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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## 2021 Big Iron Classic Truck Show



After a year's absence due to the Covid Pandemic, the Big Iron Classic Truck Show roared back with a vengeance in 2021. Turn to page 13 for more photos. - Photo by High Gear Photography -

### New Waverly Transportation – Safety, Service And Integrity



Butch Crawford

By Steve Pollock  
NASHVILLE, TN.... New Waverly Transportation began in the town of New Waverly, Texas in the early 1980s with a single truck as LP Trucking, a subsidiary of the Louisiana Pacific Corporation. Operations Manager, Vince Dove vividly recalls having driven for LP Trucking from 1989 to 1997, hauling LP material and machinery to new LPOSB mills being built throughout the Southeast until coming off the road to operate a terminal in Cleveland, Texas. By the 1990s, the company

had converted to an owner-operator fleet, merging with Louisiana Pacific Corp., changing their name to New Waverly Transportation. In 2007 the company moved from Lufkin, Texas to LP's Corporate Office in Nashville, Tennessee. Today the New Waverly fleet consists of 100% owner-operators, no company trucks to compete with, hauling OSB and siding from Louisiana Pacific mills and other shippers to retailers and distribution centers across Texas, the Southeast and Midwest. Service is primarily East of I-35 from San Antonio

and Austin, Texas up to the Great Lakes and east to the Lower Atlantic area. About 70% of the freight is building materials shipped from Louisiana Pacific mills as well as various other leading shippers and is all flatbed. Minimum broker loads are hauled. The company also operates a smaller fleet of Chip van trailers out of Southeast Texas and DeQuincy, Louisiana hauling wood chips, bark, and shavings. New Waverly Transportation's #1 priority is safety and continued on page 10

### Evolve Logistics – Something For Everyone



By Steve Pollock  
BERNARDSVILLE, NEW JERSEY.... E-Commerce is booming and with it comes the need for drivers to haul freight to and from distribution centers. Nowhere is this more evident than New Jersey based Evolve Logistics, contractors to FedEx Ground. Founded in 2016 in the Mid-Atlantic region, Evolve

Logistics has grown to a fleet of over 160 company owned and operated trucks and is now the largest FedEx linehaul transportation service provider in the USA. Opportunities abound for company drivers at Evolve Logistics as they are hiring solo and team drivers for linehaul runs between FedEx national distribution centers. The com-

pany strives to balance home time with income by providing dedicated freight lanes so that drivers have a predictable work week with a consistent paycheck. The majority of the loads are terminal-to-terminal and drop and hook. The solo dedicated fleet is no-touch freight with drivers continued on page 17



# In Memory of Rick Marone



Rickey Wayne "Rick" Marone, age 61, of Sioux Falls, SD formerly of Huron, SD passed away on Wednesday, November 24, 2021 at the Sanford (USD)

Medical Center in Sioux Falls, SD. Rickey Wayne Marone, the son of Ronald and DeMeris (Smith) Marone, was born on

February 5, 1960 in Huron, SD. Rick grew up on a farm near Cavour and graduated from Huron High School. Rick worked as a tow truck

operator for Ace Towing Inc. for many years and was presently working as the shop foreman for Sioux Falls Crane and Hoist.

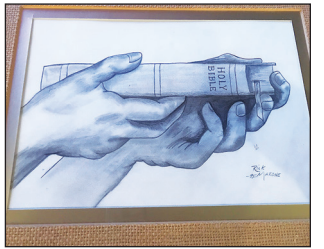
Rick was a big family man and very proud of his three daughters: Misty Heck, Jamie Hoggarth, and Ali Higgins. Rick would beam with pride when talking about his eight grandchildren: Corporal Kuper Heck USMC, Kenlea and Korbi Heck; Chloe, Hadleigh, Gunner, Paisley, and Cooper Hoggarth.

Rick had a very memorable laugh, grin, and twinkle in his eye. He never met a stranger that he didn't view as a friend plus was always willing to help anyone that needed it. He was a very creative artist who loved collecting cars, motorcycles, and tools. Everything was fixable to Rick. If you couldn't get it to work, you only needed to call Rick and he would figure it out. Rick enjoyed his dog Popeye and going to Hot Harley Nights as well as the Sturgis Bike Rally every year. Rick was also one of the top organizers and promoters for the Wheel Jam Truck Show.

Grateful for having shared in Rick's life are his parents: DeMeris Maron' and Ronald (Lorraine) Marone; three daughters: Misty (Brandon) Heck; Jamie (Eric) Hoggarth; and Ali (Corey) Higgins. Eight grandchildren: Corporal Kuper Heck USMC, Kenlea, Korbi, Chloe, Hadleigh, Gunner, Paisley, and Cooper. Siblings: Dave (Jody) Marone; Kristi (David) Alley; Scot (Tracy) Marone;; Josh Kogel; and

Tenaya Nelson. Also, very dear to Rick's heart were all his nieces and nephews and his special friend Autumn Davis and their puppy Popeye.

A convoy of Big Rigs escorted Rick to his final resting spot.



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# Off The Beaten Path

by Pam Pollock

## You Were An Angel In The Shape Of My Mom



**June Roddy**  
1937 - 2022

My Mom died at 12:44 am on January 3<sup>rd</sup>. My Mom died. No matter how many times I have thought those words, said those words, and yes, even screamed those words – each time is like a knife is stuck in my heart. My Mom died and this 60 year old daughter has cried and cried and cried. I know that people are saying, “But, your Mom was 84 years old – and you are 60 years old, and you were blessed to have her in your life for so long.” And it’s true, all of that is true. But guys, it’s my Mom – my best friend, my confidante, my biggest supporter, and fan. I was never too old to be cradled lovingly in her arms. I was her “Pammy Sue.” She admonished me for my potty mouth and my bad habit of holding grudges – for years. She didn’t like to show her emotions and sometimes I think she wondered why we were so opposite on the spectrum with that, but she would just wrap her arms around me and hold me until I had let it all out.

For hours after she died, I sobbed uncontrollably in my bed, repeating, “I have nothing. I have nothing.” And my husband was comforting me and reminding me that I have him, and my Dad, and our children and grandchildren and so many other loved ones and friends. “But I don’t have my Mom – I have nothing...”, I told him.

My Mom didn’t have it easy in life – her father died when she was 6 years old and her mother died 26 years later, when my Mom was 32 years old. My Mom had to quit school at the age of 16 to care for her stepfather so my Grandma could go to work. She cared for other relatives over the years.

But in the photos, you will always see her smiling, her brown eyes dancing and sparkling. Her laugh, that wonderful, wonderful laugh, is the memory that so many people have brought up. She married my Dad when they were 2 crazy in love 18 year old kids when he came home on leave after completing basic training in the Air Force. They celebrated 66 years of marriage this past September, they went through joy and sorrow together. They raised three children. She was a stay-at-home Mom. She was an excellent cook and baker – cooking from scratch – oh, her amazing noodles, buns, cinnamon rolls, and donut muffins! She mowed the yard with a push mower and shoveled the snow from our driveway. A coal furnace heated the family home until the early 1980s and my Mom would go down into the basement and shovel the coal and then grab that lever and just shake, rattle, and roll it to stoke the coal.

My Mom may not have

been a fashion icon, but she was always glamorous in my eyes. She rocked culottes and tight turtlenecks long before the supermodels on television ever pranced down a catwalk. I can recall her dressed in her “little black dress and Jackie O pillbox hat”. She wouldn’t think of going to the grocery store without being properly attired, with every hair in place.

She organized a Church walkathon to raise money to buy gifts for patients at a local Nursing Home. If someone was ill or lost their home in a fire, she was the one marching up the aisle at the Church to get the collection plate passed around to help those in need.

