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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Professional Truck Drivers Rally For A Good Cause - Truckers 4 Hope 2020 Is A Huge Success!



The 2020 Truckers 4 Hope Jamboree and Truck Show, held in September 2020, shattered previous show attendance records! Turn to pages 8 & 9 for the story and more photos., - Photo By Pam Pollock -

CAT Scale Company Opens 2,000th Truck Scale



Pictured from left to right: Kirkland Edwards, Heather DeBaillie, Delia Moon Meier (Sr. VP CAT Scale), Marko Zaro (CEO-Road Ranger), Carey Howard, Rick Wachal, Mike Housenga

WALCOTT, IA... CAT Scale Company celebrated the opening of its 2,000th truckscale on November 18, 2020 at the Road Ranger in Marion, Illinois. “When we started CAT Scale I don’t think anyone envisioned we’d have 2,000 scales in operation. It’s definitely a milestone to celebrate,” says Delia Moon Meier, Senior Vice President. “I remember my dad, Bill Moon, thinking that 100 or 150 would saturate the market. We are continued on page 3

Ronald Gross, Inc. Celebrates Over 55 Years of Service



By Steve Pollock
CABOT, PA.... Ron Gross started driving truck right out of high school in 1958 and continued driving until 2014. Ron purchased his first truck at the age of 25, a used 1960 single axle Brockway. He founded Ron Gross Trucking in 1965, still operating with a single truck. He then purchased a second truck in 1974 and hired one of his cousins to drive it. Ronald Gross, Inc. has experienced steady, controlled growth since then, growing the fleet to 45 company trucks and 9 owner-operators. In the mid 1970s, Ronald Gross, Inc. began hauling for Moonlight Mushrooms, located near Butler, Pennsylvania. At the time, Moonlight Mushrooms was the world’s largest producer of mushrooms. Ron and his drivers were pulling open top vans loaded with various types of compost into the mushroom mines. The fleet grew to 4 trucks and with the decline of Moonlight Mushrooms, Ron Gross started trip continued on page 2

Ronald Gross, Inc. Celebrates Over 55 Years of Service

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Left to right: Vice President Ronnie Gross, Jr.; President Barry Gross; Ben Harbison, Dispatch; Connie Harbison, Secretary/Treasurer; and Ron Gross, Sr., Founder/Owner now retired.

continued from page 1

trip leasing steel out of Butler and Brackenridge, Pennsylvania. In 1982, he purchased their current location in Cabot, Pennsylvania. It wasn't long after the industry deregulated that Ronald Gross, Inc. applied for and received their own operating authority.

Today Ronald Gross, Inc. is 100% flatbed with their primary commodity being steel. The hauls are mostly regional, running primarily east to west along I-70, I-80 and US 30 in a 450-500 mile radius of Pittsburgh, Pennsylvania. In 1990 Ron decided to "lighten up",

spec'ing trucks and trailers as light as possible to accommodate additional coil weight. This enabled a nice market niche for the company to be able to haul coils that are on the heavy side.

Ron Gross drivers are paid by percentage, with an average length of haul of 2,300-2,440 miles per week. The company offers a \$1,000 per week guaranteed minimum pay. Drivers grossing over \$1,500 per week receive a \$100 bonus and over \$2,000 per week receive a \$200 bonus.

Ronald Gross, Inc. enjoys an extremely low turnover rate (30% annually), largely because drivers like working for them and the excellent benefit package that they offer. Many drivers have worked at the company for 25-35 years. They have one driver, Steve Rodgers, who has been with the company for 31 years and who has driven 3 million safe miles without a chargeable accident. There are also two 2 million mile safe drivers and 8 million mile safe drivers. Vice President Ronnie Gross, Jr. stated, "We have always tried

continued on page 3

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**Ronald Gross, Inc. Celebrates
Over 55 Years of Service**



continued from page 2

to take care of our drivers. We know each one of them by name and many times their spouses and children as well. We understand the challenges these men and women face every day as Professional Truck Drivers because everyone here, including my Mom, Ruth, has driven truck at one time, with the exception of the two ladies who work in the office."

Ronald Gross, Inc. offers a comprehensive benefit package that includes 100% company paid hospitalization for drivers and their children, as well as paid holidays, paid vacations, twice yearly safety bonuses, a company matched 401K, short term disability insurance and life insurance, a family eye care plan and a profit sharing program.

In addition to the family work environment and great benefit package, Ronald Gross, Inc. makes a concerted effort to spec their trucks with driver comfort in mind. Over the years they have purchased about every make of truck in the business, but now run Freightliners and Macks. They have been spec'ing bigger sleepers, more driver amenities and even some chrome to add a bit of bling to their trucks. The average age of tractors in their fleet is 3 years or newer. While they utilize side kits, the company also has a number of trailers equipped with tarping systems from Aero and Load Covering Solutions. Most of the trailers are also equipped with rear steps for the driver's convenience.

Ronald Gross, Inc. also enjoys an excellent safety rating and very low CSA scores. They hold two safety meetings each year, usually in May and November. The safety meetings have become known for the hearty breakfast that Secretary/Treasurer Connie Harbison (Ron's daughter) cooks for the drivers.

