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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2018 Cable Truck Show



Beautiful trucks abounded at the 2018 Cable Truck Show. Turn to pages 2 and 3 for more photos. - Photo by Steve Pollock -

### Natural Remedies For Sinus Infections



By Steve Pollock

SARASOTA, FL... A sinus infection can be miserable and usually results in a trip to the Doctor's office for antibiotics. The problem, according to Master Herbalist Steve Frank, is that antibiotics are the only tool that doctors have to

fight a sinus infection. The antibiotics are designed to kill particular kinds of bacteria – not all of them. They also do nothing to fight viral and fungal infections. This can result in the infection coming back. The bacteria can also develop an immunity to the antibiotic, causing it to be less effective.

All of the above stated reasons are why Steve developed several natural products that treat sinus and respiratory infections. Sinus Relief is a nasal spray that fits in your pocket and is used every 20 to 30 minutes for relief from sinus infections. Sinus Relief is continued on page 16

### Remy Retires



Courtney and Rembrandt "Remy" Wright

By Steve Pollock

HUBBARD, OH.... Since 1976 Rembrandt "Remy" Wright has been moving freight. In that time, he has booked thousands upon thousands of loads and gotten to know thousands of drivers as well. His office on Truckworld Blvd. in the Truck World Complex is known as "The Wright Place" for drivers to find a load of freight.

Rembrandt was born in 1941 in Stoneham, Massachusetts, the son of a farmer. The family moved to the Auburn, New York area, then to Auburn, Washington and then to a farm in Michigan. Remy attended Andrews University in Berrien Spring, Michigan, majoring in Agriculture. Remy's first job was as a Superintendent at Harding Mental Hospital

in Worthington, Ohio. His love of farming, however prompted him to buy a farm near Akron, Ohio. By 1967 Remy was in need of extra money so he took the milk check and bought a 1962 H Model Mack, which he drove until 1970. Rembrandt was accepted at Akron Law School to start in

continued on page 10

# 2018 Cable Truck Show



Left to right: Jeff Cable and JJ Cable with Floyd Cable's 1962 Ford F100. Floyd founded the company in 1949. Jeff rode with his Dad in 1966 on a cross country trip in this truck.



*- All photos by Steve Pollock -*



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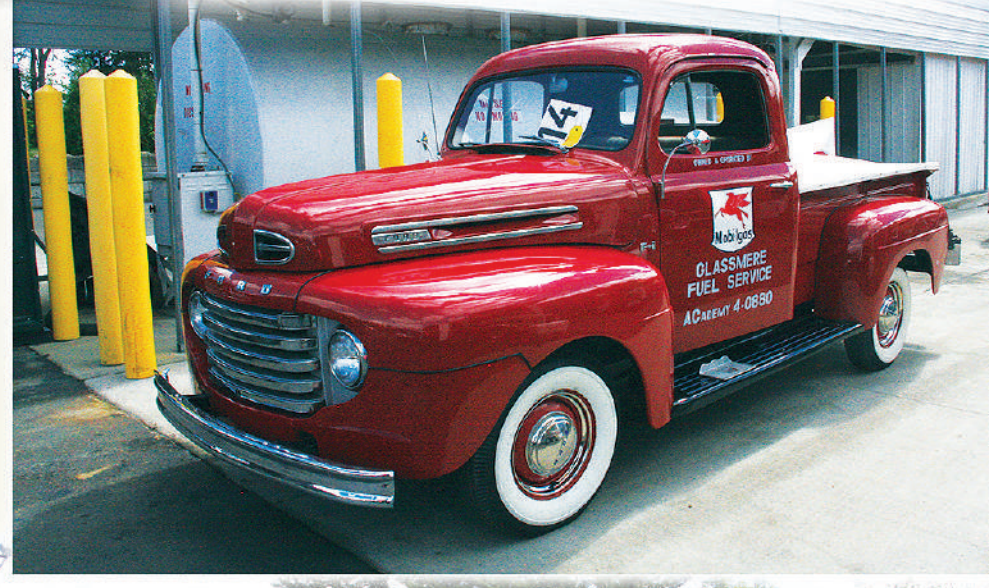
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# CABLE TRUCK SHOW

All Photos by Steve Pollock  
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# Off The Beaten Path

by Pam Pollock



wrap around mine. You are usually sleeping, which amazes me because there is always so much going on in your family's house. I sing to you, offkey of course, and you will give me a sweet little smile. My favorite thing is when I snuggle you and you curl up in my neck. I do believe that we both exhale little sighs of contentment.

Part of me wants you to be a tiny baby forever – what if you are my very last grandbaby? And then there is the part of me that can't wait for you to join Pap Steve, me and your siblings on our grand adventures – whether it is just dinner and a movie or going to the

zoo, the museum or nature walks. My darling Ophelia Adelle, my wish for you is to always know how much you are loved. The meaning of your name Ophelia is "help". I hope you have a kind and loving heart and strive to help others. I wish you days of utter joy and happiness and nights of peace and contentment. I hope you gaze up at the sky and wish upon a star and then make that wish a reality. Always know that because of you, this Gaga's heart has quadrupled in size and is bursting with love and pride and joy. You are loved, Ophelia, so very, very loved.



hugs and kisses. Ophelia Adelle – never forget that you are loved, little girl. You truly are our best Thanksgiving/Christmas gift ever! I love coming over in the mornings and grabbing a quick cuddle from you. I have to fight off your siblings for my turn to hold you but that is ok because we all love and adore you so very, very much. I like to hold your hand; your long fingers will

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## Best Gift Ever!

Many of you have been following my journey as a grandparent (or Gaga, as the grandkids call me) over the past six years. My heart exploded with love and pride when my first grandchild, Mackenna arrived six years ago on December 29<sup>th</sup>. I was worried that I could never feel that same love and pride with any other grandchildren – but I was wrong, oh-so-very-wrong! My heart continued to explode with love and pride when Althea arrived in April of 2015 and when Declan arrived in January of 2016.

My daughter and her husband had decided, when they were in high school and dating (18 years ago!) that they wanted 4 children. This past Easter they announced that baby #4 (or BK4) would be joining the Clan in November. They decided not to find out whether BK4 was a boy or a girl, nor did they announce the names they had picked out and this fact kind of drove old Gaga nuts. I had guessed boy at the very beginning and held steadfast onto that thought until about 10 days before BK4 made its worldwide debut. I then thought girl but wavered back and forth with thinking boy.

IT'S A GIRL!!!! Ophelia Adelle arrived on November 16, 2018 at 11:52 pm and weighed 7 lb. 10 oz. and was 20" long. And once more, my heart exploded with love and pride! She is healthy and beautiful and oh-so-very-loved by her 3 older siblings and all of our Clan.

Ophelia arrived on my deadline day for the December issue of Movin' Out but I had a feeling this would happen and so I moved that deadline up a day. Steve and I took Mackenna, Althea and Declan to the hospital the next day to meet their baby sister. It was a chaotic, wonderful, fabulous time! Ophelia was greeted with cheers and lots of

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## Trucker Buddy Recognizes Outstanding Driver John Haley

Birmingham, AL... John Haley, a driver for Oakley Transportation, has been nominated and named an Outstanding Trucker Buddy by his teacher, Linda Johnson of Sunset School in Oak View, Calif., John Haley, "Trucker Buddy John," has been a Trucker Buddy for many years, and is considered a shining example of what the program is all about.

Here is what Johnson had to say about Trucker Buddy John in her nomination:

"I have been part of the Trucker Buddy program for almost 18 years and had three Trucker Buddies before moving to California four years ago. John Haley has been paired with my fifth-grade class since 2014. I had always raved about my previous buddies, and with each new match, I always thought that I had 'the best one.' After the first few months of being matched with John Haley, I realized that my idea of 'the best one' was falling way short of what 'the best one' actually is! John Haley, without a doubt, is the best Trucker Buddy a class could ever wish for!"

According to Johnson, Trucker Buddy John starts each year by getting to know the class, and exchanging many letters. In each letter, Trucker Buddy John teaches the students about himself, his family, his career, the places he travels, and the history of different places in our country. "With each word, John really knows how to connect with the students to get them interested in the things he has to say," Johnson wrote. "He uses his sense of humor, as well as his compassion, to reach out to the kids.

A few months into each school year, Trucker Buddy John starts writing individual postcards to

the students. Johnson says that Trucker Buddy John responds to students' individual stories and makes comments about the parts of their lives they have shared with him. "And the writing he does on a postcard is not the typical writing; he prints very small, so that he can write more and respond to more of what the individual students wrote to him," Johnson wrote. "Each card is personalized in a way that makes every child feel special with each mail delivery. There are some days when we receive up to 12 postcards at a time!"

Johnson says that each card includes the name of the city Trucker Buddy John is in as well as the state capital, so the class is able to practice their states and capitals, which is a standard in fifth grade. "Not a week goes by that we do not receive mail from John at least two or three times. The students look forward to the mail delivery, and with each announcement that we have cards from John, the class erupts into cheers!" Johnson said.

Trucker Buddy International is proud to name John Haley an Outstanding Trucker Buddy, and grateful for his many years of service in the community. John will be honored at the 2019 Great American Truck Show.

Trucker Buddy International, an independent, non-profit 501(c)(3) organization, often called the number one trucking image campaign in North America, has helped educate schoolchildren and introduce educators to the trucking industry. This gives them the world through the eyes of a professional truck driver. The Trucker Buddy program helps to educate and mentor schoolchildren via a pen pal relationship between professional truck drivers and children in grades K-8 as supervised by their teachers.