Growing up, we would have sled riding parties at our house in the winter, and she would zoom down the hill on a toboggan or one of those orange plastic saucers. We went to amusement parks and county fairs and watched fireworks burst through the night sky. There were Saturday trips to the drive-in theater. When my brothers and cousin John were in their teens, My Mom and my Aunt Edna let them skip school and took them deer hunting. They carried backpacks stuffed with toilet paper, Kleenex, and a gourmet lunch. They left their binoculars hanging on a tree branch in the woods and my brother Jack had to go back the next day and search until he found them. She and my Dad

took my nephew camping in Dad’s lean-to tent. We visited friends and family just about every Sunday, after Church, something my Mom and Dad continued to do until Mom’s death.

For many years, when they were empty nesters, my parents would jump on their bicycles and ride on the windy backroads for miles.

My Mom was notorious for her lead foot when she drove. We usually had cars with V-8 engines and this tiny 5’ lady would pop in an 8-track tape of either Elvis Presley or Frank Sinatra and just put the pedal to the metal. Practical on the outside – she was a romantic at heart. In her younger days, she read Romance novels, listened to vinyl albums by The Bells, singing about a “Moody Manitoba Morning.” For years, she watched several soap operas and every night, after school we would all be sitting around the dining room table, eating supper (not dinner – nope, it was supper because dinner is what we ate at lunchtime), discussing the latest plot twists in the lives of Nancy and Mike Karr and Nicole and the Horton family. My dad and brothers were always confused, thinking we were talking about real people and asking, “Who’s Mickey and Maggie? Have we ever met them?”

She taught me how to “rubber” on the phone when there

were several families in the neighborhood who shared a line. She only did this after one neighbor in particular would listen in on my Mom’s telephone conversations, breathing heavily. I tried to “rubber” once, but the conversation was boring, and I couldn’t stop giggling. She shared family secrets with me.

Family and Faith were everything to my Mom, in fact, they went hand in hand. She beamed with such pride when all three of her children graduated high school. She wrote every day to my brother when he was in Basic Training in the Air Force. Her pride and joy carried over to her grandchildren and great-grandchildren. She attended every activity and birthday party that she could. She didn’t yell when she was mad at one of us kids – she didn’t have to, because the look on her face made us wish that we hadn’t upset or disappointed her. She could be stubborn, we called it “The Stubborn McFadden Pride”. She read the Bible from cover to cover so many times. She wrote notes and highlighted scriptures. She was steadfast and unwavering in her beliefs and no matter how bad that life got, she held onto that Faith.

When the Pandemic hit in 2020 and we were doing the social distancing/quarantining thing, it broke my Mom’s heart. She told me, “I can’t live like this. I have to see my family. I have to hold them and hug them. I can’t live in fear, I won’t live in fear.” And that was something she never did - she never lived in fear. She was so incredibly happy on Mother’s Day in 2020, when she could once again embrace her family.

My Mom was one of the bravest, kindest, and loving people I have ever met. She and my



- photo by Kelsey Kradel Photography -

Dad have never stopped doing everything themselves – the shopping, the cooking, the laundry, the housecleaning, the yardwork. With her last words, my Mom was still putting others before her.

The day that my Mom died, my friend Tina sent me a video of Ed Sheeran performing “Supermarket Flowers”, a song about the death of his grandmother. That song has resonated so deeply in my soul. Ed sings, “You were an angel in the shape of my mum” (he’s British). He

concludes his song by saying, “Spread your wings and I know that when God took you back, He said, “Hallelujah, you’re home.”

They say a heart that’s been broken is a heart that’s been loved – and I was so very, very loved. Oh Mom, even though my heart is broken, and I have gone through 3 boxes of Kleenex in the past 11 days, I can smile through my tears and say, “Hallelujah, Mom, Hallelujah...”



My parents celebrated 66 years of marriage in September 2021. - photo by Michaela Whitehouse -

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# Legacy



- photo by Kelsey Kradel Photography -

By Autumn Kellogg

Some people want to leave their family a business to take over, property, a framed diploma with the intention of family attending that university.

My gram left a legacy of kindness.

She had a servant's heart and a love for people.

She was the woman at the store who fished coins out of her purse to hand to kids walking past the quarter candy machines.

She made meals and desserts for church members.

She bought gifts for the neighbor kids.

She made each family member a special dish in addition to an entire traditional holiday meal--I mean a DISH--like homemade egg noodles in gravy or individual roast quail--all in a tiny kitchen with carpeted floors and no dishwasher.

She never waited for an invitation--she would think of someone while shopping, and bring that over to them (usually it was food....lots of popsicle deliveries for my kids).

She also never asked if she could hug you--she just went for it. Ask Derek--the very first time meeting my family she pulled him in for a giant hug before he even stepped inside her house.

She was a homebody but she would go on adventures to see those she loved--she visited me in college a couple times. Braving Oakland, stressing about getting hit by cars while we crossed Bigelow. Then after seeing first hand where I lived--she got my schedule from my mom and would call me on my way home from night classes to make sure I made it home safely.

She loved visiting Kraynaks with me as a kid and went with

my kids as many years as she was physically able to.

She never missed one of our 4th of July parties or any of kid's birthday parties. She helped set up and tear down even though it was painful for her physically.

She never showed up empty handed--each great grandkid had a bag of treats and even my pets.

She gave the best sleepovers when I was kid--sherbert late at night, strawberries with sugar on top, cereal in the morning, string mazes in her living room, trips to the strip mine behind her house to bring buckets of sand home to play with in her garage (then we had to sweep every last sand molecule up before Pappy got home from work and parked in there).

Once she watched us while my parents were on a business trip and we insisted our cat come--my grandma liked pets-

other people's pets though. She let the cat stay in the garage--litterbox, food bowls and suction cup window seat and all.

She wasn't all sweetness though--her neighbor inherited a house plant that she didn't want so she left it outside to die. My grandma sneaked over in the night and watered it--with Miracle Grow. She let me help once and it felt highly illegal.

If my pap irritated her, she did little pranks on him like move the table he used to measure where to pull the car into the garage with.

I am so fortunate to have been left with such a legacy. It is a huge one live up to. To serve others, be selfless, nourish and heal with cooking, be generous with time and resources, be gently mischievous, create lasting memories for my family, overlook the mess (but then

clean it the heck up).

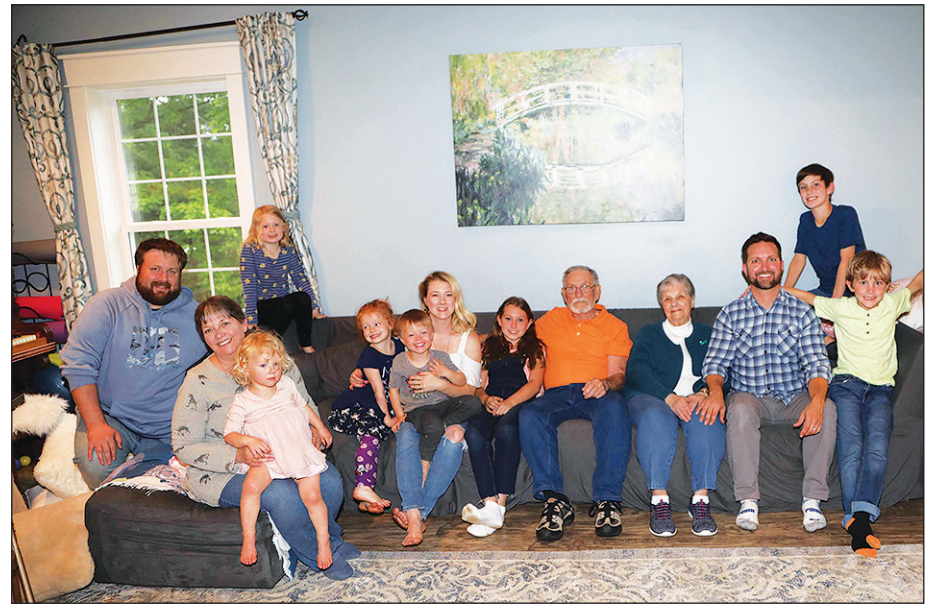
I had 36 sweet years with her as my selfless grandmother who set the bar so high there should be a Hall of Fame with her in it.