In an effort to retain some of their company drivers who have chosen to become owner-operators, Ronald Gross, Inc. has instituted a limited Lease to Own Program to keep some of these talented individuals with the company. President Barry Gross said, "One of our drivers wanted to purchase his truck from us and become an owner-operator and we wanted to accommodate him. We had never leased owner-operators, but the individual said, "Hey, I want to keep working for you!" So, the company has lease purchased a few trucks to our drivers and leased them back to the company so we can keep these great individuals working for us and at the same time, help them to realize their dream of being an owner-operator."

A few years ago, Ron Gross, Sr. passed ownership of the company to his children. Today Barry Gross serves as President, Ronnie Gross, Jr. is Vice President and Connie Harbison is Secretary/Treasurer. Connie's son Ben Harbison works in

dispatch. When asked about some of the most significant changes he has seen in the trucking industry, Ron Gross, Sr. stated, "The biggest change I have seen is the equipment. It is a lot safer and more comfortable but unfortunately also has a lot more breakdowns. Also finding good drivers who don't job hop is a challenge."

During the COVID-19 Pandemic, Ronald Gross, Inc. didn't lay off any of their drivers and continued to pay them their full wages, even when things got slow. Lately however, business has been strong, and the company expected things to pick up even more in the very near future. If you are interested in a driving career at Ronald Gross, Inc., give Ronnie Gross, Jr. a call at 866-809-2194.

**CAT Scale Company Opens
2,000th Truck Scale**

Movin' Out January 2021 - Page 3

**A LIKELY
STORY
MY LUCKY
NUMBER**

continued from page 1

so appreciative of all of our truckstop partners and we are honored to be able to celebrate today with Road Ranger and their great staff."

CAT Scale founder, Bill Moon, installed the first CAT Scale in 1977 in South Holland, Illinois. In 1988, there were 28 CAT Scales in existence. At that time the company began to rapidly expand. Now there are 2,000 CAT brand scales in 47 states and 7 Canadian provinces with more opening each month.

Professional drivers depend on CAT Scale; which provides a much-needed weighing service to the trucking public. Drivers who weigh on a CAT Scale are covered by a no-excuses guarantee. If a driver receives an overweight fine after weighing legal on a CAT brand scale, CAT Scale Company will either pay the fine or appear in court with the driver as an expert witness in order to get the fine dismissed.

CAT Scale Company is the world leader in truck scales and the world's largest truck scale network. More information on CAT Scale can be found on-line at www.catscale.com.



Wade Wright (CAT Scale mascot) on scale with 2000th CAT Scale award plaque later presented to Marko Zaro, CEO Road Ranger.

by Roger Clark

An old timer's story. The new paratrooper had never jumped from a perfectly good airplane and was just a bit apprehensive. "Don't worry!" said the jumpmaster, "the static line will deploy your chute!"

But the recruit wasn't convinced. "What happens if the static line fails?" he asked.

"Don't worry", his sergeant said, "there's a D-ring attached to your canopy that will release the chute."

"But how will I get back to base?", the soldier asked

"No worries!", said his superior, "there will be a jeep down there to bring you back."

Well, the static line broke, sending the hapless paratrooper into unexpected free fall. Then the D-ring broke loose, pretty much sealing his fate.

Truck number 1902 was a memorable Mack because it had a million-mile history so bad even Antifa wouldn't burn it down. Dragged into service from an Indiana barnyard, it had a broken dash, busted hood, driver's seat air leak, demon-possessed door locks, and front end woefully out of alignment. Efforts to get it serviced fell on deaf ears.

I took pictures and sent them into the Safety Department. Quickly getting back to me in under eight days, Chicago HQ directed me to the Kansas City shop, with instructions to trade my unit for truck 2155. That would have worked out, except that truck was nowhere to be seen. No problem, they said, pick up 2158 instead. But there was a problem. It wouldn't start.

No worries, HQ said, just grab power unit 1574, and sure enough, there were no keys. Then they suggested truck number 2109, just as I watched it depart the terminal, and then #2199, which was missing mudflaps, door decals, and a clean mattress. But it did have a half-full five-gallon fuel can on the bed.

Returning to my ancient, rickety bulldog, where the coffee cup remained perilously perched on the broken dash, I set out once again for my Illinois destination. But don't worry, the shop assured me, we'll be bringing truck #1505 out of Chicago to your relay point. Ninety miles away and 24 hours later, I'm still waiting.

Let's face it. If it weren't for bad luck, sometimes, I wouldn't have any luck at all. Once I bought a suit with two pair of trousers, then burned a hole in the coat. Last year I passed a DOT physical with flying colors, only to nearly fail because of my pacemaker—which I don't even have. I was busted for being homeless one winter and sentenced to house arrest.

The one time I was awarded a hotel upgrade, it was for a Holiday Inn staffed exclusively by Asians serving Chinese air crews flying into Anchorage. Then there was the time I won a paid vacation while collecting unemployment. Perhaps the worst example was being just one strike away from a 300 game when the bowling alley suffered a power outage.

But I do have a lucky number, and no, it's not decaled on a company truck. It's not the receipt for one cheeseburger, when I ordered three, or even the one I use to buy lottery tickets. But it is something I try never to forget, and even got married on 1107, so it would never be a problem to remember our garage door keycode. I know, I know, you kind of wish everyone was really that smart, right?

As the new paratrooper plummeted towards earth, muttering to himself, he had one final thought.

"I'll bet the jeep won't be waiting down there either!"