After an extensive screening process, the professional truck drivers are matched with a class and as directed by the teacher, drivers share news about their travels with their class. Students write letters and send pictures to their drivers.

Students' skills in reading, writing, geography, mathematics, social studies, and history are enhanced and learning is made fun.

Since 1992, Trucker Buddy International has helped educate over a million schoolchildren and introduced them to caring, compassionate men and women, professional truck drivers. The ongoing success of the program is due to driver volunteers, participating teachers and the contributions of sponsors. There is no cost to the drivers or teachers to participate in the program. The Trucker Buddy program is funded entirely by sponsorships and donations.

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# High Performance Diesels with Bruce Mallinson

Welcome owner operators and students, I have never started an article like this because I don't really know where these end up. Tonight, I was informed that some vocational schools are using the articles to teach their students my way of building diesel engines. So, I guess I better clean up my act, so I don't pollute the young minds reading these words of wisdom.

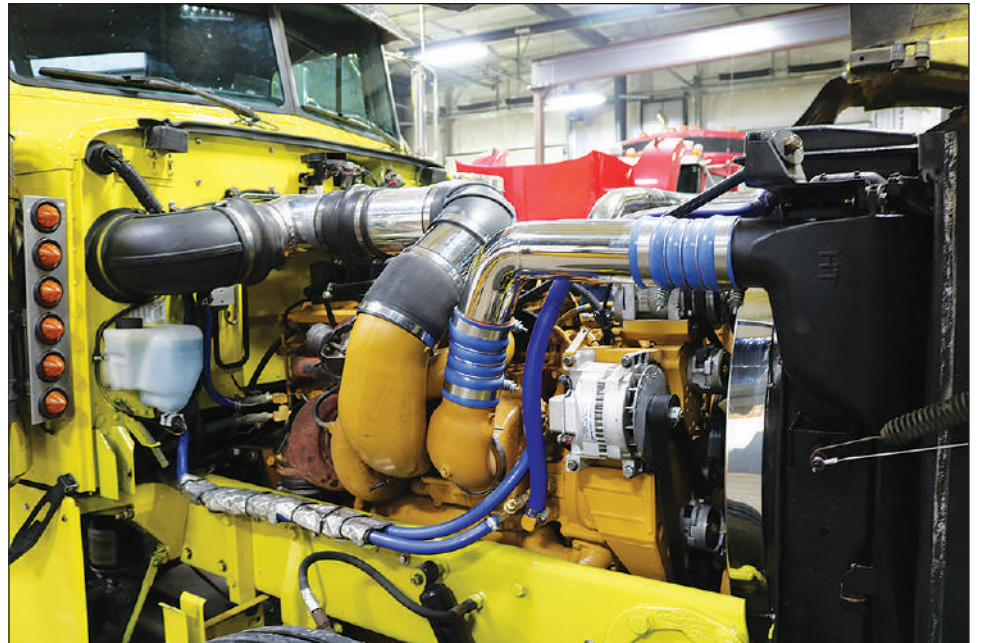
The first 2 paragraphs of this article were written by our lead Electrical Engineer Ethan, and it pertains to the emissions systems used on the Detroit DD15 and DD13 exhaust systems, which is referred to as "One Box".

The DD15 and DD13 one box

contains the majority of the after-treatment components all in one unit. The only advantage to this compact design over other systems is that it saves some space under the truck. One major disadvantage is that the diesel oxidation catalysts (DOC) and the selective catalytic reduction (SCR) element cannot be replaced without changing the entire one box. Only the diesel particulate filters (DPF) and a few other components can be serviced on the one box system. This causes the cost of repair to increase dramatically, typically around \$10,000 after labor, gaskets, and of course at least one parked regen. Shops usually try to change that one box

as a last resort because of the high cost associated with the repair but sometimes it is the only option.

Also, the DD15 system requires you to validate a repair to clear a check engine light, especially if it deals with the aftertreatment system. There are several different levels of codes that the ECM can have: An active code, permanent active code, permanent inactive code, or just inactive. Some codes are easy to repair and the process to clear them out of the ECM is also simple, just hit 'clear codes.' Others like the permanent codes cannot be cleared even if the component has been replaced. You must follow the proper procedure for that code



Delton Amoth's 1994 Peterbilt 389.

and most of the time it will require a regen to verify the repair. In the case of multiple codes, you may do multiple parked regenerations as part of the repair procedure. Active permanent codes sometimes cannot be completely cleared off the ECM. They will become permanent inactive until a drive cycle is completed and then the ECM will clear the code.

Last week I walked into our engineering center and there was what I thought was a brand new bright yellow 389 Peterbilt. The hood was tilted and there was a new Acert Caterpillar engine with polished stainless air intake piping, charge air cooler tubes, and even part of the fan shroud was wrapped in polished stainless. I continued to walk around this beautiful Pete and opened the driver's side door and noticed the instrument panel was that of the mid 1990's Peterbilts. Now I'm thinking, how did that instrument panel get into this new truck? I then walked to the front of the truck and looked

at the headlights and realized that this was a reworked 1994 379 Pete! Sometimes your mind can play funny games with your head and what you think you're looking at, really isn't what it is. Now I looked at the door for a name and saw AAMODT, INC. Then I realized this was an old friend of mine from Bonners Ferry, Idaho by the name of Delton Amoth. I spoke with him at the Louisville Truck Show this past March and he did not tell me he was building this 379 Pete. I've known this man for a long time and knew he was capable of building some unique trucks, now I finally got to see his work. Delton's son, Blayne, was the driver and he told me the story of this Pete. He was 14 months old when his father and mother traveled to Denton, Texas to watch their new Pete being built. There was one problem, no children are permitted in the assembly plant. The Vice President of Peterbilt heard of the problem, walked out of the office and said, "I'll babysit the child, go and watch

your truck being built". So Blayne got to spend time with the VP of Peterbilt.

This 1994 Pete originally came with a Sixty Series DD3 Detroit which ran for 1.1 million miles with oil changes every 10 to 12,000 miles. Then a junkyard DD3 Detroit was purchased with 500,000 miles on it, and it ran another 700,000 miles. When this engine wore out an N-14 525 Celec Plus was installed and it ran for 1.1 million miles. The N-14 spun a rod bearing, and at this time the 1994 Pete with 2.9 million miles came into the shop for a makeover. The original color was a 1976 Corvette yellow and it's still the same color.

During the makeover, an Acert Caterpillar engine was installed. The truck was in our shop for dyno tuning, a new torsional damper and mercury filled engine balancer. You can see why Blayne is so proud of this 379, being he was 14 months old when it was built, continued on page 7



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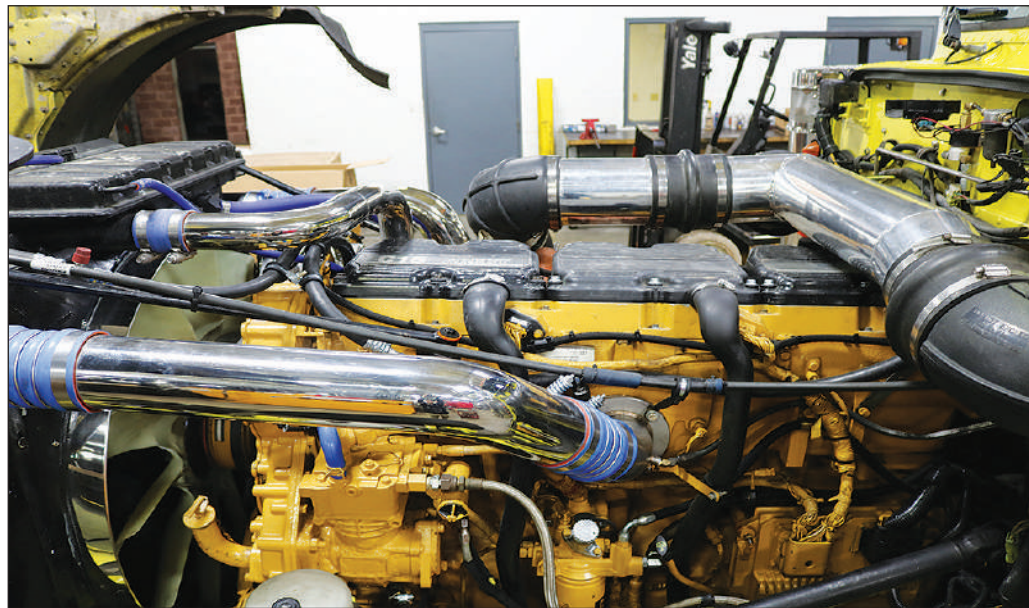
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# High Performance Diesels



continued from page 6  
 spent time with the VP of Peterbilt, and he was part of the rebuilding of this wonderful truck with 2.9 million miles on the odometer. Over the years I have told many

owner-operators that a Peterbilt and Kenworth can be completely disassembled down to the last rivet, and rebuilt to be better than new, this Pete is proof of that statement. Written by; Bruce Mallin-

son, Pittsburgh Power, Inc., 3600 S. Noah Dr., Saxonburg, PA 16056. Phone: 724-360-4080 Website: Pittsburghpower.com

# Understanding Oil Contaminants



By Tom Bock

January is a time for reflection, resolution and planning. Take a few minutes to look back at 2018, what went right in your business and what didn't go as planned. Ask yourself why? Was it pure luck that things went well, or did you properly plan and execute your plan? The answers should help you establish a workable plan for 2019 and help you establish New Year's Resolutions that you can actually stick with to improve your business. Sure, you will make personal resolutions to lose weight, stop smoking or get in shape like most people but spend a little more time making business resolutions that will actually improve your business. From past experience I can tell you not to worry about the things you can't control like will continued economic growth or if the dysfunctional government will do something to slow or stop it. Don't spend time thinking about who will run for president in 2020 or how investigations will conclude, just concentrate on what you can control and set your plan.