I will miss her squishy hugs, unexpected junk food deliveries, her wiping off my picnic

tables and bringing salt and pepper to every party but above all I will miss the way she looked at her 7 great grandkids as if they were the most fantastical, magical, other worldly beings she had ever seen.



Autumn and her Gram June in 2004.



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# High Performance Diesels with Bruce Mallinson

Winter brings extra challenges for truck owners with DEF (Diesel Exhaust Fluid) equipped trucks. DEF needs to be at a certain temperature in order to vaporize properly into the exhaust stream. The temperature in the tank, lines and injector are controlled by either the aftertreatment control module (ACM) or engine control module (ECM). Every system is different but usually the engine's coolant is used to warm the DEF. While the

engine is running, the control system uses valves and pumps to circulate coolant throughout the various aftertreatment components. Typically, coolant flows from the back of the engine to a control valve. This valve regulates coolant flow from the engine to thaw and maintain temperatures above DEF's freezing point of 12°. A pump returns coolant back to the engine after circulating through the DEF tank. If the tank is partially frozen or

completely frozen, the control system will enter a routine to protect the dosing system and unthaw the fluid. During this DEF injection could be shut off. Line heaters, if equipped, are activated and coolant flows so DEF can return to a liquid state. The system will monitor temperatures and reinstate the warmup routine if necessary. Any issues with the pump, valves, line heaters, etc. could paralyze the truck and should be addressed immediately.

Winter Blend Max Mileage Fuel Borne Catalyst is good up to 30 below zero if the fuel in the truck is a northern blended fuel. Southern fuel may not be treated and if you fill up in the south and drive north, put the Max Mileage Winter Blend in the fuel you are good to 15 degrees below zero. Now, if you are just passing through the extreme cold and the truck is going to stay running, you're ok. The problem arises when the engine is shut off for extended periods of time. Just be cautious, when filling your fuel tanks in the south and traveling north, put the winter blend in the tank during that fill-up. It would be best to purchase northern fuel, put in the Winter Blend, and be covered to 30 below zero.

The majority of trucks do NOT have an APU, (Auxiliary Power Unit), and this can be a life saver. Max Mileage Fuel Borne Catalyst burns 60% more of the soot and carbon in the combustion chamber, however it's still hard on the DPF (Diesel Particulate Filter) to do extensive idling in the bitter cold. There is not enough heat in the engine, and you may have to do a re-gen in the morning.

Pittsburgh Power's Owner Operator Snowmobile Conference is the first weekend in March. I will be arriving late in the afternoon at the Lava Mountain Lodge in Dubois Wyoming. The lodge is located at 3577 Highway 26, zip code 82513. Terry is our contact so please ask for him if you are making reservations. The lodge's phone number is 440-478-4350, and we will be staying until Sunday morning, March 6th. Please call Cathy, our receptionists at Pittsburgh Power, 724-360-4080, and let her know if you are attending. We normally ride 3 days, but you are welcome to extend your stay. There are plenty of trails so if you have a short track Eastern sled, you will be fine. This is our 17th year having the Owner Operator Snowmobile Conference, and we have always had a great time riding, eating, having a few drinks, and talking snowmobiles and trucks with

the fellow owner operators.

My next project truck: John Newby of Whitehall, MT owns a 379 Peterbilt powered by a C-16 Caterpillar engine. The transmission is an 18 speed followed by a 4 speed Spicer Auxiliary transmission, so he has a total of 72 gears to from, and the rear gears are 3:55. The Pete is equipped with 8" stacks gong 13'6" into the air. The Pete is a 4 axle unit with a 318 " wheelbase. John has several trailers he pulls, and some are 4 axles giving him 8 axles on the ground. John runs from Montana to the state of Washington, so his truck works very hard using 17 to 20 pounds of turbo boost on the level when empty. John's gross weight is 109,000 on average, and his fuel mileage average is 4.56 miles per gallon. John is mechanically inclined and will be doing the work, Pittsburgh Power will be supplying the parts, and consulting with

John as we work together to try and improve the fuel mileage by 2 miles per gallon. The first change is to shorten the stacks, install the Pittsburgh Power shorty straight through muffler, our ported and ceramic coated exhaust manifold and the HP2 performance Caterpillar turbocharger. If we can get the turbo boost to 11 or 12 psi on the level, the fuel mileage will improve by 1 mile per gallon. Then we will talk about removing the 4 speed auxiliary transmission and changing the rear gears to a 2:64 or 2:47 to be able to drive the 18 speed in direct gear which is 16th gear. The FASS Fuel System is in the future along with custom tuning the ECM for performance and economy. Next month we will have information as to the progress of this project.

Written by: Bruce Mallinson and Leroy Pershing, Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, Pa. 16056



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## Use Extra Caution When Driving Around Snowplows In This Winter Weather

With winter weather persisting in many states, drivers should remember to always pay attention when approaching winter maintenance equipment and never pass snow plows on the right.

As a reminder to motorists, passing on the right is illegal when there is no lane available and the driver does not have a clear view ahead (ORS 811.415). Many, if not most plows have retractable wing plows that extend eight feet into the right lane and use of the wing plow severely restricts a driver's view into the right lane.

Dual wing plows used on some multi-lane highways also have plow blades that extend off the left side of the truck.

When you pass snowplows, you run the risk of hitting the

plow blades, damaging your vehicle or even going off the road. The plowed snow may contain rocks and other debris, so the safe choice is to stay several car lengths behind plowing operations.

If conditions are severe enough to require a snowplow, the safest place to be is well behind the plow. They travel slowly but will pull over periodically to let you pass when safe to do so. The safest thing to do is avoid traveling all together.

If you must travel, here are a few tips.

\* Know before you go. Visit tripcheck.com and see road conditions along your route, start to finish.

\* Remember that many tripcheck.com cameras include temperature, elevation and

other critical details about road conditions.

\* Drive for conditions. If encountering rain, mud, snow, ice or extra traffic be sure to slow down and give extra space for stopping.

\* Keep your vehicle in good operating shape, checking brakes, lights, tires and wipers regularly.

\* Watch out for bicyclists and pedestrians. In wintry conditions, visibility drops.

\* Pay attention to roadside message signs. They contain critical information about conditions on the road ahead.

\* Be patient, wear your seat belt, pay attention to conditions and keep a sober driver behind the wheel to help ensure a safe arrival.

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## CAT Scale Celebrates 45th Anniversary with Weigh to Win® Sweepstakes - Drivers Can Play Beginning February 1st



WALCOTT, IA... CAT Scale is celebrating 45 years of weighing in 2022 and thanking its customers by giving away a brand new Ford Raptor pickup truck and thousands of other prizes. The Weigh to Win® Sweepstakes kicks off February 1, 2022 at CAT Scale locations.

Drivers will also have a chance to win over \$100,000 in instant prizes! Prizes include YETI outdoor prize pack, CAT Scale hats, Series 20 Super Trucks collector card sets, die-cast model trucks, insulated tumblers, water bottles, Oakley backpacks and more!

Each time a driver weighs they will have a chance to win prizes in the online instant win game and enter for a chance to win the Ford Raptor. The Grand Prize Winner will be chosen from all game entries. The Grand Prize Winner and their guest will receive a trip for two to the 2022 Walcott Truckers Jamboree to drive home the new Ford Raptor.

The contest is open to Class 8 drivers who are at least 18 years of age and U.S. residents (restrictions apply). Weigh to Win will run from February 1, 2022 – June 1, 2022. Drivers will be able to enter the ticket number and truck number from their scale ticket to play the instant win game, as well as find complete details and official rules, online at [www.weightowin.com](http://www.weightowin.com) beginning February 1st.