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Off The Beaten Path

by Pam Pollock



Photo by Whitehouse Photography

Every Picture Tells A Story



My parents Photo by Whitehouse Photography



It's no secret that I am a lover of photography. I always have my iPhone with me, and I have been known to purchase the latest release just for the camera upgrade. But I am one of those rare souls who still totes around my faithful companion, my DSLR Canon camera with its assorted lenses. I truly am in my "happy zone" when I am capturing moments, whether it's people, animals and birds or stunning nature scenes.

2020 has been hard on my emotional well-being. As an empath, I feel the emotions of everyone and so I have been dealing with the extreme heartache and sadness about the toll of the Covid virus and also the worry of what the forced shutdowns have done to small businesses and the economy. This year, more than ever, I have turned to photography to relieve my stress.

It's true, every picture tells a story. I have taken thousands and thousands of photos in the past year. I have also had family

family is indeed my heart and soul. I know it sounds cliched, but it is the truth. They are what keep me going.

The photo of my Mom and Dad inspire me to keep going, no matter how rough the journey may be. They have been married for over 65 years and have weathered many storms and hardships along the way.

The photo of the sky is from Christmas Day 2019. My Mom was very ill all last fall and winter and was admitted to the hospital on December 23rd and spent Christmas in the hospital. I was so fearful that she was going to die, she was that sick. On Christmas morning, I got up and went to our office to retrieve some hidden gifts. As I pulled back into our driveway, I spied this plane's trail heading towards heaven. I immediately felt a sense of peace and when we got to the hospital later on, we discovered that a Dr. finally found out that meds that my Mom had been on for over 22 years were the cause of her being so sick.

photo sessions with professional photographers. The family photo tells the story that my This past Thanksgiving, I felt so beat down and over-



whelmed. I went to the local state park in search of solace and comfort. I spied this beautiful Eagle perched in a tree. I spent over an hour in its company. I talked to it, snapped over a hundred photos and sometimes just stood there in silence, gazing into its eyes. (I had a telephoto lens and was not as close to it as it appears in the photo.). I returned home with my hope and faith restored.

The final photo is from Christmas Eve 2019. My oldest granddaughter is gazing at her Christmas tree and although I can't see her eyes, I am confident that they are gleaming with the radiance of the season, reflecting with hope, anticipation, joy and awe. As we head into the unknown in 2021, I am going to try my best to embrace the new year with the same emotions.

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Schneider Driver and Marine Veteran Hauling "Most Precious Cargo" to Arlington National Cemetery



GREEN BAY, WI... In his 19-year career at Schneider, Tom Lehr has hauled a variety of goods, but next week he is carrying the most precious cargo of his career.

The Marine veteran is joining *Wreaths Across America* in hauling and delivering truckloads of balsam fir wreaths from Worcester Wreath Company in Columbia Falls, Maine, to Arlington National Cemetery and over 2,100 other locations across the country and abroad as a national tribute to fallen military veterans. Lehr is one of a select group of drivers delivering the wreaths to Arlington.

"It's a great honor and privilege to bring the wreaths down, so we can remember all the people that have gone before us and keep them in our memory," Lehr said. "As long as someone remembers those who made the ultimate sacrifice, then they are not forgotten."

The annual event, which

started in 1992, lays wreaths at the graves of fallen servicemen and women at cemeteries around the country leading up to National Wreath Day on December 19. Schneider has participated in the wreath delivery almost since the program began, but this is Lehr's first time carrying the honorable cargo.

"When I see the trailer loaded, it's going to be a humbling experience," Lehr said. "Not only our truck, but all the other trucks that are going to be making deliveries."

In years past, *Wreaths Across America* included a parade-like journey from Maine to Arlington National, a miles-long procession of tractor trailers carrying wreaths, veterans and Gold Star Families led by an escort of law enforcement and motorcycle riders. The event is scaled back this year in adherence to health and safety protocols put in place due to COVID-19.

While the event may be smaller, the meaning and purpose behind honoring those who have gone before him is all that matters for Lehr.

"Getting down to Arlington and going through those gates, pride will be the word that I will use. My heart is going to be as big as it can get."

Lehr is also Schneider's newest *Ride of Pride driver*. Each year, Freightliner honors military veterans with specially designed trucks intended to be rolling tributes to members of the military.

"This is our commitment to the people who have served before us," he said. "What they did in their life is worthy of recognition and remembrance, and we need to remember them."

At least a half dozen other Schneider drivers are participating in *Wreaths Across America* deliveries, as they have in previous years.

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High Performance Diesels with Bruce Mallinson

Unusual phone calls from unusual people, or should I say unique people. Bill McCammon from Emporia, Kansas called and was building a hot rod 1972 skinny windshield Peterbilt. The skinny windshield Pete is 8 inches lower than a 359 or 379 Peterbilt, thus the name skinny windshield. Bill stated that the US Government ordered Peterbilt to quit building this style of truck because of the visibility out the windshield. I remember Jay Bonanni of Volant, PA drove

a skinny windshield Pete with a dropped sun visor, and he had to keep the top of the hood clean to be able to see the reflection of traffic lights. Back to Bill McCammon, he was drafted by the US Army in 1969, got out in 1971, was diagnosed with dyslexia, a learning disability, however it enables the person to see everything in 3 dimensions, and it has nothing to do with intelligence. In fact, I know 3 men with it, and they are masters at what they do. Bill says he can back up a trailer

with speed because it appears to him as though he is going forward.