Start with the basics, what do you want your company to accomplish this year? Of course, you want to

be profitable but dig deeper. Do you want to add additional trucks and drivers, update your equipment or slow down and plan for retirement? Look for items that need improvement and ways to eliminate or reduce the items that affected your operation negatively last year.

Here are a few examples of areas that can always use improvement; education you can always learn something, technology can help you save time, negotiation practices will help you secure the best possible pricing for loads and preventive maintenance will help eliminate excessive repair cost etc.

I hear it all the time I want to learn something new, but I just don't have the time. I suggest you try audio books and listen while you drive. There are all types of topics that can help you improve your business from negotiation techniques to handling your finances. Time is money use it wisely learn something new rather than listen to the same old radio shows.

On the technology front you can get some great information at the major truck shows throughout the year that will keep you up to date on all the latest time and money saving products available. If you have never attended a show schedule the Mid-America Truck Show 3/28-30 in Louisville or The Great American Truck Show 8/22-24 in Dallas. Those who have attended in the past almost always return after they have seen the benefits of being up to date and not staying stagnant.

Negotiation is a never-ending

part of running a successful business. You need to deal with people every day and learning how to properly negotiate will protect you from making bad agreements and help you to secure fair and reasonable ones. Take the time to improve your negotiation skills.

One of the biggest drains on net income is maintenance expenses and no matter what you do you can't eliminate them. A good preventive maintenance program that includes periodic inspection, review and adjustment will save you \$\$\$ in the long run. Make sure you include oil sampling of engine, transmission and differentials in your plan. The oil sample results will help you identify potential problems and allow for corrective measures before you break down on the side of the road. Remember a dollar spent on prevention will save you hundreds in the end.

Review 2018 successes and failures, set goals and make a plan for 2019, follow the plan and you will surely have a Happy, Prosperous and Successful New Year.

If you have any questions or suggestions for this column, please email me at: [tbock@horizoncp.biz](mailto:tbock@horizoncp.biz)

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## NATSO Foundation Releases Toolkit on How to Combat Human Trafficking - Toolkit Features 50-State Chart of Human Trafficking Awareness Poster Laws

Alexandria, VA... The NATSO Foundation released a "Combating Human Trafficking" toolkit as a resource for members of the truckstop and travel center industry. The toolkit marks the latest chapter in the NATSO Foundation's "How Truckstops Help People" campaign, and builds upon the NATSO Foundation's longstanding anti-human trafficking initiative to advance public awareness and educate the truckstop and travel plaza industry to fight human trafficking along America's National Highway System. The NATSO Foundation's latest resource offers truckstops and travel centers a roadmap for implementing an anti-human trafficking education and awareness program at their individual locations. In releasing the toolkit, the NATSO Foundation also introduced a 50-state chart of human trafficking awareness poster laws. The chart is designed to help truckstops and travel centers understand how to comply with state laws on human trafficking awareness. This is an important tool for the industry as many state laws reference businesses that provide services and amenities which many truckstop and travel plazas offer, such as overnight truck parking, food, fuel and lodging. "The Role of Truckstops in Combating Human Trafficking"—also developed by the NATSO Foundation—is an online training course to help truckstops and travel plazas recognize and respond to suspected incidents of human trafficking. Since its launch, several hundred truckstops and travel center locations across the United States have incorporated this training into their new employee training programs.



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## The More Fuel, The More Waste Heat Part 1. The Cooling Effects Of Charge Air And Boost



The most common question people ask me is how much horsepower a Series 60 can tolerate. Most expect I'll give them a one or two sentence answer, and I try to, but I could write a book on how complex the answers actually are. Maybe one day I will. For today I'm going to talk briefly about one of the many factors to consider.

Any machine with one or more moving parts produces waste heat in various forms. The more work you get out of a machine the more waste heat. There are no exceptions to this and it doesn't matter if your machine burns fuel or runs on batteries. When energy changes from one form to another you get waste heat. A few years ago, I spoke with a Tesla engineer who told me the main problem holding back the Tesla highway tractor was the waste heat produced by the batteries. When the truck pulled a load up a long grade the waste heat generated from the discharging batteries boiled off the glycol water jacket. So, at high load these guys were forced to run cooling fans from already taxed batteries to regulate the battery coolant. Output at high load becomes inefficient. Sucks to be them.

Internal combustion engines have an inherent waste heat cooling advantage over battery powered vehicles. The more horsepower a

stroke, a 4 stroke, a rotary, or even a jet turbine produces more air moves through the engine. That air provides cooling that is proportional to the engines power output.

The engine dyno I used to run a few years ago had two coolant tanks that would manage engine waste heat during a test. The first tank had a submerged radiator and the second tank had a submerged charge air cooler. Both tanks had roughly the same volume and exchange rate. Nine precision temperature probes fed the dyno computer data from both tanks as well as the turbo compressor inlet, turbo compressor outlet, intake manifold, exhaust gas, water, oil, fuel, and ambient air temperatures. The system worked well. At high engine loads the charge air cooler tank would run hotter than the radiator tank.

We know most of the waste heat generated from these engines is coming directly from combustion gas. The denser and cooler we can make the charge air the

more oxygen is available to burn and the more energy the charge air can absorb before it turns into 1400-degree exhaust gas. ECM programs typically require a boost reading of 14 psi or more before allowing full fuel. If ECMs didn't derate a major boost leak would cause exhaust gas temperature to shoot through the roof and damage the engine as surely as running out of coolant would. If you have a high-quality Hewitt boost and exhaust gas temperature gauge with a thermocouple in the manifold, you can watch the cooling effects of boost as the engine takes on load. As the engine load increases boost will come up and exhaust gas temperatures come down.

Next month I'll talk a little about dealing with waste heat on the other side of the piston.

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# Remy Retires



Pictured left to right: Sherre, John, Courtney, Rembrandt, Tina and in the foreground, Gretta.

continued from page 1

September, where he was going to attend classes at night and work at General Tire during the day. During the summer before school was to start, Remy was offered a job with George Kugler Trucking as a Terminal Manager at their Carol Stream, Illinois terminal. Remy is proud of the fact that in four years, his terminal never had a single formal union grievance. In 1976 Rembrandt had the opportunity to become an agent working from

home for U.S. Express from Akron, Ohio (not affiliated with U.S. Xpress from Chattanooga, Tennessee). In 1977 Remy became an agent for Mercer Transportation, establishing a relationship with them that has lasted for over 41 years. It was later in 1977 that he opened his office at 7080 Truckworld Blvd. in the Truckworld Complex at I-80 Exit 234 in Hubbard, Ohio, where they continue to move freight to this day. Rembrandt's relationship

with Mercer has always been strong. When he married his wife, Mary Ann in 1987, the couple tied the knot in the Presidential Suite at the Executive West in front of the Kentucky Fair and Expo Center in Louisville, Kentucky. They were in town for a Mercer Safety Meeting and were honored to have Mercer executives Bill Howard and Jim Stone as their witnesses. In an industry that is continually changing, in Rembrandt's opin-

ion some of the most significant changes have been:

- Deregulation in 1982
- Improvements in communications, from pagers to cell phone and computers that allow load/driver matching and has permitted rapid growth for many companies.
- ELD's, which due to their inflexibility do not allow drivers to take a break when they need or want to, while logging it legally – situations as when they need a nap or want to avoid rush hour traffic in major cities.

Another change Remy notes is the demise of trucking agents in the Mahoning Valley. When he started, there were over 100 trucking agents and now they are all nearly gone, replaced instead by company owned terminals and central dispatching.

Remy was Treasurer for a few years for the Youngstown Traffic Club and for a short while for the Youngstown and Trumbull Traffic Clubs, both of which are now gone.

Rem has always been appreciative of the long-term employees who have worked for him while learning the trucking business. Today the company employs Rembrandt's son Courtney, who has been with the company for 20 years; John for 13 years; Tina for 2 years and Sherre, who has worked at the company for 1 year. There have been a couple of employees who have retired from the company as well. Remy is also appreciative of

representing a great company like Mercer Transportation. Together they have adapted to the many changes in the trucking industry, all the while growing and improving services to their drivers and customers. He is also proud of the thousands of drivers he has come to know and work with, sometimes loading 3 generations of the same family of truckers!

Remy and "The Wright Place" also have the distinction of being Movin' Out's longest standing customer, having run their ad in the newspaper for over 40 years without missing an issue, through good times and bad! That kind of customer loyalty is hard to find these days!

Rembrandt officially retired on October 1, 2018, passing the torch to his son Courtney. Courtney Wright is now named on all agent

agreements for the Pittsburgh/Youngstown offices of Mercer Transportation. With 20 years of experience, the agency will certainly be in excellent hands under Courtney's direction.

Rembrandt continues to visit the office regularly as Mary Ann has had a medical transport business in the adjoining office for the past 18 years and Remy drives her to work most days. Remy says he still gets on his computer about every day, just not for trucking purposes.

Mary Ann and Remy stay very busy as they raise thoroughbred horses and race them at Presque Isle, Thistle Downs in Cleveland, Mountaineer and Mahoning Valley race courses. The couple has always enjoyed traveling and plan to continue doing so in the years to come.