## Peterbilt Showcases First Model 579 with Aurora Driver



Las Vegas, NV... Peterbilt will showcase at CES the future of trucking by unveiling the first Model 579 that has been equipped with the Aurora Driver, a Level 4 advanced autonomous system. "As an industry leader in safety and technology, Peterbilt has a rich history of delivering customers trucks outfitted with the very highest level of safety systems and technologic advancements. The New Model 579 with Aurora's technology is a perfect representation of the continuation of this history," said Jason Skoog, Peterbilt General Manager and PACCAR Vice President.

Introduced in early-2021, the Model 579 is the most techno-

logically advanced truck Peterbilt has ever built. Featuring major improvements in Aerodynamics, Efficiency, Comfort, Technology and Uptime, the New Model 579 has a bold new exterior design with improved aero and a quieter interior with best-in-class comfort and innovative new technologies. These technologies are highlighted by the class-leading 15" Digital Dash Display, which features a clean and intuitive interface simplifying the delivery or all the important information drivers need to do their job as efficiently as possible.

Aurora is designing its industry-defining technology to deliver the benefits of self-driving technology safely, quickly,

and at large scale. Aurora has incorporated the New Model 579 into its heavy-duty test fleet which is hauling freight for customers today. "Our partnership with PACCAR to co-develop self-driving Class 8 trucks builds on a deep technical foundation and years of collective expertise. The team is making progress as we prepare to launch Peterbilt's first autonomous trucks at scale," said Sterling Anderson, Aurora Chief Product Officer and Co-founder. "Together, we're building a product and business that will make our roads safer and our supply chains more efficient, and we're excited to share a glimpse into that future."

## PDA Releases Top Ten Driver Issues of 2021

Brentwood, TN... PDA (People, Data, Analytics), a professional driver data and retention industry leader, released its first ever Top Ten Driver Issues List of 2021, identifying the top driver frustrations from last year based on thousands of phone calls with drivers.

"PDA has spent the last several years collecting data from tens of thousands of drivers on issues and frustrations they experience out on the road," said Scott Dismuke, vice president of operations for PDA. "This year's list offers key insights into the challenges drivers are facing in a very critical freight and tight driver market."

Topping the list in 2021 were mechanical/breakdown issues with the tractor.

"Equipment supply chain issues are clearly leading to driver frustration," said Dismuke.

The second biggest issue for drivers in 2021 was regarding compensation and pay rates not being competitive.

"Compensation is almost always at the top of any driver issues list and last year was no different," stated Dismuke. "In 2021, we saw very aggressive driver recruitment as well as many industry wide pay increases. Drivers see the advertisements; they know what companies are offering. If drivers aren't making what carriers are promising, in this market, they have multiple options to go elsewhere."

Drivers complaining about equipment assignment and mechanical/breakdown tractor issues was the third top issue of 2021.

"Once again, equipment supply chain problems come into play with this issue. However, providing clean and properly inspected equipment to new drivers during this equipment shortage will be key going into 2022," said Dismuke. "We have said consistently that the cleanliness and the operability of a driver's truck at assignment is the first impression a carrier makes on a new driver."

The complete list is below, and Dismuke stated that PDA will be providing additional details when it releases its 2021 Recruiting and Retention Annual report next month.

1. Tractor -- Mechanical Breakdown Issues
2. Compensation -- Pay Rate Not Competitive
3. Equipment Assignment -- Tractor Broken Down
4. Home Time -- Wants Daily Home Time
5. Miles -- Inconsistent Miles
6. Trailers -- Mechanical Issues/Tires
7. Compensation -- Pay-check Inaccurate
8. Miles -- Poor Scheduling/Planning
9. Communication -- Slow Response by Driver Manager
10. Equipment -- On Board Comm Device Not Working

Based in Brentwood, Tenn., PDA's mission is to change the landscape of the transportation industry by offering comprehensive retention programs, rehire programs and actionable driver data that helps trucking companies keep and rehire drivers.

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# Pacifico Reflections - Wearing A Smile

by: Mike McGough

She was starting a four-year surgical residency. On that particular Monday morning, she was attending her first grand round. On this morning the group she was with included four other surgical residents, the hospital's chief resident, a professor of neurosurgery from the medical school, a hospitalist, and a surgical scrub nurse. Grand rounds provide the key players on the care team of individual patients the opportunity to visit their patients, discuss the case histories, engage in clinical discussions, and share new research information.

She had been on grand rounds before, but this one was different. This time, she was to be an active participant. She was not there to observe; she was there to participate. She was self-confident, and she believed in herself. She wore that self-confidence on the inside, which produced a strong personal assurance—a belief in herself. She never wore it on the outside as arrogance. On that morning, she was obviously a bit anxious, but she wasn't fearful or uneasy. Instead, she was focused and eager. That morning they visited seven patients. All were either in post-op care or awaiting surgery.

As they walked into the first patient's room, she remembered one of the first and most basic lessons from a course she took as a first-year medical student, Foundations of Contemporary Medical Practice. On the first day of that course,

the professor entered the lecture hall and immediately said, "Please notice what I'm wearing, and never greet a patient without it." Everyone in the class looked. He had a stethoscope around his neck, and he was wearing a lab coat. On that coat he had a badge with his name, the name of the medical school, and his position. He wore a white shirt with a tie under his lab coat.

After several guesses from the class, he said, "No, you've missed it." He wasn't wearing it anymore. He then put it back on. "Ladies and gentlemen, always wear a smile when you greet patients. Generally, you will not be seeing them for a social call. Patients come to you in search of healing and in need of help. A smile should be the first thing you offer them."

So, on that morning she put on her best smile. The

first patient they reviewed was an older male who had a knee repair. He had no residual complications. When called on for her input, her response was spot on. Her smile grew. When she nailed it again with the second patient, a young lady in for a gallbladder removal, she was feeling good, and her growing smile showed it.

The third patient was a bit of a challenge. Many years of substance abuse compromised his health. This was complicated further by his failure to respond to obvious signs that his health was failing. He needed surgery. Under the best of circumstances, it was a difficult procedure, and his general health made it all the more problematic. The residents were all slow to respond when the chief asked for input. She, with her smile still in place, spoke up and gave it her best shot.

Had it been a textbook case, she would have been right, but with the mitigating circumstances she missed the mark. Her smile disappeared. She was distressed. The chief shared a thorough diagnosis outlining surgical protocols and safeguards. The other residents remained silent, even avoiding eye contact with the other residents and the chief.

As they walked to the fourth patient, the previously smiling resident said, "Pardon me, I have a question." The chief turned and looked directly at her. "What did I miss with that last patient?" He usually involved everyone on the team

during grand rounds, but in this instance, he spoke directly to her. He shared a rationale for specific procedures and safeguards. He never chastised her, and she never offered an excuse. There were lessons to be learned; the chief was teaching, and she was learning. When their exchange was over, she thanked him. He paused, smiled, then said, "No, thank you!" They were both smiling.

The last four patients on this grand round were routine. The chief completed the round with some general comments. When he was done, he asked to see the still smiling resident. After the others had moved on, he

said, "Modern medicine isn't always an exacting science. Our best efforts are the result of working together to serve our patients. That means always being open to new information, welcoming multiple interpretations, engaging in shared decision-making, and doing so agreeably. Today, with our third patient you showed that you know how to do that, while maintaining a calm, open, and pleasant disposition."

Then he concluded by saying, "Please, never lose that ability or your smile!"



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## New Waverly Transportation – Safety, Service And Integrity



Matthew Hurley with a donated load of OSB to Bowling Green, Kentucky for tornado relief.

continued from page 1

as income. The company operates a regional and OTR fleet, getting all drivers home for the weekend and many drives home multiple times during the week. The combination of good home time and good income is working as 50% of the fleet has been leased to New Waverly for over 5 years, and many have been leased for 10-20 years.

Recruiting Manager Jamie Bosch stated: "Put your trust in us and we will help you succeed. We try to keep drivers in the lanes they like to run and play straight with them. What you see, is what you get. We have load planners and dispatchers to help drivers maximize their

revenue and minimize dead-head miles. Most drivers know their workweek ahead of time."