Bill was telling me about his Pete project, and I asked him to send me some pictures. The first thing I noticed was that he has the 2 Vortox air cleaners behind the Big Cam engine, interesting, so he would have had to stretch the frame and move the engine forward, but what about the shifters? This truck has a 5 and a 4 Quadraplex transmission, which means it has 2 sticks, and if the engine



machine shop and sheet metal working equipment? No special equipment, just a Lincoln 225 stick welder, 90-degree hand grinder, and a cutting torch. He took an old truck frame, some hinges and made a sheet metal bender. He used parts from two hoods to make one extra-long hood. He also made a separate frame for the cab and bunk and made it a uni-built.

Bill purchased this skinny windshield Pete in 1985 and used it to haul cattle. This truck and the cattle trailer were blown over by 85 mph winds twice, once while he was driving it without cattle, the other time it was parked. He has gone through this truck 3 times, and I think the third time will be a charm.

Along with the Pete, Bill has a 57 Chevy hot rod with a Super Bell 4200-pound straight axle front end. The engine is a 327 Cubic inch Chevy. He purchased this car for \$200.00 from his brother years ago, needless to say it was in bad shape. Being Bill is retired and loves to talk about trucks and welcomes phone calls about his projects, his phone number is 620-341-0171.

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



is moved forward 20 inches so is the transmission. Bill McCommon is one sharp guy, he got the shifting apparatus of a mining truck, the deep mine truck that is only 3 feet tall. Now for the hood, Bill built his own hood and made it 20 inches longer than the stock hood. I asked him if he had a



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Daimler Trucks North America, Portland General Electric Announce Public Heavy-Duty Electric Truck Charging Site



Portland, OR... - Portland General Electric and Daimler Trucks North America (DTNA) have announced the co-development of "Electric Island," a large public charging site for medium- and heavy-duty electric commercial vehicles expected to be the first of its kind in the United States. Electric Island will help accelerate the development, testing and deployment of zero emissions (tank-to-wheel) commercial vehicles. The site is under construction now near DTNA headquarters in Portland and is designed to support up to nine vehicle charging stations with charging levels of up to greater than one megawatt by spring of 2021. Electric Island will provide DTNA, PGE and the public the opportunity to charge light-, medium-, and heavy-duty vehicles. Plans

for more chargers, on-site energy storage, solar power generation, and a product and technology showcase building are currently being finalized.

Electric Island is designed to inform both DTNA's work in commercial electric vehicle development and PGE's work in meeting customer charging needs. The project will inform each company's efforts by studying the future of heavy-duty charging, including:

- Use of vehicle chargers featuring power delivery of up to over one megawatt (over 4 times faster than today's fastest light-duty vehicle chargers), enabling PGE and DTNA to

develop best practices for cost-effective future deployments;

- Integration of heavy-duty charging technology into PGE's Smart Grid, such as vehicle-to-grid technologies,

second-life use of Daimler's battery packs, and onsite energy generation; and

- Testing information technology opportunities like fleet and energy management by captive solutions and services.

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2020 Truckers 4 Hope Jamboree and Truck Show Brought Hope To All



By Pam Pollock

Hope. If one word could define 2020, it would probably be Hope. Hope for an end to the Pandemic. Hope to everyone afflicted with the virus. Hope for all affected by the economic downturn. Wikipedia defines

Hope as an optimistic state of mind that is based on an expectation of positive outcomes with respect to events and circumstances in one's life or the world at large.

Hope has been at the forefront of the Smith family for

over 9 years. Jason and Prella Smith's 9 year old son Hayze was born with Cystic Fibrosis. The Smiths have been fierce advocates for Cystic Fibrosis, bringing awareness to this life-limiting disease and helping to raise much needed



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funds for the Cystic Fibrosis Foundation. The Smiths report that Hayze is doing well!

Jason Smith is a Professional Truck Driver and four years ago, he and Prella organized the first Truckers 4 Hope Jamboree and Truck Show in honor of Hayze. The first 2 years there were over 40 trucks at each truck show. In 2019, around 115 trucks attended the annual show. Records were shattered on September 25-27 when over 280 big rig trucks rolled into the Clinton County Fairgrounds in Mackeyville, Pennsylvania.

Truckers 4 Hope is a non-

judged truck show and is jam-packed with activities for all ages, including semi-pulls, tractor pulls, 4x4 pulls, kids activities (the barrel ride train was a huge hit with even the adults!), vendors, camping, a Light Show at night. The 2020 Truckers 4 Hope featured music concerts by Tony Justice and Aaron Tippin and entertainment from East Bound and Down, including characters from Smokey and the Bandit. It was truly heartwarming to wander the fairgrounds and see people just relaxing and enjoying all of the beautiful trucks on display. Hope was

in the air and in the eyes of the attendees.

Plans are underway for the 2021 Truckers 4 Hope Truck show, which will once again be held at the Clinton County Fair in Mackeyville on September 24-25. For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

Visit www.movinout.com to view all of the photos from the 2020 Truckers 4 Hope Truck Show in our Truck Show Gallery.

- All photos by
Pam Pollock -





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2020 TRUCKERS 4 HOPE TRUCK SHOW

Hope 4 Hayze Benefit For Cystic Fibrosis

All Photos by Pam Pollock

Clinton County Fairgrounds, PA

See our complete photo coverage at www.movinout.com



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.