## Monaca, PA Native Lowers Flag To Half-Mast Aboard Namesake, USS George H. W. Bush



NORFOLK, VA... Logistics Specialist 3rd Class Logan Davidson, from Monaca Pennsylvania, right, and Aviation Boatswain's Mate (Handling) Airman Recruit Gabriel Gonzalez, from Los Angeles, conduct morning colors on the flight deck aboard the aircraft carrier USS George H.W. Bush (CVN 77). The flag was flown at half-mast to honor the 41st President, George H.W. Bush, the ship's namesake, who passed away Nov 30. The ship is in port in Norfolk, Virginia, conducting routine training exercises to maintain carrier readiness. (U.S. Navy photo by Mass Communication Specialist 3rd Class Zachary P. Wickline)

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# 2019 SuperRigs Calendars Are in Just in Time for the New Year!



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The 2019 Shell Rotella® SuperRigs® Calendars have arrived just in time for the holidays. Each month features a SuperRigs winner photographed at an iconic landmark throughout the Shenandoah Valley in Virginia. This year, the 36<sup>th</sup> annual SuperRigs was held at White's Travel Center in Raphine, Va. where hard working truckers gathered to show off their big rigs.

**Calendar Highlights include:**

- **FEBRUARY** – Randy Manning of Cross Junction, Va. who was inspired by his father to customize his 2018 Kenworth W900L dump truck.

- **APRIL** – Eric Turner of Atlanta captured Best of Show and Best interior with his 2015 Peterbilt 389. Growing up, Turner's father had a SuperRigs calendar on his toolbox every year and told his son he would be in the calendar one day.

- **AUGUST** – Gus and Pamela Kerver of Newville, Pa. drive together in their 2006 Peterbilt 379, which is like a second home to the couple.

The calendars are available for purchase at <https://www.superrig-processing.com/> and can be found at select Love's Travel Stores and Country Shops.

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**Eric Turner of Atlanta captured Best of Show and Best interior with his 2015 Peterbilt 389.**

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**David Boyer Announced as Trucking's National Driver of the Year**

Long Beach, CA... The American Trucking Associations' Safety Management Council recognized outstanding drivers, executives and trucking companies at the Safety, Security and Human Resources National Conference and Exhibition in Long Beach, California. David Boyer, a professional truck driver with ABF Freight and an America's Road Team Captain, was honored as trucking's 2018 National Driver of the Year.

The National Driver of the Year Award annually recognizes one exceptional driver for noteworthy and career-long professional achievements, holding a stellar safety record, and maintaining dedication to keeping the roads safe. The driver is selected from a pool of exceptional state Drivers of the Year submitted by ATA's affiliated state trucking associations. Each candidate's qualifications are first reviewed by a group of industry safety professional judges. These judges then narrow the field of nominees to a group of finalists who are judged by an impartial panel of Commercial Vehicle Safety Alliance and law enforcement representatives, who select the award winner. The 2018 National Driver of the Year Award is sponsored by EROAD.

Boyer, who attended an October 17 White House event alongside Transportation Secretary Elaine Chao in which she told President Trump about his achievements, is in his 47th year as a professional truck driver. He has driven

more than 5 million safe miles throughout his career. Boyer is a 40-year veteran of ABF Freight and has worked for only one other trucking company in his decorated career. He regularly operates twin trailers, over the road between Wytheville, Virginia and Memphis, Tennessee and drives an average of 150,000 miles per year. During his meeting with President Trump, Boyer described the thousands of great jobs available in trucking that he sees advertised on the highways of Virginia and Tennessee.

"David is a first-rate truck driver and representative of our industry, always jumping at a chance to talk about safety or share his trucking experiences with the motoring public," said ATA EVP, Industry Affairs and COO Elisabeth Barna. "His commitment to the trucking industry, his family, and his company are as impressive as his safe driving record and we could not be more pleased that the selection committee chose David as the 2018 National Driver of the Year."

In October, Boyer coordinated high school safety demonstrations through ATA's Share the Road safety program, teaching thousands of Virginia and West Virginia students about truck blind spots, stopping distances and distracted driving. He hosts annual multi-week safety demonstrations for young drivers each year in Virginia and West Virginia.

As a prolific truck driving championships competitor at

both the state and national levels, Boyer has won two state titles and appeared at the National Truck Driving Championships. He was also awarded the 2016 Virginia Governor's Transportation Safety Award, which was presented by former Virginia Governor Terry McAuliffe, named the 2018 Virginia Driver of the Year, and has been recognized with 39 years of annual safety awards. Boyer was named an America's Road Team Captain in 2011.

The ATA President's Award was given to three companies who exhibited safety excellence in their daily operations:

- Sinclair Trucking Company, a for-hire, tank truck and heavy hauler operation •
  - Cargo Transporters Inc., a for-hire, general commodities truckload motor carrier headquartered in Claremont, North Carolina and operating in the 48 contiguous states, for fleets between 25 million and 100 million miles and;
  - Hub Group, a for-hire, intermodal operation, located in Chicago, Illinois and operates in 48 states for fleets with more than 100 million miles.
- Old Dominion Freight Line claimed the Excellence in Claims and Loss Prevention Award for less-than-truckload carriers. M & W Transportation Inc. was named the winner of the Excellence in Claims and Loss Prevention Award for truckload carriers.

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# PGT Trucking Introduces "Excellence In Safety Program"

By Steve Pollock

Aliquippa, PA... PGT Trucking, a premier flatbed carrier located in Western Pennsylvania, recently introduced a new awards program for office employees called "Excellence In Safety Program". The quarterly award recognizes office personnel nominated by peers that demonstrate extraordinary excellence in safety. The award is rotated each quarter among PGT employees and helps engage the office staff with safety.

The first award recipient is Compliance Supervisor Natalie

Young. Natalie is an eight-year employee at PGT Trucking. Natalie is also PGT's designated employee representative for the company's drug and alcohol program. Natalie was nominated by Kayla Steffen, who had this to say about Natalie in her nomination: "Natalie excels at her various training while still tending to her regular duties. She also ensures that others are trained as well. She makes sure that the rules are followed by herself and the rest of the PGT staff to be responsible

for their drivers and the motor-ing public's safety. Every day her dedication and hard work helps create a safer environment for everyone."

Congratulations to Natalie Young! Pat Gallagher, Owner of PGT Trucking and Rhonda Yost a trophy to Natalie to be displayed at her desk for the last quarter of 2018 along with a bonus check, a home safety kit, a certificate and a shirt.



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Pictured above - from left to right: PGT Trucking Compliance Supervisor Natalie Young was recently honored with the "Excellence In Safety Program" award. Presenting the award to Natalie: PGT Trucking CEO Pat Gallagher (center) and (right) Rhonda Yost, V.P. OSHA and Regulatory Compliance.



Natalie Young with her "Excellence In Safety Program" trophy.

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# Industry News Briefs

## ATA Truck Tonnage Index Jumped 6.3% in October - Tonnage Index 9.5% Higher than October 2017

Arlington, Va.... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index jumped 6.3% in October to 119.9 from September's mark of 112.8.

"After slowing at the end of the third quarter, truck freight surged in October," said ATA Chief Economist Bob Costello. "Last month's strength was due, at least in part, to strong import numbers, especially on the West Coast. This is likely a pull ahead of imports as shippers try to take delivery of goods before January 1 when tariffs on a large list of goods China increases from 10% to 25%."

September's change over the previous month was revised up to +0.1% (-0.8% was originally reported in our press release on October 23).

Compared with October 2017, the SA index increased 9.5%, up from September's 3.8% year-over-year increase. Year-to-date, compared with the same period last year, tonnage increased 7.3%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 124.4 in October, which was 11.8% above the previous month (111.2). In calculating the index, 100 represents 2015.

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

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

## Truck Driver Shortage Fuels Rising Grocery Store Prices

St. Petersburg, FL...Major food giants Mondelez, Hershey Co., Nestle SA, Unilever, and Coca-Cola have recently announced they will need to raise prices in 2019 to offset higher freight and ingredient costs. "They don't really have any choice," says John Kearney, CEO, Advanced Training Systems LLC. "The cost of shipping just keeps going up." Kearney, whose company is a leading designer and manufacturer of [virtual simulators](#) for driver training, among other applications, adds, "A major factor in this is the driver shortage. There just aren't enough people in the long-haul trucking workforce to get all these loads delivered."

The scope of the problem has been apparent for more than a year. In early January, moving a truckload of refrigerated food from Washington State to New York was priced at about \$8,450. Two weeks later, the same truck driving the same route was priced at close to \$10,000, an 18% increase. And according to the U.S. Department of Agriculture, during

the same period the cost of shipping food eastward from California had increased nearly 25% over the previous year.<sup>2</sup>

To some extent, notes Kearney, the U.S. transportation infrastructure is wrestling with a self-created problem. As U.S. economic growth has revved up in recent years, railroads and truck fleets have not expanded capacity to keep pace—a decision applauded by Wall Street. Between early 2017 and 2018, shares of CSX Corp., Norfolk Southern, and Union Pacific rose an average of 22% as they cut headcount, locomotives, and rail cars and lengthened trains to lower expenses and raise margins.<sup>3</sup>

Meanwhile, food manufacturers including Dean Foods, Tyson Foods, Hormel Foods, Kellogg, and US Foods cited rising transportation costs this year as a drain on earnings. At the beginning of 2018, according to online truck freight marketplace and industry analyst DAT Solutions, only one truck was available for every 12 loads that needed to be moved.