New Waverly Transportation has year-round, consistent freight with contracted rates with their shippers so that rates do not fluctuate during the contract year. Contractors are welcome with or without trailers. New Waverly has a lease purchase program for trailers so drivers can own, versus renting their trailers. Independent contractors are paid 88% of the gross revenue and 100% of the fuel surcharge. The company offers direct deposit, fuel discounts, and NWT files and pays the fuel taxes as well. New Waverly also offers yearly safety awards

and bonuses and uses onboard mobile communications and Rand McNally E-logs.

Operations Manager Vince Dove said, "Safety is built into our culture. I've seen a lot of people come and go and a lot of things change, but one thing remains the same, keeping our owner-operators happy and successful, while at the same time providing superior service to our customers. We have a true open-door policy to management here and invite all our contractors to take advantage of it."

The formula for success must be working as New Waverly Transportation enjoys a very low driver turnover rate and has continued on page 11

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# New Waverly Transportation – Safety, Service And Integrity



Vince Dove's truck when he drove for LP.



Vince Dove



continued from page 10 honored with the Home Depot Flatbed OTR Small Carrier of the Year Award in 2020.

Louisiana Pacific and New Waverly Transportation believe in helping others, recently sending donated building materials to the tornado victims in Kentucky.

Here is what Independent Contractors have to say about New Waverly Transportation:

“New Waverly Transportation has been really good to my family and me. I make a good living and work to suit my needs and home time. The staff is great, and the accounting folks take care of you. New Waverly's got your back, that's why I've stayed for so long. They look out for you which means a lot.” - Charles M.

“If you want to get out of bed and go to work, the freight and money will come to you at New Waverly Transportation.” - Butch Crawford

If you are interested in finding a home at New Waverly Transportation, they are presently leasing owner-operators in most areas East of I-35. Call Recruiting Manager Jamie Bosch at 615-815-6916 for details.



Recruiting Manager Jamie Bosch

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# Smith Transport, Inc. Drivers Part of National Wreaths Across America Day



Nancy and Wayland Massengill



Ervin Henschel, Sr. (left) and Erin Henschel, Jr. (right)

- Photos by Ervin Henschel, Jr. -

ROARING SPRING, PA... Each December on National Wreaths Across America Day the mission to Remember, Honor and Teach is carried out by coordinating wreath-laying ceremonies at Arlington National Cemetery as well as at more than 2,500 additional locations in all 50 USA states, at sea and abroad.

Smith Transport, Inc. was honored to have two veterans; Ervin Henschel, Jr. and Wayland Massengill deliver wreaths to cemeteries across New York and Pennsylvania.

America's veterans were remembered as each name was said aloud and honored by having a wreath placed on their final resting place.

This tradition was started by Maine wreath maker, Morrill Worcester as a gift of thanks. Each December since 1992, Worcester himself again makes the trek to Arlington this year to place wreaths at the graves of Soldiers.

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# Shell Leads Global Lubricants Market For 15th Year



Shell retains its status as the leading global supplier of finished lubricants for a 15th consecutive year, according to the 19th edition of Kline & Company's report Global Lubricants: Market Analysis and Assessment 2021.

Using 2020 as the base year, the report covers all leading lubricant consuming country markets, market segments, product types and formulations. Shell retains the number one ranking for all three lubricants categories tracked by Kline – consumer automotive, commercial automotive and industrial.

Machteld de Haan, who took over as Executive Vice President for Shell Lubricants in January said: "This report confirms Shell as the leading global lubricant supplier across cars, trucks and industrial equipment for the fifteenth straight year, underscoring the business's long-standing commitment to customers and reflecting the strength of our superior product portfolio. We have maintained our market-leading position and extended our competitive

advantage thanks to our scale, brand equity, technological leadership and customer relationships, all under the exceptional leadership of Carlos Maurer, our outgoing EVP."

As the world's leading lubricants supplier, Shell Lubricants has a critical role to play in supporting Shell's target of becoming a net-zero emissions energy business by 2050, and in helping customers reduce their carbon footprint as well.

Earlier this year, Shell launched the largest carbon-neutral programme in the lubricants industry, enabling customers in key markets worldwide to choose carbon-neutral lubricants across select brands.

Shell aims to offset the annual emissions of more than 200 million litres of advanced synthetic lubricants, expecting to compensate for around 700,000 tonnes of carbon dioxide equivalent (CO<sub>2</sub>e) emissions per year. This is equivalent to taking approximately 340,000 cars off the road for one year.

According to this latest report, Shell maintained its leading global market share

relative to the year prior with a slight market share increase over the next largest IOC supplier. Shell's total volume sold was approximately 4,100 kilotonnes of finished lubricants, equivalent to approximately 4.6 billion litres. These global sales were split almost evenly between the three segments, and at the same percentage split as the previous year: 34% consumer automotive, 36% industrial and 30% commercial automotive.

Shell has a history of innovation in lubricants and was the first supplier to market cleaner, purer lubricants made from natural gas. As customer needs evolve, Shell is continuing to innovate and has extended its Shell E-Fluids portfolio so that it now supports battery electric (BEV) as well as fuel cell electric (FCEV) powertrains for all passenger and commercial vehicles. In a strategic alliance with Kreisel Electric, Shell also offers a combined battery technology system that delivers industry-leading battery efficiency, fast-charging capabilities and superior safety and stability.

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## A Likely Story - Pulling My Heartstrings

By Roger Clark

It was a routine appointment with my cardiologist, checking on a plain old heart stent. They rolled me into the hospital Cath Lab without a rush, where I was padded, prodded, sardined, and packaged upon the table. Then they very routinely shut my lights off.

It really is kind of boring. They just run a line from the wrist to the heart, take a few pics, and then insert a stent or two. Bada bing, bada boom, right?

Well, not so fast. They took one look at the overhead screen, didn't like what it showed, and shut down the procedure. I was in and out in ten minutes. I've had orders at the Golden Arches take longer, but then, I don't usually go there for lunch with my cardiologist.

There was a serious coronary blockage that stents wouldn't alleviate, but surgery could. Immediately an ambulance was called, which shipped me and my insurance policy straight to Big City Hospital. I tried to get the paramedics to stop at the chicken place, but they said it didn't have a drive-through.

Within moments of arriving at Via Christi Hospital, which is Italian for "next to Denny's", I was ushered into a room called Cardiac ICU. I was reminded that medical intervention trumps personal dignity. They work hard to protect it, in medical centers like this one, and nothing disappears quicker. They just do, and it just does.

Personal comfort also disappears, in such an institution, because it's, well, an institution. Just because you're in

a ten-thousand-dollar bed doesn't mean you're in for ten grand worth of luxury. The first clue might be all the machines connected to the patient with wires, tubes, tape, and restraints.

Almost immediately we were met by the hospital chaplain, carrying a Bible in one hand, and power of attorney in the other. It was a sobering moment when my wife and I signed the living trust. Who knew, before the weekend was out, that I might be donating everything I've ever bought, borrowed, built, or stolen to science?

All other personal possessions, including my custom-made bowling ball, were spoken for. With that, the love of my life would get everything I've ever owned or coveted.

The actual surgery was anticlimactic, at least to me. After all, I was just along for the ride. But I do remember being coaxed awake and recalling the sense of relief as the breathing tube was withdrawn.

My lovely wife was standing by the bedside, with her foot on my air hose. Okay, not really, but she did read aloud from my life insurance policy. It would leave her hundreds, after all, and she needs the one-dollar bills for origami.

Little did I know the easy part was now behind me, and the rough row to hoe was straight ahead. Despite having a surgical team so good they had their own Facebook page, nobody told me I would be wired, plumbed, connected, and monitored for at least four more days. Within hours they had more data on me than the FBI did with Hunter's

missing laptop.

But it really did pay off, and the nursing staff worked their bonnets off, keeping me comfortable, healthy, responsive, and online. There were 196 reasons to appreciate those gals, which just happens to coincide with how many times they checked my blood pressure.