There Are Two Roads To Travel

Jesus talks about two roads in the Bible. He speaks of the straight and narrow and the roadway that lead unto destruction. One has many travelers, the other has but few. The destinations are what count most. The path of righteousness is always an incline. The way to destruction is a decline. The Bible says, "The way of destruction leadeth."

A man starts out with one little something that is wrong and the first thing he knows he has added something else and after a while his sense of conviction is gone. Nothing looks wrong and everything looks right. He becomes deceived and destruction becomes his portion.

The way that leads to life everlasting is also a leading way. We accept the instructions of the scripture and trust Jesus Christ as Lord and Saviour. We grow in the grace and knowledge of Him and become servants of God as we help one another. This leads us to life everlasting. A man was once asked what the most beautiful road in his country was. We answered, "The road from where I live down to the main town." This surprised the questioner and he asked the second question, "Which is the second most beautiful road?" The man replied, "The road from town back home." That's the way Jesus is, "He is the way, the truth and the life."

Ivan Hernandez of Werner Enterprises Awarded Kenworth T680 as Top Military Veteran Rookie Driver



Lisa Berreth, Kenworth marketing director and Ivan Hernandez, 2020 Transition Trucker Winner.

CHILlicothe, OH... A distinguished veteran with 20 years in the U.S. Army received the annual "Transition Trucking: Driving for Excellence" award during a special ceremony hosted by the MHC Kenworth RoadReady Center in Chillicothe, Ohio.

Truck driver Ivan Hernandez of Werner Enterprises received the keys to a Kenworth T680, the top award in the recognition program. T680 features the complete PACCAR Powertrain with a PACCAR MX-13 engine,

PACCAR 12-speed automated transmission, and PACCAR 40K tandem rear axles, and includes a 76-inch sleeper equipped with the Kenworth Driver's Studio package of premium elements for a luxurious, relaxing and comfortable living environment. The T680 was produced by employees at the Kenworth Chillicothe plant.

Hernandez enlisted in the U.S. Army as an infantryman at the age of 20. Over the course of his military career, Hernandez deployed to Iraq and Afghani-

stan four times. In 2006, while serving in Iraq, Hernandez was wounded in action. For his heroism, Hernandez received two Bronze Star medals and a Purple Heart.


"I'm truly honored to receive this award from among an outstanding group of military veterans who served our country and have excelled in their new career as professional truck drivers," Hernandez said. "I'm excited about the opportunities that this Kenworth T680 offers

for me. Thanks to Werner Enterprises, Hiring our Heroes, FASTPORT and Kenworth for their support of this important program that encourages and supports veterans making the transition into the trucking industry."

"We appreciate the service of Ivan Hernandez to this country and we wish him continued success in his trucking career. It was an honor to present Ivan with the keys to the Kenworth T680 on behalf of Kenworth and all our employees," said Lisa Berreth, Kenworth marketing director.

Under the program, runner-up Ray Miller (U.S. Army/Stevens Transport) was awarded \$10,000, while finalists Gail Losee (U.S. Army/Stevens Transport) and Shaun Mason (United States Marines Corps and U.S. Army/Prime Inc.) each received \$5,000.

The four finalists were determined by tallying scores from a selection committee. The four advanced to an online vote on the Transition Trucking website (<https://www.transitiontrucking.org/>), where people could view a video of each driver and vote their choice for the top military rookie driver. Hernandez received the highest overall tally.



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Apex Transportation Drivers Enjoy Experience of a Lifetime Hauling U.S. Capitol Christmas Tree in Kenworth T680



U.S. Capitol Christmas Tree Tour drivers William 'Butch' Hanna (left) and Theron Schmalzried Photo credit: James Edward Mills

WASHINGTON, DC... For Apex Transportation drivers William 'Butch' Hanna and Theron Schmalzried, transporting the 2020 U.S. Capitol Christmas Tree from the Grand Mesa, Uncompahgre and Gunnison (GMUG) National Forests in Colorado to Washington, D.C., was an experience like no other.

"It was such an honor to be a part of this special transport," said Hanna. "I've received several awards from the Colorado Motor Carriers Association (CMCA) over my career—something I'm particularly proud of—and the opportunity to be one of the drivers responsible for hauling the U.S. Capitol Christmas Tree tops it all. It was a humbling experience to represent Apex Transportation

and the great state of Colorado in this journey."

Hanna and Schmalzried used a Kenworth T680 to transport the 55-foot Engelmann Spruce U.S. Capitol Christmas Tree. The 2020 U.S. Capitol Christmas Tree Tour, which began on Nov. 10 in Montrose, Colorado, featured 10 stops, primarily in Colorado en route to Washington, D.C. While public participation was limited this year, Schmalzried said nothing could derail the drivers from spreading the holiday spirit.

"It's been a challenging year for so many," said Schmalzried. "In times like these, it was important to spread some positivity out into the world. We drove a great looking Kenworth T680 with an awesome Christmas Tree-themed design

that was worth checking out, and of course, the U.S. Capitol Christmas Tree. Many people safely checked out the tree as we made our way to Washington, D.C."

As a regional driver for Apex Transportation, Hanna was responsible for transporting the tree from Montrose, Colorado (near the tree harvesting site in the Uncompahgre National Forest) to Bass Pro Shops, one of the U.S. Capitol Christmas Tree Tour stops in Denver. Following the tour stop, Schmalzried began his leg of the journey that concluded in Washington, D.C.