By August, spot truck rates had increased 20% from a year previous to an average of \$2.14 per mile, the highest average on record for the month. And in the second quarter, there was a record 296,311 driver vacancies.<sup>4</sup>

In its annual survey, the American Transportation Research Institute found that the number-one concern for motor carriers and the trucking industry in general is the lack of qualified drivers to carry the nation's freight. According to the ATRI study, the industry needs to focus its efforts on two areas, retaining experienced drivers and—most important of all—attracting a steady stream of younger ones.<sup>5</sup>

A key element in attracting younger candidates, notes Kearney, is the growing use of simulator training as an adjunct to traditional behind-the-wheel (BTW) instruction. Just as in military and airline pilot training, the use of a simulator can teach the proper response to events too rare or too dangerous to be part of BTW instruction—in the case of a truck driver, a blowout of the steering tire or an unexpected patch of black ice.

"Trucking," says Kearney, "is a well-paid occupation in urgent need of a new generation of well-trained and motivated drivers. Our mission at ATS is to bring together an opportunity and a rising workforce and, through technology and in partnership with our fleet and driving-school clients, help ensure a safe and prosperous future for American commerce and the drivers that serve it."

Advanced Training Systems (ATS) is a high-tech simulator technology and engineering firm that has revolutionized the design and manufacture of advanced training systems to improve training and create safer drivers. ATS, the holder of multiple patents in high-tech training simulation, has as its mission to provide this cutting edge adaptive training to all involved in the transportation industry at an affordable cost, resulting in safer drivers/operators. For more information, visit [www.atstraining.com](http://www.atstraining.com)

### ATA Statement on Signing of USMCA Trade Pact - Urges Congress to Quickly Ratify the Agreement

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement after leaders of the United States, Canada and Mexico signed the USMCA trade pact during the G-20 Summit in Argentina:

"We commend the Trump Administration, Canada and Mexico for coming to an agreement to keep our nations' borders open to trade and commerce.

"Signing this improved trade agreement will strengthen America's relationships with our nearest neighbors and put us all in a position to grow the North American economy. That economic growth will be a boon to the American trucking industry – which already moves 82% of the freight that crosses the Mexican border and 68% that crosses our border with Canada – as well as to consumers in all three countries.

"We urge Congress and their counterparts in Mexico and Canada to quickly ratify this agreement so we can begin reaping its benefits."

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# Natural Remedies For Sinus Infections



Nature's Rite founder Steve Frank

continued from page 1

doctor recommended and contains elemental silver and polysorbate. It is recommended to use Sinus Relief not only as a cure, but to also prevent sinus infections. Sinus Relief works well in conjunction with Sinus Support and Congestion Relief and is available in a complete kit to maintain good sinus health. For people who use a Neti Pot to cleanse their sinuses with saline, there is Super Neti Juice, which is a mixture of elemental silver, peppermint oil and polysorbate. Super Neti Juice helps promote overall sinus health, relieving congestion, killing bacterial as well as viral and

fungal contaminants growing in the nasal passages' soft tissues. It is far more effective than a simple saline rinse. Another product from Nature's Rite that helps maintain a healthy respiratory system is Respiratory Relief, which is used to treat lower respiratory infections in the lungs such as pneumonia and bronchitis. Respiratory Relief is used in a nebulizer, allowing atomized liquid to be breathed into the lungs to kill bacteria, viruses and fungus infections. Respiratory Relief is a mixture of elemental silver, peppermint oil and polysorbate.

Nature's Rite offers a free book called "Managing Sinus Health" that explains the cause, effects and treatment of sinus problems. Nature's Rite also offers a complete line of natural herbal remedies for the digestive system - from products like balanced probiotics that enhances digestive health and is filled with good digestive enzymes, to food poisoning relief that protects the stomach against food-borne pathogens. It is suggested to keep a bottle of Food Poisoning Relief and use before you become uncomfortably sick. It is the best antidote to food poisoning.



Nature's Rite's founder Steve Frank developed an entire line of natural products (many of which are patented) that treat a variety of afflictions. Do these products really work? Well, if they don't work for you, simply send them back for a full, unconditional refund on your purchase.

In addition to products for sinus and digestive health, Nature's Rite has products for:

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- Wound Healing
- Tendon Damage
- Hemorrhoids
- Shingles and the lingering nerve pain

These products are all made from all-natural ingredients developed after years of research and clinically proven to provide relief to the end user. For more information about Nature's Rite products, call



800-991-7088 or log onto [www.mynaturesrite.com](http://www.mynaturesrite.com).

## Detroit Connect Analytics Unlocks the Power of Fuel and Safety Data

PORTLAND, OR... Daimler Trucks North America (DTNA) announced that Detroit™ Connect Analytics has extended its services to additional truck models and can also be added to vehicles in the aftermarket. Analytics is now available to order as a new truck option or in the aftermarket on the new Freightliner Cascadia®, original Cascadia and Western Star 5700 truck models spec'd with Detroit™ engines. Detroit Connect Analytics automatically translates critical fuel consumption and safety data into interactive and easy-to-understand reports that provide actionable insights for increased vehicle and fleet performance.

Depending on the truck model, customers can opt for either Fuel Performance reports, Safety Reporting or Fuel Performance and Safety Reporting. Through a dedicated section of the Detroit Connect portal, customers will not only have access to the performance data for a single vehicle but they will also be able to understand the performance of their entire fleet.

Fuel Performance reports interpret a variety of factors that impact fuel economy, such as engine speed, idle time, cruise control usage, engine power, integrated powertrain performance and driver interaction. The automated reports provide customers with more than just basic fuel economy data. The reports offer fleet managers insights into their vehicles' performance and highlight driving behaviors that are affecting that performance so they can make informed decisions on how best to improve their operations.

Safety Reporting collects data from events such as collision mitigation braking, lane departure warnings and distance violations from the safety system on the vehicle, such as Detroit Assurance, and converts it into Safety Reports, helping customers visualize these events either across their fleet or for a specific trip or vehicle. Onboard sensors capture events 15 seconds before to 15 seconds after they occur, further highlighting what fleet managers should focus on to help improve driver behavior.

For more information on Detroit Connect, go to [www.Demand-Detroit.com/Connect](http://www.Demand-Detroit.com/Connect).



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# What I Like About Driving For Smith Transport



ROARING SPRING, PA... Professional Truck Driver Larry Musselman from Wooster, Ohio has been driving for Smith Transport for the past 17 years. This past September Larry and his wife Gina attended the Smith Transport Driver Appreciation event in Roaring Spring, PA and Larry

shared his thoughts about driving for Smith Transport. "I have been at Smith Transport for the good, the bad and the indifferent. Smith is home for the driver. New drivers here need to just give the company a chance. If you have a problem, you just need to talk to someone about it. My

number one person I adore here is Barry Smith. Barry started everything. Smith Transport is my family. The company has changed over the years, improving as time goes on. It is amazing to have Barry Smith come up and thank me personally for working for him."

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# Bridgestone Unveils New All-Position On/Off Highway Retread



NASHVILLE, TN... - [Bridgestone Americas, Inc.](#) has announced a new addition to its existing lineup of Bandag retread offerings. The Bandag BRSS all-position retread is designed for fleets that work in on and off-road environments, from pavement to dirt and gravel. Engineered for long wear life on multiple surfaces, the Bandag BRSS retread is a reliable solution for fleets looking to extend tire life and capitalize on the full performance potential of tire casings.

"Severe service fleets experience many conditions on their route, which is why we designed a retread offering that fits the needs of fleets in on/off highway applications," said LaTres Jarrett, director of marketing, Bandag, Bridgestone Americas Tire Operations. "The Bandag BRSS retread is a comprehensive solution that is versatile enough to perform across a variety of challenging applications, from logging to oil refining to construction, and deliver reliable performance regardless of the landscape."

Key features of the Bandag BRSS retread include:

- A deep tread of 20/32 for extended wear life;
- A specialized compound engineered to resist chipping and cutting;

# ATA Applauds EPA for First Step in NOx Rulemaking Effort

Arlington, VA... The American Trucking Associations commended the Environmental Protection Agency for taking the first step in reviewing and implementing new standards for NOx emissions from heavy trucks.

ATA and EPA have a long history of successful, collaborative efforts to improve air quality, including the EPA SmartWay Transport Partnership, and the association said it looked forward to continuing that relationship.

"Clean air is an issue that affects all of us," said ATA Vice President, Energy & Environmental Affairs Counsel Glen Kedzie. "ATA has worked with EPA in the past to make sure emissions standards - like the current NOx rule and Phase II of the greenhouse gas emissions rules for heavy-duty vehicles - are not just achievable, but that they are indeed achieved. ATA and its members are constantly purchasing newer, cleaner, more efficient vehicles, and as a result we have achieved historic reductions in emissions of all kinds. That is a track record we are not only proud of but that we look forward to continuing into the future."

As part of this effort, ATA is convening a task force to weigh solutions and principles to address the issue of NOx emissions.

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# Slippery Rock Hosts Touch-A-Truck Event



**SLIPPERY ROCK, PA...**  
The Slippery Rock Lions Club hosted their Annual Touch-A-Truck Show at the parking lot of the Giant Eagle.

The event attracted many trucks, including the local Slippery Rock firetrucks, police cars and military vehicles.

Children and adults enjoyed getting up close and personal with the trucks.

Pictured above: Ashley Kellogg gives her son Cason a boost so he can get a closer look at a truck.

