons, including fewer new drivers coming into the industry as truck driver training schools train less drivers due to social distancing requirements."

In the third quarter, the turnover rate at truckload carriers with more than \$30 million in annual revenue rose 10 percentage points to 92% on an annualized basis. The rate at smaller truckload carriers rose 14 points to 74%. Despite the increases, the 2020 average turnover rate is still running behind 2019.

"Ironically, turnover bouncing back is a good sign for the economy and for trucking," Costello said. "The second-quarter drop was almost entirely the result of COVID, and with scientific light at the end of the tunnel, it is possible we will see continued strong freight demand into 2021, and corresponding increases in demand for truck drivers. And, driver pay continues to rise as competition for drivers is intense."

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Federal Motor Carrier Medical Card Waiver Extended To Feb. 28, 2021

The Federal Motor Carrier Safety Administration will continue to offer extensions on Medical Examination Certificate requirements for commercial drivers whose MEC has recently expired.

FMCSA has had a waiver in place since March to allow commercial driver license holders who are subject to federal rules to continue to hold commercial driving privileges with expired certificates.

These Medical Examiner Certificate (MEC) waivers will be extended as follows:

* If a driver certifies a driving type of "non-expected interstate" and their MEC was valid for a period of 90

or more days and expired on or after Sept. 1, 2020, then a MEC emergency condition waiver will be placed on their record with an expiration date of Feb. 28, 2021. "Non-expected interstate" drivers whose prior MEC expired before September 1, 2020 or was valid for a period less than 90 days will not qualify for this new waiver.

* If a driver certifies a driving type of "non-expected intrastate" or "excepted interstate" and the driver's prior MEC was valid for a period of 90 or more days and expired on or after March 1, 2020, and before Feb. 28, 2021, a MEC emergency condition waiver will be placed on their driving record with

an expiration date of February 28, 2021.

For more information: (503) 373-0000, option 1 for information about over-dimension loads; (503) 378-6699 for information about registration services.

FMCSA waiver: Waiver in Response to the COVID-19 National Emergency - For States, CDL Holders, CLP Holders, and Interstate Drivers | FMCSA (dot.gov)

Oregon MEC requirements including how to mail or fax your certificate to DMV: <https://www.oregon.gov/odot/dmv/pages/driverid/cdlmedex.aspx>

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Latest Trucking Industry News

Love's Announces New Speedco Locations Open

OKLAHOMA CITY, OK... [Love's Travel Stops](#) is now serving customers at seven new Speedco locations that are open 24/7. The locations offer tire, lube and light mechanical services, as well as DOT inspections, for professional drivers and fleets at affordable costs. Commercial drivers can stop at over 400 locations across the country for their needs and technicians will help get them back on the road quickly and safely with the best range of proven products and services.

"We're excited to say that we now have over 400 Love's Truck Care and Speedco locations open across the country to serve professional drivers," said Gary Price, executive vice president of Truck Care. "Our team members are ready to help get drivers back on the road quickly and safely, so they can continue their vital mission of delivering important goods and supplies to Americans during the pandemic."

Love's Truck Care and Speedco is the nation's largest preventive maintenance and total truck care network, with more than 1,500 maintenance bays and the most comprehensive, roadside coverage in the country.

Here are the newest opened locations:

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- Speedco – 14414 S Cross L Road, Mayer, Arizona 86333
- Speedco – 150 Couchville Industrial Blvd., Mt. Juliet, Tennessee 37122
- Speedco – 27201 Boron Frontage Road North, Boron, California 93516
- Speedco – 1900 The Hill Ave., Marion, Illinois 62959
- Speedco – 1525 E 8th Ave., Cordele, Georgia 31015
- Speedco – 809 Moore Ave., Tuscola, Illinois 61953

Love's Travel Stops & Country Stores is the nation's leading travel stop network with more than 540 locations in 41 states. Founded in 1964 and headquartered in Oklahoma City, the company remains family-owned and operated and employs more than 29,000 people. Love's provides professional truck drivers and motorists with 24-hour access to clean and safe places to purchase gasoline, diesel fuel, fresh coffee, restaurant offerings and more. Love's has over 400 truck service centers, which include Speedco and Love's Truck Care locations. Love's and Speedco combined is the largest oil change, preventive maintenance and total truck care nationwide network. Love's is committed to providing customers with "Clean Places, Friendly Faces" at every stop. To learn more, visit [loves.com](#).

Thanks For Nothing, Congress! Small-Business Truckers React To Latest COVID Relief Bill

Grain Valley, MO... The Owner-Operator Independent Drivers Association sent a letter to Congress challenging them to take a long look in the mirror over the most recent stimulus and how it blatantly overlooks small-business truckers.

"We've heard them praising truckers all year as essential heroes during the pandemic," said Lewie Pugh, executive vice president. "And now here we are with a spending package that benefits nearly every other sector of transportation except those that have been keeping goods moving this whole time."