The U.S. Capitol Christmas Tree lighting ceremony was held Wednesday, Dec. 2, on the West Lawn of the U.S. Capitol Building.

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Industry Cites Truckers' Essential Role In Vaccine Distribution

Arlington, VA... The American Trucking Associations called on policymakers to remember the trucking industry's essential status as a national vaccine distribution strategy is being formulated by officials across various levels of government. In letters sent to the White House, the CDC Advisory Committee on Immunization Practices, President-elect Biden and the National Governors Association, ATA asked that the trucking industry's workforce be included in prioritized access pools along with other essential workers.

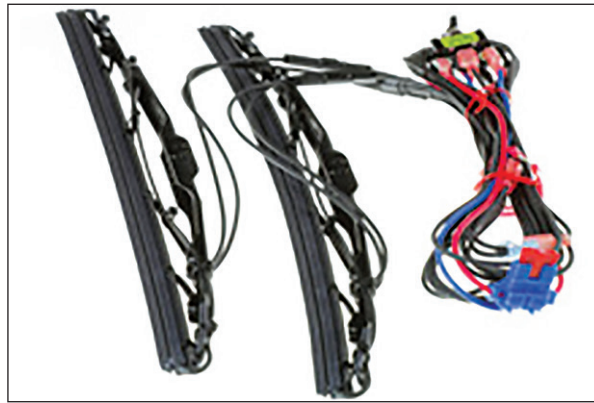
"Our workforce represents a central and critical link in the nation's supply chain and will play an essential role in the imminent COVID-19 vaccine distribution process," wrote ATA's executive vice president for advocacy, Bill Sullivan. "As the trucking industry is called upon to deliver vaccines across the country, it is imperative that truck drivers have prioritized access to the vaccine to minimize the potential for supply chain delays and disruptions."

Since the onset of the pandemic, the trucking industry has been crucial throughout all phases of the national response effort, providing direct and indispensable support to workers of every category across the frontline - from healthcare professionals and first responders to grocers and pharmacists. This invaluable role now expands further as the nation begins mobilizing for the largest vaccine distribution campaign in our history.



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ATLANTIC MINE, MI... Wouldn't it be nice, when you walk out to your truck to clean off the snow some frosty morning, that you could flip a switch and defrost your wiper blades? Better yet, imagine driving in a blinding snowstorm and not having to stop to snap the snow and ice from your wiper blades! Fortunately, Everblades, a company headquartered in the Upper Peninsula of Michigan, has developed a product designed to endure the worst snowstorms the Northern U.S. can dish out. In fact, Everblades continue to work in tempera-

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Latest Trucking Industry News

OOIDA's Todd Spencer Seeks Top Spot At FMCSA



Todd Spencer

Grain Valley, MO... The Owner-Operator Independent Drivers Association's president and CEO, Todd Spencer, formally notified President-elect Joe Biden's transition team that he is interested in serving as the next Administrator for the Federal Motor Carrier Safety Administration. The FMCSA is an agency in the Department of Transportation that has regulatory oversight of the trucking industry.

"Representing our nation's small-business truckers has been my life's work," said Spencer in the letter. "I still aspire to do this for many years to come, but sometimes we are compelled to make a difference in other ways," he added.

FMCSA's primary mission is to reduce crashes involving large trucks, something that Spencer believes he can help accomplish.

"There are more regulations in place today than ever, and there is more enforcement and compliance with those regulations, yet highway safety isn't improving," said Spencer.

Throughout his long career, Spencer has pointed out that regulations often exclude input from those who actually drive trucks for a living. He is also a critic of the regulatory regime because rules are too rigid and not tailored to reflect the operational diversity in trucking.

Spencer has a commercial drivers license and knows what it is like to make a living behind the wheel of a truck. He has worked directly with FMCSA and predecessor agencies such as the Interstate Commerce Commission. He's testified before Congress, served on the Motor Carrier Safety Advisory Committee since its inception several years ago, and was recently selected as a Top 10 leader in transportation by media outlet Business Insider.

ATA Truck Tonnage Index Fell 6.3% in October

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 6.3% in October after gaining 5.7% in September. In October, the index equaled 106.8 (2015=100) compared with 114 in September.

"While there are indications that the economy is losing momentum, I believe October's tonnage softness was more of a seasonal issue during a pandemic than anything else," said ATA Chief Economist Bob Costello. "Typical seasonality is off this year and it was a reason why October was down so much. Not seasonally adjusted tonnage was down a fraction as much as normal over the last five years during September, leading to a big seasonally adjusted gain. However, that means October's not seasonally adjusted tonnage grew less than half as much as it typically does, leading to a big drop in the seasonally adjusted figure. There are plenty of carriers still saying that tonnage, retail tonnage in particular, is good."

September's gain was revised down to 5.7% from our October 20 press release.

Compared with October 2019, the SA index contracted 8.7%, the seventh straight year-over-year decline. Year-to-date, compared with the same period in 2019, tonnage is down 3.9%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 114.4 in October, 2.7% above the September level (111.4). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

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

FMCSA Extends Emergency Declaration

FMCSA announced that they have expanded and extended the Emergency Declaration that was set to expire on December 31st. This extension includes the same regulatory relief for motor carriers and drivers providing direct assistance in support of relief efforts related to COVID-19, as included in the September 11th modified and extended declaration. The primary change with this current declaration is the inclusion of vaccine transportation.