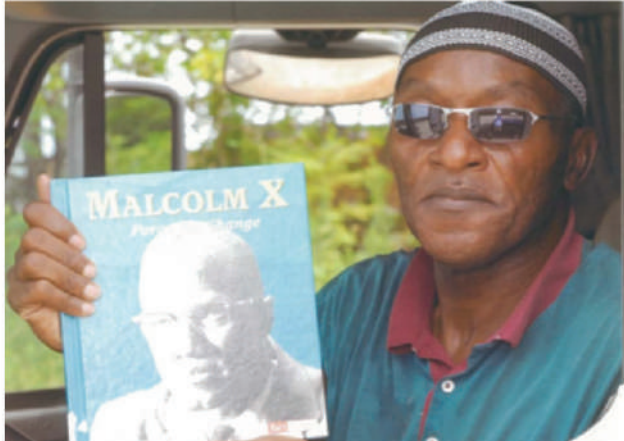
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# The Circuit Rider



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## Man Is Still Searching For Peace

The words "peace" and "piece" sound much alike but they are far apart. The word "peace" means collected, settled, having all ill-at-easeness removed and having calmness in spirit, a calm after the storm. Peace is settlement down within the heart.

The word "piece" simply means a particle. The world is filled with slogans about "peace", including peace with God, peace with man and peace with one's self. The only problem is that they can't get the peace they are looking for.

It does not come through the channels the average person is following. Before man can have "peace" with man, he must have "peace" with God. So long as men are in pieces, as pieces of pie or pieces of a broken mirror, there is no "peace" for them.

How are we brought together?

We are brought together in Christ. We are unified by His Spirit. The commandment of Jesus is to love one another and to do good to them who despitely use you. As opportunities arise, give it the very best. Do everything as if you were doing it directly to the Lord. Then the pieces of the puzzle will be put into the "peaceful" picture you have been looking for.

## Transport America Announces Second Driver Pay Increase in 2018

Eagan, MN... For the second time in 2018, Transport America, a subsidiary of TFI International Inc. is announcing a pay increase for Solo and Team company drivers, effective October 21, 2018.

This pay increase enables Solo over-the-road drivers to earn up to \$80,000 annually, and Team over-the-road drivers to earn up to \$170,000 annually. The company's pay-for-performance structure recognizes drivers for their hard work and overall performance, making it possible for them to more rapidly achieve the top pay rates and additional performance bonuses.

For more information, please visit [www.transportamerica.com](http://www.transportamerica.com).

## Guidebook Explains New Commercial Vehicle Training Regulations

The Professional Truck Driver Institute (PTDI) has released a new publication that addresses entry level driver training (ELDT) requirements for commercial motor vehicles (CMVs). PTDI's E-Z Guide to the Entry-Level Driver Regulation is intended for any and all organizations who offer this type of training and must now comply with the new Federal rule.

The Guide provides details for all CMV driver training, including CDL Class A, Class B, Passenger, School Bus and Hazardous Materials endorsements. For those assessing where to start with the new ELDT regulation, this publication is a comprehensive primer that guides your focus. The Guide is a must for trainers, safety directors, administration and instructors.

As part of the new regulation, all Driver Trainees must complete a prescribed program of instruction provided by an entity that is listed on FMCSA's Training Provider Registry (TPR). The E-Z Guide to the Entry-Level Driver Regulation is a go-to-resource for schools to earn and maintain their registration.

Authored by Chris Antonik, M. Ed., CDL-A, current PTDI Certification Commission Chair, the Guide brings years of hands-on expertise from the commercial transportation industry. Antonik retired as the Director of Delaware Technical Community College's Truck Driver Training and is currently a driver with Eagle Transport.

The Guide, a first of its kind, continues PTDI's efforts as the gold standard for truck driver training quality, safety and professionalism. PTDI's well-known certification program exceeds many of the ELDT requirements and supports the development of training program excellence. For more information about the Guidebook and to purchase a copy visit: <http://www.ptdi.org/Materials>

## Maverick Transportation Opens New Driving School

Little Rock, AR... Maverick Transportation LLC, a National Transportation Institute 2018 Top Pay Carrier and also named 2018 Best Fleets to Drive For, recently announced the opening of its new driving school, Maverick Driving Academy. The school, which is located on the company's North Little Rock campus, will hold its first class on December 3.

"One of the biggest challenges that trucking companies face today is attracting new drivers to the industry," said John Culp, president of Maverick Transportation. "We have been successfully training drivers for many years and are excited to announce

the addition of CDL education to our curriculum. Maverick Driving Academy will offer a seamless path to employment at Maverick, for those seeking a new career as a professional truck driver."

The company opened up its first training facility in North Little Rock in 2005 where it has provided drivers with industry-leading training and securement curriculum. Maverick's new driving school will be an expansion to the company's existing programs. Here, students will receive the necessary CDL education and training to become professional drivers.

As a Top Pay Carrier, Maverick has a strong reputation for consistently offering its drivers one of the best compensation packages in the industry. Other driver benefits at Maverick include pay increases and bonus pay opportunities, excellent home time, weekly guarantee pay, paid orientation and training, 401k plan and match, company-paid life insurance, paid vacation, health and dental plans, and a driver referral bonus program. To learn more about the opportunities at Maverick visit [www.maverickdrivers.com](http://www.maverickdrivers.com) or call 800-201-7695.

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## WIT Announces its 2018 December Member of the Month



Plover, WI... Women In Trucking Association (WIT) has announced Bonnie Supan as its 2018 December Member of the Month. Bonnie is the Vice President of Finance and Operations for Brenny Transportation, Inc./Brenny Specialized, Inc. in Saint Joseph, Minnesota.

As a child, her father would bring home big trucks from work and she loved how big they were and was very impressed with them at a young age.

When the opportunity came up for a position at a trucking company she thought it was perfect. Her plan was to work in the office for a while and eventually become a truck driver. The path to drive trucks changed when she realized how much she could help people working behind the scenes in trucking.

She started her trucking career filing, doing some computer work and looking up miles for loads from the atlas. She sat on the floor with the big atlas and others in the office would give her a sheet of paper that had the origin and destination and she had to get the miles, there was no such thing as a computer system to run the miles like we have now.

Eventually, she moved into dispatch where she could help drivers get from point A to point B. Bonnie said, "I formed a lot of friends and some I

still keep in contact with. I could see the world by living through the travels of the drivers. I could see the many different job sites by asking the drivers what it was like there. I would ask our customers questions to know what the product was going to be used for. I figured out I am helping the country grow - what a great feeling!"

Bonnie worked for Joyce Brenny at a trucking company for two years when Joyce decided to open her own trucking company. There was no question that Bonnie would go with her, as Joyce is the one that taught and coached her. "I believed in her and had no doubt in my mind that this move was the best thing for me and my future career in trucking," said Bonnie.

When she started her career at Brenny, there was just a few of them so you had to do it all - there was no other option than to be successful! From dispatching, finding trucks, customer service, negotiating rates, cleaning the office, IT, dealing with phone issues and from time to time getting in the truck to do a short ride along to the cities, and she enjoyed the opportunity getting in the truck!

After years of hard work she was promoted to Team Lead, then to General Manager and just recently promoted to Vice President. The promotions did not come easily. They

came with challenges along the way, personally and professionally. All of which she says she is thankful for, as they have made her into the strong woman she is today.

Bonnie's expanded knowledge gained through completing the PDC as well as her leadership and mentoring contributed her promotion. "The WIT Professional Development Certification was just what we were looking for to help educate our up and coming Transportation Professionals! The program is both affordable and touches on many topics that spoke both to our company culture, as well as to expand our team members' transportation knowledge. We are very excited that WIT has taken the lead in developing such a usable transportation educational tool!" said Joyce Sauer Brenny, CEO Brenny Transportation, Inc./Brenny Specialized, Inc.

Bonnie has been with Brenny Transportation, Inc./Brenny Specialized, Inc. since 1996. She has been recognized in the trucking industry for the Among Women Business Recognition Award, Transportation Intermediaries Association Certified Broker, Minnesota Trucking Association Outstanding Service Award and Women In Trucking Professional Development Course.

Some of the Brenny recognitions that Bonnie has been a part of include eight years of hitting their yearly goals to earn a team building retreat, five years of being named A Top Workplace, MN Business Ethics Award, two Great West Platinum Safety Awards, Greater St. Cloud Development Innovation Award and Women in Trucking Top Company for Women to Work For.

Within her new position of V.P., Bonnie hopes to mentor and inspire more women to become leaders within the trucking industry.

For more information, visit <http://www.womenintruck.org> or call 888-464-9482.

## Freymler Marks 50 Years Of Success

Oklahoma City, OK... Freymler has reached the half-century mark with founder Don Freymler declaring that his family and extended family of staff, drivers and business associates have always been the fuel for the company's success.

"I had no idea in 1968 that we would grow to be this size" says Don, who will turn 80 this month. "It wasn't one big plan. I just knew we would operate by the rules, treat people right and offer great service, and we have."

Don first hauled cattle and hogs before adding a refrigerated trailer in 1970. By 1973, he had sold the livestock trailers and moved to all refrigerated freight. When the industry was deregulated in 1980, Don says many carriers went under. "A lot of companies didn't survive deregulation, they just could not operate under the new system," he says. "Spending time early on as a lease operator, I knew how to run a profitable business, and I was surrounded by outstanding people who I could trust and knew would do a good job."