It's been exactly three years since that fateful week, but Lewis Grizzard was right. Heart surgery will change your attitude about narcotics! I wake up every day thanking God I do, thanking Susan for being my wingman, and thanking Movin' Out Magazine for another year of putting postage on my emails!

### ATA Coordinates Truckloads of Disaster Relief Supplies for Kentucky Storm Victims

Arlington, VA... American Trucking Associations delivered 840 cases of bottled water to Heartland Worship Center in Paducah, Kentucky, where area residents continue to rebuild and recover from last week's devastating storms. The truckload was driven by Herschel Evans, professional truck driver for Yellow Corporation, using ATA's Share the Road tractor-trailer.

Those looking to support storm relief efforts can visit the Trucking Cares Foundation or donate through Trucking Moves America Forward.

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## Transervice Holiday Tradition Makes The Season Merry With Gifts For Employees'



Transervice associates helping to coordinate the holiday gift distribution to the local Salvation Army are (left to right): Alex Lafaras- Chief Financial Officer and Executive Vice President; Jeanne Spellman- Executive Assistant; Jay Scherr - TMT Parts Administrator; Sean Schnipper - Marketing and Social Media Manager; and Regina Snyder - Claims and Risk Management Administrator.

LAKE SUCCESS, NY... Employees of Transervice Logistics Inc., a leading provider of customized fleet maintenance and leasing solutions, wrapped up truckloads of toys to be delivered to their 124 locations across the country to children and grandchildren of company employees, aged newborn to 13. In addition, the company purchased over 150 gifts for donation to their local Salvation Army.

"For over 50 years Transervice has been delivering early holiday presents to our employees children and grandchildren at our facilities across North America," said Sean Schnipper, Marketing and Social Media Manager. "The elves in our corporate headquarters also packed over 30 boxes full of wrapped gifts for our local Salvation Army to brighten the holidays for children in the community."

Headquartered in Lake Success, NY, Transervice Logistics Inc. provides customized fleet maintenance and transportation solutions including logistics, dedicated contract carriage, fleet leasing, contract maintenance, and material handling equipment leasing and maintenance. It maintains more than 124 regional and local facilities across North America and manages over 24,500 pieces of equipment.

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# Evolve Logistics – Something For Everyone

continued from page 1

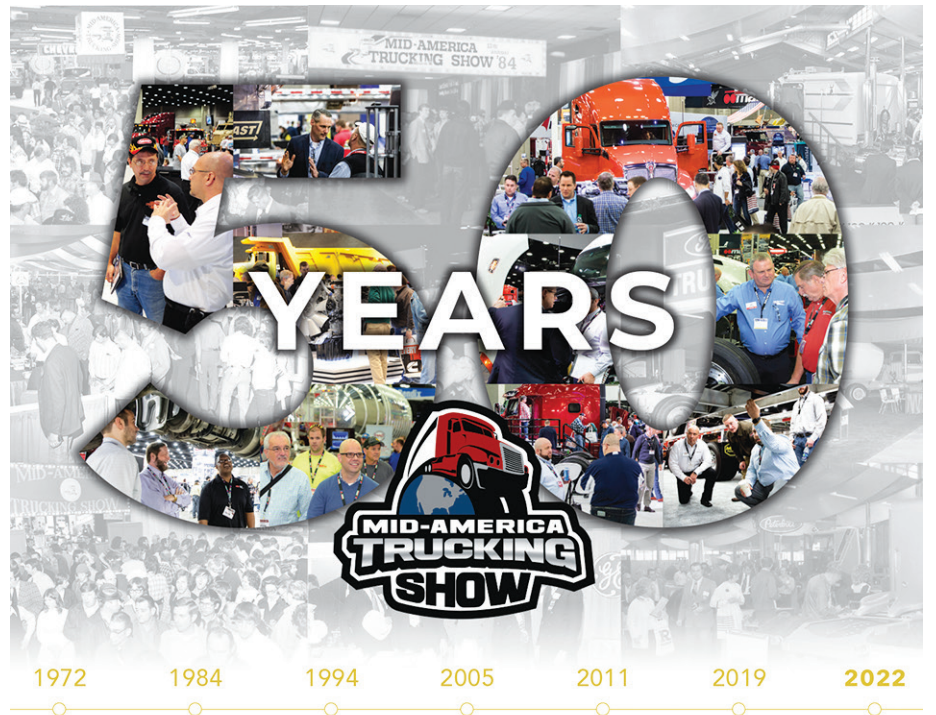
drivers home every day. The dedicated team runs are out for five to six days at a time that start and end at the same hub at the same time, getting drivers home every week. If your goal is to maximize income, team drivers can “run wild”, generating higher income with higher miles. These drivers choose their own loads and destinations and can self-dispatch. Solos and established teams are welcome at Evolve Logistics and the company has a great success rate in matching drivers for teams, using the driver's preference profile. A doubles endorsement is preferred, but not required. Evolve Logistics does offer assistance in obtaining the endorsement and offers

paid weekly training. Evolve Logistics owns a fleet of the latest model Volvo and Freightliner trucks with all the latest safety and technology features. The company wants safe and comfortable tractors for their drivers to operate and features such as ELDS, FCAM, lane departure, toll passes, and PrePass are all included. The pay is highly competitive with performance bonuses and weekly pay with direct deposit. The company is also proud to offer fully paid healthcare for team drivers and their family.

Evolve Logistics is hiring drivers near their hubs at Woodbridge & Metuchen, NJ; Hagerstown, MD; Harrisburg,

Scranton & Lehigh Valley, PA; Orlando and Fort Myers, FL; Middletown & Hartford, CT; and Syracuse & Bronx, NY. With their national footprint with FedEx Ground, the company also hires drivers throughout the USA.

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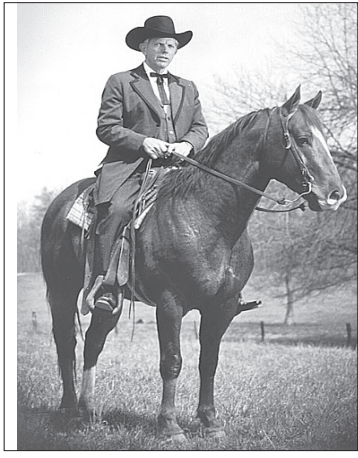
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# The Circuit Rider



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.

## Give Flowers While They Live

An undertaker was called back to a home where he had delivered a body to be kept overnight before the funeral. When he reached the home, a family member asked, "Will you help us to put Daddy back into the casket?"

The undertaker asked, "What's Daddy doing out of the casket?!" And the person replied, "We got him out to take some pictures."

The story teaches the same lesson as the song, "Give me my flowers while trying to help me along. Useless the flowers you bring after the soul is gone."

Have you waited until it is too late to get the picture? If you have, it is not likely you will ever have a good remembrance, nor is it likely that you will be able to do anything about that which you have missed.

When the road has come to an end and the two words at the end of the novel, "The End" appears, there's little we can do but go back to the beginning. However, if we have failed in one particular way, let us take up another. If we didn't get Daddy's picture before he passed away, let's do all we can for Mother. Let us do all we can for brother and sister. You serve God best as you serve one another. The commandment Jesus gave is to love one another. While we have time and opportunity, let us be at our best and do our best for the Master.

# Trinity Logistics Acquires Arizona-Based Freight Broker Team Eagle, Marks Continued West Coast Expansion Of Burris Logistics Brands

Burris Logistics is proud to announce that Trinity Logistics, a Burris Logistics company, has acquired Team Eagle Logistics based out of Scottsdale, Arizona. As Trinity's seventh Regional Service Center (RSC), Team Eagle will enhance their footprint in the western U.S. with class-leading service and stronger carrier partnerships.

"We are so excited to have Team Eagle as our west coast Regional Service Center. Their commitment to providing excellent shipper and carrier experience, paired with their focus on growing through an empowered culture, makes them a fantastic fit with Team Trinity," said Sarah Ruffcorn, President, Trinity Logistics.