The expanded declaration published today is limited to the transportation of:

1. Livestock and livestock feed;
2. (New exemption) Medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19;
3. Vaccines, constituent products, and medical supplies and equipment including ancillary supplies/kits for the administration of vaccines, related to the prevention of COVID-19;
4. Supplies and equipment necessary for community safety, sanitation, and prevention

of community transmission of COVID-19 such as masks, gloves, hand sanitizer, soap and disinfectants, and;

5. Food, paper products and other groceries for emergency restocking of distribution centers or stores.

Please note, this expanded declaration became effective at 12:00 A.M. December 1st and expires on February 28th, 2021.

As with previous declarations, emergency regulatory relief is provided from parts 390 through 399 of the FMCSRs, including the hours-of-service regulations.

Emergency relief does not include certain FMCSR's related to the safe operation of CMVs, such as controlled substance and alcohol testing, financial responsibility requirements, CDL requirements, operation of a CMV while ill or fatigued, size and weight requirements, and additional FMCSR's which are outlined in the declaration.

You can check out the applicability, restrictions, and limitations which are included in the exemption posted on FMCSA's website.

Bendix Commits To Halving Greenhouse Gas Emissions By 2030 And Achieving Carbon Neutrality By 2020

ELYRIA, OH... Bendix Commercial Vehicle Systems LLC (Bendix) has stepped up its climate action plan by committing to cut its CO2 emissions in half by 2030, and to achieve carbon neutrality by 2021.

In the area of Responsible Consumption and Production, Bendix has implemented zero-waste-to-landfill projects and cultural changes across all Bendix manufacturing locations, to self-certify six manufacturing locations in 2020 as zero-waste-to-landfill facilities.

With the newest version of its sustainability strategy, Bendix is placing an even more heightened focus on climate action by implementing tactics to pursue climate neutrality in the near term, followed by an increased reduction in carbon emissions by 2030.

Under its climate strategy commitment, Bendix will halve its greenhouse gas emissions from the 2018 baseline by 2030 in accordance with science-based targets and the goals of the Paris Climate Agreement.

Bendix will achieve the new level of CO2 reductions via three main tactics: continued energy efficiency projects, on-site generation of renewable energy, and procurement of green energy combined with carbon offsets to aid the reach of carbon neutrality from 2021 onward.

To this end, Bendix is investing in key energy efficiency projects, and on-site or its own generation of renewable energy. These include on-site solar energy generation at the Huntington, Indiana, campus, beginning in October 2020 with a finish date of June 2021.

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March 9-12, 2021 – The Work Truck Show – Indiana Convention Center, Indianapolis, IN. For more info, visit www.worktruckshow.com

March 25-27, 2021 – Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 23-25, 2021 – 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

May 9, 2021 – Annual Make-A-Wish Mother's Day Convoy - For more info, visit www.wish-convoy.org or phone 717-283-4868.

June 3-6, 2021 – Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

July 17, 2021 – Gulf Coast Big Rig Truck Show – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pat-timccleney@gmail.com

July 23-24, 2021 – Keystone Chapter ATCA Truck Show – 139 Municipal St., East Freedom, PA. Trucks, Tractors, and Machinery welcome. Dash plaques while supplies last. No Judging. Friday evening dinner and Ice Cream Convoy. Food and drinks on Sat. For more info, visit www.keystonetruckshows.com or call 814-224-2084

August 6-8, 2021 - Carlisle Truck Nationals – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 13-14, 2021 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22, 2021 – Big Rig Truck Show – Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

September 11, 2021 – Bedford County Convoy of Diesel Dreams – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 24-25, 2021 – 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

September 23-25, 2021 - CSM'S Guilty By Association Truck Show (GBATS) – 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>

October 2 – Victory Road Truck Show – hosted by Pittsburgh Power and Long Haul Custom Detailing, held at the Victory Road Business Park, 3600 S. Noah Dr., Saxonburg, PA 16056. Activities include: Show 'N Shine, Live Dyno Runs on the Pittsburgh Power Chassis Dyno, Food Trucks, Kids Activities, Raffle Prizes, Giveaways and much more! For more information, call Pittsburgh Power at 724-360-4080

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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Pacifico Reflections - No I, Me, Or My

by: Mike McGough

Several people wanted the position. He wasn't well known beyond where he had lived, ran a small store, served as postmaster, and practiced law. His education was meager. He paid his bills and supported his family, but he was not a man of means, by any means. Those who opposed him were better known, had broader bases of support, and had either inherited well and/or done well for themselves.

He had to first be selected as a candidate, then he had to be elected to the office. He started with a small base of local support. He had friends, a growing number of them in fact, and they were loyal. There was something about him that attracted people. By his own admission, he wasn't much to look at, he was gawky, his clothes were often ill fitted to his substantial height, and his voice was rather high pitched, particularly when speaking to a crowd.

He didn't have an impressive record of accomplishments. In fact, he had a fairly long list of failures. His one successful venture into national politics ended leaving him with little or no reputation and nothing particularly impressive to recount, should he venture into politics again.

Any reasonable odds maker would have tagged him a longshot. Who then, were the people who admired him and believed that he had a chance? They were the people who knew him, had spent time with him, and shared stories with him. They had become a part of his life, and he had become part of their lives. Looking past exterior trappings, they saw a potential

politician with real promise, not a person bolstering his potential with fake promises and self-aggrandizement. This guy was the real deal.