Among those Don has in key positions are his four grown children. "Not many fathers can say their family has been with them in business every step of the way, but I can," he says. "My youngest son, David, used to stand on a wooden box in the shop to help wash diesel parts." For the last 24 years David has been the company's President and CEO. Like his father, David doesn't hesitate to credit the people of Freymler. "We have been blessed over the years to have so many wonderful drivers and employees that have helped take the company to where we are today," says David.

Dennis Freymler, Don's elder son, is Vice President of Sales and Marketing; daughter, Diane, is

the Billing and Credit/Receivable Manager; and daughter, Denise, is the company's Executive Administrator, and David's Corporate Assistant.

All of the Freymlers are quick to give special credit to their driving force. "I appreciate each and every driver out there, whoever they work for," says Don. "They do a tough job day in and day out, so America can have that jar of pickles on the shelf when wanted."

David echoes his father's sentiment. "Without trucks, America stops. There is not one commodity that we buy or consume, that was not on a truck at one point," says David. "Trucking can be a very satisfying career, where you can make a good living without a formal education. It takes special people to be drivers, and we are proud to have a lot of second and third generation drivers. This is a job where you reap what you sow; the harder you work, the more miles you run, the more money you make."

Looking to the future, Don says there's really no telling where the industry will go. "Fifty years ago, I could've never imagined that we would be able to start, stop or change the te

David says he believes some impending changes will improve the driver's job. "I think the FMCSA will be making some changes in our HOS that will make things easier for the driver, i.e. split sleeper rules," David says. "Another exciting change currently happening is driver pay increases we have been able to give and believe even more will be coming." Drivers work hard for America, and we need to make their life as safe and smooth as possible.

To celebrate their fifty years of growth and success, the company held a celebration in October for

their office/shop employees and business partners. They are also having driver luncheon celebrations every week, the month of November, for the 50<sup>th</sup> Anniversary and Don Freymler's 80<sup>th</sup> Birthday at their corporate headquarters in Oklahoma City. "We hope to welcome many of America's drivers and show our appreciation for their loyalty to our industry, dedication and hard work," says David.

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# Youngstown Kenworth Debuts New W990



Pictured from left to right: Youngstown Kenworth's Tommy Mikes, Dave Claypoole, Tom Mikes and Mike Byers.

HUBBARD, OH... and customers had the opportunity to see the new Youngstown Kenworth, located at I-80 exit 234, Hubbard, Ohio, recently hosted an Own The Road Tour event to introduce the new Kenworth W990. A catered lunch was served, chances to win door prizes

MX-13 485 hp engine and a 12-speed Paccar automated transmission and Paccar 40K tandem rear axles. A variety of options are available through your Kenworth dealer.

On display was a heavy duty Daycab and a 76" mid-roof sleeper. The W990 comes standard with a proprietary Paccar drive-train, including a Paccar

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# DIDJA KNOW REVIVAL NIGHT IN ALASKA

Being your own boss has a nice ring to it.



snowmobiles are the primary modes of transportation because even now gas is \$6.00 a gallon.

We had four cars where I worked, all available to every employee, with one simple rule: the driver had to buy gas. All four fuel gauges stayed on EMPTY, so those that could rode the bicycles. The rest of us walked, even when the salmon runs attracted bears.

Walking employees were encouraged to pray loud, sing loud, or tie bells to their shoes, so as not to surprise the black bears. I wouldn't have been caught dead with bells tied to anything, and if singing bought dinner I would have starved to death. It left my options at praying, and I became pretty good at talking to the Lord out loud.

That led to an invitation by a visiting evangelist from North Carolina. Come to our revival, he promised, and you will share something unforgettable. Well, why not, I thought. After all, what could possibly go wrong? Funny you should ask!

Going with a small group from work, together we decided to hide out in the back pew. It seemed like the right thing to do. Sometimes I can be very prescient. This was not one of those times.

As the excitement grew and the music got louder, the preacher dude got increasingly more animated. Shouting at the rafters, swaying with the choir, and stamping his feet, he was clearly coming to a flashpoint. Then suddenly he raced down

the aisle, found me covering in a corner, and pulled me out of my seat and into the aisle.

There was no time to protest. There was no place to hide. And there was no opportunity to warn him that my left foot had fallen asleep. The discomfort of trying to walk/skip/run down the aisle, pulled along by an exuberant evangelist, left me hobbling like a drunk trying to dance at a sobriety checkpoint.

Then it got worse. As the blood started returning to my foot, and pain replaced the tingling, it became readily apparent that I had severely sprained an ankle. But even those close to me didn't know the truth. As my face contorted in pain, and tears streamed down my cheeks, they thought I was just getting in the Spirit. They thought it was tears of joy, and they insisted on walking/skipping/running with me, as we moved arm-in-arm down the aisle.

I never did pray that night. Even the preacher thought I was overcome by emotion. But I did get to sit in the section reserved for old men who can't stop crying. And I did pray a prayer of gratitude, the next morning, knowing that my commute to work was just a short walk and a good crutch down the hallway!

THOUGHT FOR THE DAY: At times, I fit into lyrics more than I fit into life.

You can reach Roger at [rogerclark437@gmail.com](mailto:rogerclark437@gmail.com)

The Bristol Bay region of southwest Alaska is where 60 percent of the world's salmon is harvested. Ninety percent of the area's income is made in the month of June, which is the salmon season. The rest of the year is devoted to native Alaskan traditions such as weaving, quilting, sled dog racing, and DISH TV.

It's not a cheap place to live, even offseason. Prices at the trading post would scare even the most dedicated shopper. That's because everything must be shipped in by air, or ocean-going barges.

A box of Advils, \$25. Hair coloring, \$20. Cough drops, \$5. Coffee, \$22. Cheetos, \$12.

It's why many families pool their shopping lists, split the gas, and take the family car (a Cessna 172) three hundred and fifty air miles to Anchorage. Airplanes, three-wheelers, bicycles, and

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## Pacifico Reflections - Stuffed Green Peppers



by: Mike McGough

A two-tone blue Studebaker in the driveway meant he was in town. Visits with Grandpa were great, but dinners when he came to town were not so great! Stuffed green peppers, endive salad, green beans and ham, stewed tomatoes and a host of other kid-unfriendly menu items were usually part of the visit. Fortunately, he also liked mashed potatoes, hot dogs, ice cream, and candy of any and all kinds.

Recently he thought about Grandpa while eating a plate of stuffed green peppers. The meal reminded him of dinners he had struggled through decades earlier, but the time with Grandpa was most pleasant. He wondered if his grandpa was somehow responsible for him liking stuffed green peppers and actually ordering them, when he had the opportunity to order anything he wanted from a full restaurant menu. He reasoned that Grandpa probably had little or nothing to do with his current tastes in food, but nonetheless, he had done a complete 180 of stuffed green peppers.

As a kid he had eaten them largely to get to the ice cream, or whatever the dessert was for that evening. Now he ate them because he liked them. By the way, he never made any change

on ice cream; he loved it then and he loves it now. Even though he could not point to the month, year, or even decade when his opinion of stuffed green peppers had changed, it had indeed done so. He could not explain the motivations or the factors behind the change, but there was a change, and he could not remember consciously making it. Initially, he was content to just chalk it up to part of the transition from child to adult.

Later, he thought about this a little more, and began to wonder if there might be some other "stuffed green peppers" in his life about which his opinion had yet to change. Were there other things that he believed he did not like, things he said he wanted nothing to do with, or things he avoided when he had a choice? If there were they may be simple things like types of music he would not listen to, books he would not read, movies he would not watch, or foods he would not eat. They may also be more substantial things like individuals, groups, professional pursuits, meaningful avocations, or leisure activities that he avoided.

In addition to the changes that occur between childhood and adulthood, there are numerous stages and thus numerous transitions throughout adult life. Assuming that these transitions might have some impact on individual likes and dislikes, he thought it might be wise to take a look at his list and see if there were any "stuffed green peppers" he had not tried recently. It would have been nice to take a year off and do this in a well-planned, methodical, almost scientific manner, but that just was not going to happen. So, he decided to do it on an as-they-come-up basis.

This informal re-examination of his likes and dislikes was a somewhat interesting process for him. There have been some small changes in his food tastes. For example, he has found that balsamic vinaigrette dressing is wonderful, and blue cheese dressing still tastes like a sweaty sock. His long-held perception of himself as a person who knows exactly what he likes and knows exactly what he doesn't like has softened quite a bit. He has questioned his political stance, and has promised himself never again to vote a straight ticket. He has been working past the limitations of his established and accepted religious views, and he no longer considers classical music to be for elevator entertainment only. His new views have brought about some revised and updated opinions, and his new opinions have opened doors to additional possibilities and opportunities.

If you are interested in testing your likes and dislikes to see if old habits are keeping some of them alive, it is not all that difficult. Start small and work your way up. Read a book on a subject about which you believe you have little or no interest. Eat something that you have told yourself that you don't like. Purposefully challenge yourself. Once you've tried some small things, move on to some more meaningful challenges. Rethink some of your social, political and religious likes and dislikes. Doing so may well move you outside of your current comfort zone. Who knows, you may well make some new friends, find a meaningful hobby, locate a new job, or engage in some activity that will enhance your life and the lives of others.

Take some time to look and see if there are any stuffed green peppers in your life that deserve a second chance!

## DTNA Pledges Support For EPA Cleaner Truck Initiative

Washington, D.C. ... The leading commercial truck manufacturer in North America, Daimler Trucks North America (DTNA) attended the Environmental Protection Agency (EPA) announcement of the Cleaner Truck Initiative yesterday at the agency's headquarters. The announcement was attended by leaders of major North American truck OEMs, representatives from the American Trucking Association, and government officials.