Trinity Logistics serves as the freight brokerage division of Burris Logistics — offering truckload, less-than-truckload, intermodal, expedited, drayage, international, warehousing, and technology solutions to businesses of all sizes. Adding Team Eagle solidifies the kind of unparalleled service the Burris family of companies offers through intimate business partnerships and communication-rich methodology.

"We are absolutely thrilled to welcome Team Eagle to our family! This will give Trinity a much-needed presence in the southwest and allow both companies to mesh our strengths to continue providing high-quality People-centric Freight Solutions® for ship-

pers and carriers," said Burris Logistics President and CEO Donnie Burris.

Team Eagle will adopt the Trinity Logistics name and brand under the Burris Logistics umbrella, joining its e-commerce fulfillment, distribution, warehousing, and foodservice redistribution brands. For further details on the acquisition and to learn more about Trinity's Team Members, carriers, freight agents, and other partners, please visit <https://trinitylogistics.com>

Established in 1925, Burris Logistics operates an expanding network of temperature-controlled warehousing and distribution centers from Maine to Florida and as far west as Oklahoma. This fifth-generation, family-owned enterprise provides leading-edge logistics, transportation, and supply chain solutions, coast to coast, through our Brands: Burris Logistics (E-commerce fulfillment, distribution, warehousing, Honor Foods (a distributor of frozen, refrigerated, and dry foodservice products), and Trinity Logistics (a global freight solutions provider). For more information about our trend-setting logistics and deep-rooted values® please visit [www.burrislogistics.com](http://www.burrislogistics.com).

Trinity Logistics is a Burris Logistics Company, offering people-centric freight solutions®. Our mission is to deliver creative logistics

solutions through a mix of human ingenuity and innovative technology, enriching the lives of those we serve.

For more than 40 years, Trinity Logistics has been ar-

ranging freight for businesses of all sizes, offering truckload, less-than-truckload (LTL), warehousing, intermodal, drayage, expedited, international, and technology solutions.

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# ATA Hails Supreme Court's Rejection of OSHA Vaccine-or-Test Mandate

Arlington, VA... American Trucking Association's President and CEO Chris Spear issued the following statement after the U.S. Supreme Court issued a stay of the Biden Administration's vaccine-or-test mandate for employers:

"Today, ATA has won a tremendous victory on behalf of the trucking

industry and workers and employers everywhere. Today's ruling by the Supreme Court validates our claim that OSHA far overstepped its authority in issuing an emergency temporary standard that would interfere with individuals' private health care decisions.

"Trucking has been on the front lines through-

out the pandemic - delivering PPE, medical supplies, food, clothing, fuel, and even the vaccines themselves. Thanks to this ruling, our industry will continue to deliver critical goods, as our nation recovers from the pandemic and we move our economy forward.

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# CVSA Adopts North American Fatigue Management Program

Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA) is now home to the North American Fatigue Management Program (NAFMP), a comprehensive educational and training program aimed at preventing fatigue-related risks and crashes and cultivating a corporate safety culture that proactively works to eliminate driver fatigue.

As an organization comprised of law enforcement jurisdictions, motor carriers, trucking organizations, safety associations and federal agencies committed to eliminating crashes on our roadways, CVSA was tasked by the Federal Motor Carrier Safety Administration (FMCSA) with the management

and evolution of the NAFMP. The NAFMP steering committee also includes Transport Canada, working closely with FMCSA to support the program.

"Our goal at CVSA is to prevent crashes involving commercial motor vehicles," said CVSA President Capt. John Broers with the South Dakota Highway Patrol. "Offering the North American Fatigue Management Program as one of the Alliance's driver-related educational programs helps us do our part to combat crashes caused by driver fatigue and exhaustion."

"CVSA has the ideal infrastructure of events and channels of communication to foster the NAFMP," said

NAFMP Steering Committee Chair Roger Clarke.

"FMCSA is excited for this additional opportunity to partner with CVSA to address driver fatigue," said FMCSA Deputy Administrator Meera Joshi. "FMCSA has supported the NAFMP since its inception and looks forward to CVSA continuing to provide this important program to educate the motor carrier industry on driver fatigue."

The NAFMP was developed by medical and sleep scientists from Canada and the United States through a multi-year, four-phase comprehensive process. The program aims to prevent driver fatigue and eliminate fatigue-related crashes by:

- \* Offering easy-to-access online fatigue prevention training and education to commercial motor vehicle drivers, motor carrier executives and managers, freight shippers and receivers, dispatchers, driver managers, driver's spouses and families, safety managers and trainers, etc.

- \* Encouraging a motor carrier safety culture that proactively considers situations that may contribute to driver fatigue and fights to prevent it
- \* Identifying sleep disorders and treatment options
- \* Utilizing driver fatigue management technologies

In addition, CVSA plans to enhance, improve and grow the program by:

- \* Hosting live and recorded Q&A sessions
- \* Offering a moderated forum where users may ask questions and provide feedback
- \* Offering information sessions at CVSA events and conferences

- \* Hosting program and steering committee meetings to discuss program improvements
- \* Offering webinars on various topics relevant to fatigue management

- \* Offering Spanish content in addition to English and French

Learn more about the NAFMP and how to implement a fatigue management program by visiting the NAFMP website. Download a step-by-step implementation manual and register in the eLearning platform for the program courses.

"This program has the potential to reduce fatigue-related risks, improve driver

alertness, health and wellness, increase productivity, and decrease crashes and roadway fatalities," said Capt. Broers. For more information, contact CVSA Fatigue Management Program Specialist Rodolfo Giacoman via email or at 301-830-6155.

The online training and educational courses available through this program are free, voluntary, self-paced and available 24/7. We encourage all drivers and motor carrier stakeholders to utilize these online tools." stakeholder groups.

## ATA Seeks Industry Participation for Comprehensive Driver Compensation Survey

Arlington, VA... The American Trucking Associations launched its latest effort to provide driver compensation benchmarking tools for the trucking industry by soliciting information from carriers about the current state of driver pay.

"We know that since we last conducted a driver compensation survey in 2019, much has changed in our industry, updating that data with a robust examination of the current environment for driver pay will be a valuable tool for motor carriers and policymakers," said ATA Chief Economist Bob Costello.

Historically, the ATA Driver Compensation Study has included data from more than a 100 fleets and hundreds of thousands of drivers across all sectors of the industry. The broad spectrum of participants allows ATA to break down the

compensation data by sector.

Carriers participating in the survey will receive the full final report for a discounted rate, a free summary of the results prior to the report's release and an invitation to a participant-only webinar where Costello will break down the results of the survey.

"The more carriers we have in the survey, the better and more relevant our results will be, so I encourage all fleets to participate," Costello said. "The data we collect for this survey is entirely confidential and will not be shared with anyone. This is an opportunity for carriers to get a real-time understanding of the current landscape of driver compensation at a time when recruiting and retention of drivers is as important as it has ever been."

For more information or to participate, click here or call 703-838-1935.

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## Jimmy Reddell of Stevens Transport Awarded Kenworth T680 as Top Military Veteran Rookie Driver



WASHINGTON, DC... A distinguished veteran with 22 years of combined service in the U.S. Army and Army Reserves received the annual "Transition Trucking: Driving for Excellence" award during a special ceremony held at the U.S. Chamber of Commerce Foundation in Washington, D.C.

For the sixth consecutive year, Kenworth teamed with the FASTPORT Trucking Track Mentoring Program and the U.S. Chamber of Commerce Foundation's Hiring our Heroes Program to find America's top rookie military veteran who made the successful transition from active duty to driving for a commercial fleet.

During the ceremony, professional truck driver Jimmy Reddell of Stevens

Transport received the keys to a Kenworth T680, the top award in the recognition program. The T680 is equipped with a 76-inch sleeper and features the complete PACCAR Powertrain with a PACCAR MX-13 engine, PACCAR TX-12 automated transmission, and PACCAR DX-40 tandem rear axles.