At the convention, he positioned himself, with the help of his friends and supporters, as a strong second choice to each of the front runners. It was a long process, but in the end he won. Now the real challenge, the election of 1860, was on in earnest. Once again, the candidates who opposed him looked far better than he did on paper and to the odds makers. When the votes were counted, more people voted against him, than for him, but because he was running in a field of four, Abraham Lincoln won. In March of 1861 he became the 16th President of the United States.

Even before his inauguration, the nation began dividing itself north and south. Less than two months after Lincoln's inauguration, the opening shots of the Civil War were fired. This man who was nominated as a second choice and elected with less than half of the votes cast, was charged with leading a country through a war the outcome of which would determine its very survival as a nation. In the midst of that war, following what would be the turning point battle of the conflict, Lincoln once again found himself the second choice.

Following the Battle of Gettysburg in July of 1863, plans were made to establish a national cemetery in Gettysburg for burial of the Union dead, not carried to home cemeteries. The honor of delivering the keynote address on Thursday, November 19th, the day of the cemetery dedication, was

given to Edward Everett of Massachusetts, a well-known orator, politician, professor, ambassador, and statesman of the day. Everett spoke for more than two hours, while Lincoln's "... a few appropriate remarks. . ." took a little more than two minutes.

Lincoln, who was afforded second billing for the day, stole the show. His remarks, some 270 words, demonstrated to an anxious nation and a watching world, the simple yet powerful gifts that powered him. Lincoln had empathy—lots of it. It was genuine and real. It made him accessible, showed his compassion, and demonstrated a rare depth of human understanding. He also possessed a humble belief that great things can happen when little concern is given to who gets the credit.

Lincoln's comments in Gettysburg 157 years ago highlighted the epic and tragic struggle that gripped the nation. He spoke in very human and empathetic terms, offering no statements of blame or credit. Nowhere in his address did the President use the words I, me, or my. Instead, he opts for we, us, and ours.

Words matter. They can call for unity or sound an alarm for discord. They can wound, or they can heal. They can show apathy, or they can demonstrate caring. They can reinforce the isolation of narcissism, or they can offer the embrace of empathy. Lincoln spoke to a hurting nation more than a century and a half ago. He can and should be a solid reminder of the enduring powers of empathy and humility, for a hurting nation today!

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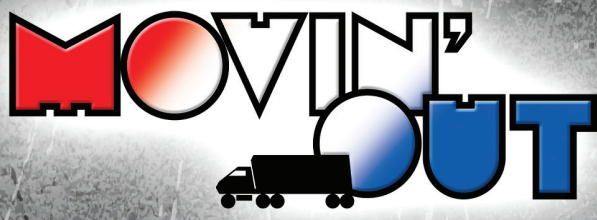
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Working Show Truck Of The Month

Cecil Wolfe



By Robert Conrad

Cecil Wolfe used to dream of driving trucks as a young boy riding with his dad in his GMC "Crackerbox" tractor, along with the F-Model & H-Model Macks that he used to own. After years of riding with him, Cecil got his chance to get behind the steering wheel at age 16, when he drove his dad's F-Model Mack 237 with a 5 speed. In his own words, Cecil felt like "the king of the world" that day, and he knew that he would drive trucks for a living just like his dad.

When Cecil graduated high school, he remembers an old missionary asking him what

he wanted to do in life, and he said he'd like to drive trucks like his dad. She quoted Psalm 37:4 reading "Delight thyself in the Lord & I'll give you the desires of your heart!" Cecil has certainly done this in his life, and he feels the Lord has truly blessed him with a trucking career that will begin its 45 year in 2021!

A heart attack ended his dad's trucking career, but Cecil began his lifelong journey in 1976 when he started driving full time. His dad drove for 42 years without any major accidents and Cecil has done the same. In fact, Cecil was the 1993 VA

state grand champion truck rodeo driver, as well as the 1993 National Champion. He also was voted onto America's Road Team in 1994. His current ride is actually the first truck he ever bought, this 1998 KW W-900L, with its brilliant orange base color trimmed in a classic white stripe. It had 750,000 miles on it when Cecil bought it, and it was a short wheelbase daycab hauling gas. The truck has undergone several transformations, with the help of Cecil's son Jeremiah who Cecil says has been the "brains" behind the family truck builds. The truck was turned into a tri-axle

haling lowboys, then a small sleeper tandem, and today it has an 80" Double Eagle bunk.

Cecil started his own company, Wolfe Motor Lines, back in 2003, hauling gas with his customized Peterbilts. Today he runs flatbed freight, mainly lumber and building products, for his dedicated customer Turman Hardwoods. Cecil's classic KW has close to 3 million miles on it, but it looks better than ever!

Cecil wanted to send a big thanks out to his wife Ann for standing by his side for 42 years, his daughter Tiffany for all of her help in the office, and his

son Jeremiah for building the cool rides with him over the years. Jeremiah is a trucker himself of 20+ years, and Cecil says that between his dad, himself, and Jeremiah they have 107 years & over 7.5 million miles with no major accidents. Quite an accomplishment for an incredible trucking family! One thing's for sure, God has certainly blessed this little boy who had dreams of being a trucker in his heart!



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