The initiative kicks off a process for the reduction of NOx and particulate emissions; specific goals will be made public in the coming months. DTNA strongly supports the EPA's Initiative to streamline regulatory requirements and improve air quality, while maintaining a regulatory framework that encourages reliable, durable products with low Total Cost of

Ownership (TCO).

"DTNA looks forward to working with the EPA on the Cleaner Truck Initiative," said Sean Waters, Director of Regulatory Compliance, who attended the event. "We are confident that the Cleaner Air Initiative will provide real world emission reductions, streamline certification and compliance, and

continue to enable us to provide vehicles with the best TCO."

Over the past 20 years, DTNA has demonstrated a strong commitment to the reduction of NOx and particulate emissions and has steadily reduced their NOx emissions by over 90% and particulate emissions by over 98%.

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Personal Leadership: The Art of You Leading You is currently on sale for only \$19.95 and can be ordered at [www.leadershippm.com](http://www.leadershippm.com). On the opening page of the website, just click on tab BUY THE BOOK, and you will be lead through the process.

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# PA Turnpike Commission and PA Council on the Arts Unveil Student-Created Artwork at Cumberland Valley Turnpike Service Plaza

Carlisle, PA... The Pennsylvania Turnpike Commission (PTC) and the Pennsylvania Council on the Arts (PCA) unveiled new artwork, designed and created by students at Big Spring Middle School. This art installation, created through Art Sparks, a partnership between the PTC and the PCA's Arts in Education residency program, is composed of eight painted quilt designs mounted both inside and outside the Cumberland Valley Service Plaza.

Coordinated through the PCA's regional Arts in Education partner, Jump Street, students worked with

teaching artist, Denise Hoke, and art teacher, Laura Shambaugh, to design and create the artwork. These pieces showcase the art of barn quilts that are part of the Cumberland Valley and represent the fifth in the Art Sparks series which have been installed along the 550-mile PA Turnpike.

The unveiling event, which took place at the Cumberland Valley Service Plaza, drew individuals from the community to help celebrate, including students, families and local and state officials.

"We are very excited to be here today to unveil these inspired

quilt patterns that represent the Cumberland Valley," said PTC CEO Mark Compton. "Each of the Art Sparks' installations represents the region around the service plaza area, but most importantly, it showcases the imagination and talents of young people in Pennsylvania."

"Art Sparks presents students with the unique opportunity to create permanent artwork for public display," said Karl Blischke, PCA executive director. "Not only did this experience help you grow as artists, but you've commendably highlighted your community's many assets and landmarks for Turnpike travelers. I applaud you all for bringing this impressive installation to life."

"We are so very proud of our students for the way in which they have shared their love of the arts with others," said Clarissa Nace, Big Spring Middle School Principal. "We are also very appreciative to all of you who have ignited and fostered this project. As we say in education, through this experience you have touched the lives

of many students."

"With our area's rich agricultural roots, the classes opted to do a quilt-pattern theme," explained Laura Shambaugh. "Once that decision was made our 6th, 7th and 8th grade art students went to work to create the intricate and colorful patterns that you see here today."

Art Sparks is a partnership between the PTC and the PCA. The program pairs K-12 art students and teaching artists from the PCA's Arts in Education roster with the goal to install a local, student-created artwork in every service plaza, system-wide, over the next five to eight years. Schools near each respective service plaza host 20-day teaching artist residencies led by a local PCA teaching artist. Students work with the artist and members of the community to create artwork that reflects the region. For more information on Art Sparks, visit <http://www.paturndpike.com/artsparks> or <http://www.arts.pa.gov/Pages/Art-Sparks.aspx>.

# OTA Salutes Outgoing Road Knights; Nominations Open for 2019-2020 Team

The trucking industry had the opportunity to recognize a special group of professional truck drivers at OTA's annual Executive Conference in November.

The OTA Road Knights are a group of professional drivers that serve as ambassadors for our industry and play a key role in enhancing the public's understanding of the critical role played by the trucking industry, and the numerous careers that the industry offers.

Speaking on behalf of the outgoing Road Knights team, Louis Carette from the Kriska Group of Companies, spoke about his experiences in the Road Knights program:

"It was fantastic experience and being able to speak to new or soon to be new drivers about potentially lifesaving information, really made me feel like I was making a difference in safety on our roads," he told attendees.

The Road Knights step out of the cab once or twice a month to speak with the media and community groups, and emphasize the importance of safety, professionalism and courtesy on the road. Louis looks back fondly on some of the experiences he's had over the last two years, and encouraged other companies to get their drivers involved in the program:

"To the companies who never thought about nominating a driver for the program... I remember seeing a truck on the road with a Road Knights logo on it, and thinking there's a company that's invested in safety, there's a company that goes the extra mile and cares about their drivers. This program is so much more than simply being behind the wheel of a truck."

Have you groomed a driver in your ranks who can follow in Louis's and the rest of the Road Knight Team's footsteps? Now is your chance to support the industry and reward a worthy driver, by nominating a Road Knight for the 2019-2020 team.

Ontario-based drivers employed by an OTA member carrier, with a first-class driving record, are eligible to be nominated for this prestigious honour. We're looking for drivers with a solid record of safe driving, passion for the industry and a keen enthusiasm for the job. If that fits your driver's description, please consider nominating them today.

To nominate a worthy driver for this honour, just fill out our [online nomination form](#) by February 1<sup>st</sup>, 2019. The selection process will be held during the first week of March 2019.

For more details about the program or the nomination process you can get in touch with Hina Brinkworth at 416.249.7401 ext. 234 or [hina.brinkworth@ontruck.org](mailto:hina.brinkworth@ontruck.org) for more information.

OTA would like to congratulate the 2017-2018 team: Sylvain Binette, Kriska Group of Companies; Louis Carette, Kriska Group of Companies; John Giunta, Polaris Transportation Group; Brent Matter, Zavcor Trucking Limited; Jeff Stocker, Spring Creek Carriers Inc.; Henry Wilks, Double D Transport

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**March 9, 2019 - Mid-America Truck Show - 2nd Annual Shine In the Pines - 575 Southern Pines Rd., Dublin, GA.** Truck and Chrome Show, Chicken Light Show at dark. Convoy on Saturday morning. Food, Fun, Vendors, Entertainment, Music. See us on Facebook for more info!

**March 28-30, 2019 - Mid-America Truck Show - Kentucky Fair and Expo Center, Louisville, KY.** For More info visit [www.truckingshow.com](http://www.truckingshow.com)

**April 26-28 - 20th Annual 75 Chrome Shop 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.75-chromeshop.com](http://www.75-chromeshop.com)

**May 12 - 30th Anniversary Mother's Day Truck Convoy - Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA.** Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880

**May 31- June 2 - ATHS Convention - Grand Sierra Resort, Reno, Nevada.** For more info, visit [www.ATHS.org](http://www.ATHS.org) or phone 816-891-9900.

**May 30 - June 2 - 16th Annual Wheel Jam - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD.** For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)

**July 11-13 - 40th 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/>

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

**August 22-24 - The Great American Trucking Show - Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX.** For more info visit [www.truckshow.com](http://www.truckshow.com)

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

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:  
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# Working Show Truck Of The Month

## Matt Benusches



By Robert Conrad

There are great looking trucks in just about every part of the country, and it seems like the quality of working show trucks has grown thru the years with their owners raising the bar even higher when it comes to customizing.

Every once in a while, you'll catch a glimpse of a truck that stands out in a crowd and just has "the look"! Matt Benusches is the proud owner of that kind of truck,

and his 2007 Freightliner Classic & 2008 Wabash 53' spread axle reefer combo definitely turn heads from coast to coast, as he delivers LTL freight for Long Run Express based in Bridgeton, MO.

A stunning combination of brilliant blue paint, incredible custom striping, and enough chrome & stainless to put a sparkle in anyone's eye, Matt's custom combo puts on a rolling show no matter where he goes! The truck was painted

by 4 State Trucks in Joplin, MO, and they also fabricated all of the custom stainless panels - including the custom light bar in front of the Hogebuilt low rider 1/2 fenders. Matt has also added a 22" stainless Valley Chrome bumper, a set of 7" straight pipes courtesy of Lincoln Chrome, and a custom lighted visor that was built by 4 State Trucks. Both the truck and trailer have enough lights to brighten any dark stretch of interstate or to just "show off"!

Matt wanted that thank his wife Christine for all of her support, love, and understanding. He also sends a big thanks out to Bryan Martin & everyone at 4 State Trucks for their great work, Johnny Long the painter, and Cody Burch and his crew in the fab shop. They all helped him turn his ride into one fantastic Freightshaker!

Custom touches continue right

onto the trailer, along with plenty of "chicken lights", and Matt thanks Thunder Grafix for the vinyl wrap on the Thermo King unit along with the custom lettering. Power comes from a 14L Detroit engine that's paired up with a 10-speed transmission and a set of 3:42 rears. Matt says the engine was tuned up "just a bit" by Israel Turner. He also credits Terry Howell, an amazing mechanic, who is always willing to help out and can fix just about anything.

Forget any silly comments about this truck being "just a Freightliner", it's 100% class all the way and it truly defines its model name of Freightliner Classic!

Movin' Out salutes Matt Benusches for all of his hard work in building his show stopping Shaker. If any of our readers get to see this truck in person, you'll realize this is one truck that deserves a second look, and a third!

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