The letter points out how transit, motor coaches, airlines and others, are getting a big helping hand, while small-business truckers are struggling to stay afloat.

"This is shameful," continues Pugh. "Some of these industries already received tens of billions of dollars earlier this year."

OOIDA clarifies how small-business truckers do not want a handout, even though they have faced an existential

threat this year as freight rates dropped in the spring and early summer.

The Association has instead made several suggestions for relief the past several months, suggestions that have gone unanswered.

"They could have suspended the federal fuel tax, or the heavy-vehicle use tax, or even the Unified Carrier Registration tax to help truckers' cash flow," said Pugh. "Or, they could have tossed in a few hundred million dollars for truck parking projects, so more truckers would have a safe place to park while they work long hours."

OOIDA ultimately asks Congress to show with actions, not just words, that they support small-business truckers and do things differently next year.

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide.

ATA Truck Tonnage Index Rose 3.7% in November 2020

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 3.7% in November after falling 5% in October. In November, the index equaled 112.2 (2015=100) compared with 108.3 in October.

"The 2020 seesaw pattern continued in November as typical seasonality is not holding this year," said ATA Chief Economist Bob Costello. "It was a nice gain, but the rebound was not enough to make up for October's drop. Robust retail freight, helped by consumer spending, especially e-commerce, and very lean inventories helped truck tonnage last month. Strong single-family housing starts are also aiding freight tonnage, but lackluster restaurant, manufacturing and energy sectors remain a drag. I expect these softer industries to benefit from widespread

COVID-19 vaccinations in 2021."

October's decrease was revised up to 5% from our November 24 press release.

Compared with November 2019, the SA index contracted 3.8%, the eighth straight year-over-year decline. Year-to-date, compared with the same period in 2019, tonnage is down 3.8%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 110.5 in November, 4.7% below the October level (116). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s.

PA Turnpike Reminds Motorists of Toll Increases

MIDDLETOWN, PA... The Pennsylvania Turnpike Commission (PTC) reminds drivers that toll increases took effect Sunday Jan. 3 just after midnight. In July 2020, the PTC approved a 6 percent toll increase for all E-ZPass rates systemwide and for the PA Turnpike TOLL BY PLATE rates that had been established before the March 2020 conversion to All-Electronic Tolling (AET) at these six locations:

- Beaver Valley Expressway (I-376)
- Delaware River Bridge (New Jersey border)
- Gateway Toll Plaza (Ohio border)
- Greensburg Bypass (PA Turnpike 66)
- Keyser Avenue and Clarks Summit Tolls (I-476/Northeastern Extension)
- Findlay Connector (PA Turnpike 576/Southern Beltway)

Like previous annual toll-rate increases, this measure was primarily driven by the PA Turnpike's annual transit payments of \$450 million to PennDOT as mandated by Acts 44 of 2007 and 89 of 2013. Since 2007, the Commission has transferred \$7 billion in funding to PennDOT.

The Commission in July also approved new TOLL BY PLATE rates at all other toll facilities that were converted to AET in March. These new rates, which also took effect Jan. 3, include the 6% increase along with an additional 45% increase over the 2020 cash rate for TOLL BY PLATE motorists. The rates — which reflect the higher cost of collecting this way — will not be applied at the six toll facilities listed above.

The PTC also announced an upgrade to its tolling smartphone app. In addition to E-ZPass account management, non-E-ZPass customers will be able to use the smartphone app to create an autopay account and receive 15% savings on their monthly TOLL BY PLATE invoices. The enhanced app — called "PA Toll Pay" — will be available for Turnpike travelers Jan. 3, 2021.

With the PA Turnpike TOLL BY PLATE option, high-speed cameras capture license-plate images as vehicles pass by. The registered owner receives an invoice for trips made through the tolling point. Invoices can be paid online, by phone or by mail. Upon receipt of a TOLL BY PLATE invoice, recipients also have an option to open an E-ZPass account and pay the lowest rate.

E-ZPass Offers Lowest Rate "E-ZPass drivers will continue to receive the lowest toll rates across the PA Turnpike," Compton said, "with some customers saving nearly 60% in 2021."

Starting Jan. 3, the most common toll for a passenger vehicle will increase from \$1.50 to \$1.60 for E-ZPass customers and from \$2.50 to \$3.90 for those choosing TOLL BY PLATE. The most common toll for a Class-5 tractor trailer will increase from \$12.20 to \$13 for E-ZPass and from \$17.30 to \$26.60 for TOLL BY PLATE customers.