Reddell entered the trucking industry after he retired from the U.S. Army. Shortly after earning his CDL in 2020, he hired on with Stevens Transport. Reddell recently became an independent contractor through the Stevens Transport Contractor Division, where he currently leases a truck.

"This is certainly a special moment for me. I'm very honored to receive the 2021 Transition Trucking award out of all the deserving veterans

nominated," said Reddell. "Thanks to Stevens Transport and Angela Horowitz (the company's vice president of administration and driver resources) for nominating me."

"It was an honor to present Jimmy Reddell with the keys to the Kenworth T680 on behalf of Kenworth and our employees. We thank him for his long military service to our country, and wish him all the best in his trucking career," said Genevieve Bekkerus, Kenworth director of marketing.

Under the Transition Trucking: Driving for Excellence program, runner-ups James C. Rose (U.S. Marines/Prime Inc.) and Christopher Slindell (U.S. Army/Knight Transportation) were each awarded with a check for \$10,000.

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## Volvo's Heavy-Duty Electric Truck Is Put To The Test: Excels In Both Range And Energy Efficiency



The first independent energy efficiency test with a fully loaded heavy-duty electric Volvo truck has been done in Germany. The electric truck exceeded its official range and used 50% less energy than its diesel counterpart.

The tested truck was a Volvo FH Electric, a zero-exhaust emission vehicle with 490 kW of continuous power and a gross combination weight of 40 tonnes. The German trucking journalist Jan Burgdorf tested

the truck on the Green Truck Route, a 343 km long route that includes a variety of motorways, hilly terrains, and tighter roads that is used for testing different manufacturer's trucks in a wide range of conditions.

"I have to say, when driving this truck it is as agile, or even more agile, than a diesel truck. Drivers will be very surprised about how easy it is to drive, how quiet it is and how well it responds. There are no vibrations whatsoever," says Jan

Burgdorf.

The Volvo FH Electric kept an average speed of 80 km/h over the whole route, which was on par with the Volvo FH with a diesel engine equipped with a diesel engine and the fuel efficiency package I-Save. Based on the energy consumption of only 1.1 kWh/km, the electric truck had a total range of 345 km on one charge.

"These test results show that it is possible to drive up to 500 km during a regular

work-day, with a short stop for charging, for example during lunch time," explains Tobias Bergman, Press Test Director at Volvo Trucks.

In the Green Truck Route tests, the Volvo FH Electric used 50% less energy than a Volvo FH with a comparable diesel engine.

"The electric driveline is very efficient, making the all-electric truck a very powerful tool for reducing CO2 emissions," comments Tobias Bergman.

Volvo Trucks goal is that electric vehicles will account for half of its truck sales in 2030 and in 2040, 100% well-to-wheel based CO2-reduction for new trucks sold.

"We are committed to the Paris Agreement on climate change. Science-based targets have been set and we are tak-

ing action to fast-forward the development to dramatically lower CO2 emissions related to on-road freight transports. I believe that the broad electric range we already have on the market is very clear proof of that," concludes Tobias Bergman.

Facts about the test and the truck:

- \* Gross combination weight: 40 tonnes

- \* Average speed: 80 km/h

- \* Energy consumption: 1,1 kWh/km

- \* Battery capacity: 540 kWh

- \* Output power: 490 kW continuous power

- \* Total test track distance: 343 km

- \* Total range based on one charge: 345 km

- \* The tested Volvo FH Electric can cover up to 500 km

during a normal workday if a top-up charge is added, for example during the lunch break.

Facts about Volvo's range of electric trucks:

- \* Volvo Trucks have a range of six all electric trucks designed to cover many different transport assignments.

- \* The Volvo FH, FM and FMX Electric models have a GCW of up to 44 tonnes. Sales are ongoing in Europe and production will start in the second half of 2022.

- \* Serial production in Europe of the Volvo FL and FE Electric, for city distribution and refuse handling, started in 2019.

- \* Production of the Volvo VNR Electric for North America began in 2020.

# MOVIN' OUT Calendar of Events

Sponsored by



**February 17-19, 2022 – Vintage Trucks of Florida 9th Annual Truck Show 2022 Winter Nationals** – Paquette's IH Museum, 615 S Whitney Rd., Leesburg, FL 34748. For more info visit [www.vintagetrucksfl.com](http://www.vintagetrucksfl.com)

**March 24-26, 2022 – 50th Anniversary Mid-America Trucking Show** – Kentucky Fair and Expo Center, Louisville, KY. For More info visit [www.trucking-show.com](http://www.trucking-show.com)

**April 22-24, 2022 – 75 Chrome Truck Show** - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at [www.75chromeshop.com](http://www.75chromeshop.com)

**May 8, 2022 – Annual Make-A-Wish Mother's Day Convoy** - For more info, visit [www.wishconvoy.org](http://www.wishconvoy.org) or phone 717-283-4868.

**June 2-5, 2022 – Wheel Jam Truck Show** - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com) or phone 605-354-2809

**June 9-11, 2022 – ATHS National Convention & Truck Show** – Springfield, IL. For more info visit [www.aths.org/convention](http://www.aths.org/convention)

**July 14-16, 2022 - Annual Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**July 29-30, 2022 – 5th Annual Gear Jammer Magazine Truck Show** - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Tony Justice in Concert - Friday evening, Light Show - Friday evening, Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: [mttconrad7@aol.com](mailto:mttconrad7@aol.com)

**August 5-7, 2022 - Carlisle Truck Nationals** – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

**September 23-25, 2022 – Truckers 4 Hope Truck Show** – Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: [truckers4hope@gmail.com](mailto:truckers4hope@gmail.com)

**September 24, 2022 – Victory Road Truck Show - New Location:** Butler County Farm Show Grounds, 625 Evans City Road, Butler, PA. 16001. Presented by Long Haul Custom Detailing. Gates open at 7 am – show hours 9 am-6 pm. Semi-Truck Swap Meet, Pick-up and Semi-Truck Pulls, Kids Corner, Petting Zoo, Vendors, Food Trucks, Auction Items, Door Prizes. For more info, phone 724-524-1933 or 724-814-4395. All proceeds benefit Veteran X, Team Fish Guy, and Lighthouse Foundation.

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

[movinout@zoominternet.net](mailto:movinout@zoominternet.net).

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# MOVIN' OUT

# Working Show Truck Of The Month

Danny Crawford - Midnight Trucking - A Division Of The Haugland Group



Danny credits HCR Chrome Shop for all of the custom work on the truck.

The inside looks equally as cool as the outside thanks to the painted dash, custom shifter, and chrome gauges. Danny definitely delivers in style, and he wanted to thank his boss & company owner Billy Haugland Jr. for letting him spec out & build the truck. Danny also thanks his family & friends for all of their support along the

way. From the chrome rubber duck hood ornament to the painted rear fenders, this fine 389 certainly raises the bar to the top notch!

Danny Crawford always makes sure he leaves the company yard shining, represents the Haugland Group & the trucking industry with class. He & this fine 389 are well deserving of our choice as the February 2022 Working Show Truck of the Month!



tion truck driver who says he actually grew up in the passenger seat of his father's trucks! All of those trips definitely made Danny want to drive trucks just like his father, and today he drives for Midnight Trucking, a division of the Haugland Group.

Danny doesn't just drive a run of the mill company truck, but instead he drives a 2022 Peterbilt 389 heavy hauler that gets him plenty of looks no matter where he takes it! Part beauty & part beast, this 389 can move any load thanks to the 605 Cummins engine

that's teamed up with an 18 speed and a 4 speed auxiliary transmission.

Green is the color of money and Danny's ride looks like a million bucks with its painted drop visor, painted tanks with polished straps, extra roof lighting, and polished lower trim on the cab & sleeper. He pulls a 2021 Loadstar tri-axle lowboy with a flip down fourth axle that's painted to match the truck. It's equipped with a 75 ton goose neck and a 60 ton deck. Custom painted fenders sit over the rear wheels and



By Robert Conrad  
Danny Crawford was definitely born with diesel in his veins and he's a third genera-



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