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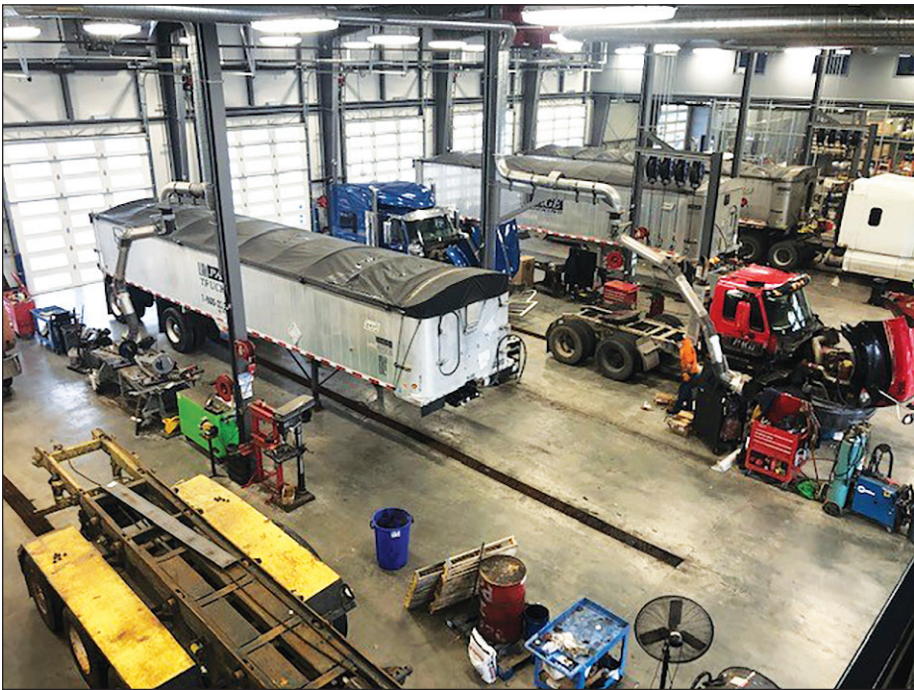
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Page Trucking Opens New Drivers Center



continued from page 1

Exit 40 Truck and Trailer Service is located just off of I-90 (New York State Thruway) and is one of the most comprehensive truck and trailer service centers in Central New York. 24 hour road service is available in central New York by calling 315-834-6681 and they accept most money and credit services.

Page Trucking was founded in 1975 by Keith Titus. Today Page Trucking is owned and operated by his son Dan Titus (President) and daughter Piper Titus (CFO), the second generation of the family and the sixth generation of business owners of the Titus family in New York's Cayuga County. A bulk hauler, Page Trucking originally served agriculture, trucking and commodities trading industries, but has expanded to serve nearly all "bulk commodities" across the USA. Today they serve the steel and aluminum industries along with hazardous and non-hazardous waste, recycling, and agricultural commodities through North

America. Page has successfully integrated themselves into the OEM automotive supply chain, including liquid molten metals, providing the company with a very stable business model.

Page Trucking currently operates a fleet of 75 company trucks with plans to expand to 100, as well as 325 leased owner operators. Through a network of 10 terminals, the

company has local, regional and long haul bulk service to markets throughout the USA and Canada. End dumps make up the majority of their hauling, but Page Trucking also operates roll-offs, walking floors, flat beds and liquid tank trailers. Opportunities are available for company drivers, owner-operators and carriers by calling 315-834-6681.

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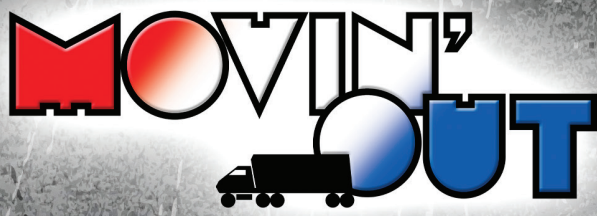
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Working Show Truck Of The Month

Jake Stewart



by Robert Conrad

Jake Stewart is a member of the new school of truckers, but he certainly exemplifies old school trucking, with a strong work ethic and pride in his ride that his predecessors had before him.

Out on the open road, sitting in the driver's seat of his slick '97 Peterbilt 379 feels like a second home to Jake Stewart, a young man chasing his dreams of being a trucker and owning his own truck. This young man is living proof that with

hard work and determination, dreams do come true. He wanted to send a big thanks out to his boss's Shawn, Sheldon, and Shirley for giving him the chance to live out his dreams and drive this hot looking Peterbilt down the road. Power comes from a 3406E that's pushing out over 700 HP and is paired up with a set of 3:36 rears and a 13 speed.

The classic Peterbilt lines are all that's needed as a simple, clean look gets Jake plenty of looks out on the road. Custom

features include a square bumper up front, straight pipes and custom fenders, with extra roof lights filling out the top of the cab. Jake wanted to give a big thank you to Kloppy's Custom Painting for painting the hood, front fenders, and the rear fenders as well. The 280" wheelbase seems longer, especially when Jake drops the truck onto the ground with the front air ride system by Horst. The small "shack" on the back

gives the truck some old school style and gives Jake just enough room to stretch his legs.

Jake put in a lot of hours working on a local farm and he wanted to send a big thank you out to his former employers, Loretta & DJ. From the grass fields of the farm, to the paved lanes of the highway he now drives on, Jake Stewart is always working hard and making sure this '97 is shining bright!

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