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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2023 Trivista Truck Show - Old, New, And Everything In Between



H. Bowers' 1919 White and 1914 International were crowd pleasers at the 2023 Trivista Truck Show. Turn to pages 12 & 13 for story and more photos.
- Photo By Pam Pollock -

The Pursuit of Excellence in the Industry



The Rhodes are Drivers for Boyle Transport.

by Laura Duryea
What is excellence? All carriers strive for excellence, but what makes a company culture one in which professional drivers want to work through to retirement? Does your carrier treat its employees like individuals, or just one more cog in the machine? Does your carrier ask your opinion about ways to improve, or does it just bark orders and expect you to fall in line? The leaders of the industry are creating a culture where drivers are loyal because they feel valued. They feel like they have a stake in the success or failure of the carrier and work hard so all parties ex-

continued on page 21

Motor Truck Equipment Company Approaches A Century Of Service



Motor Truck Equipment's Carlisle, Pennsylvania dealership.

By Steve Pollock
CARLISLE, PA... The Motor Truck Equipment Company has been serving truckers for over 90 years. Founded in 1933, the company has grown to ten Pennsylvania locations under the ownership and management of the Mitchell family. Under the Motor Truck Equipment umbrella, the company has four distinct subsidiaries:
•Kenworth of Pennsylvania – Kenworth parts, sales, and service with dealerships in Carlisle, Clintonville, Dunmore, New Stanton, and Shartlesville
•Motor Truck Thermo King – dealerships in Carlisle and Shartlesville
•Motor Truck Pac Lease – Carlisle, Clintonville, Dunmore, New Stanton, and Shartlesville
•Additionally, the com-

continued on page 5

Sheetz Opens New Two New Locations With Truck Diesel Fuel Lanes



Altoona, PA... On Friday, November 17, Sheetz, a major Mid-Atlantic restaurant and convenience chain, opened its new store located at 4700 County Dr. Disputanta, VA 23842. In honor of this grand opening, Sheetz donated \$2,500 to the FeedMore Food Bank, a nonprofit dedicated to feeding indi-

viduals who are food insecure across 29 counties and five cities in Virginia. A second donation of \$2,500 was also presented to the Special Olympics of Virginia. A proud supporter of the Special Olympics for over 30 years, Sheetz also extends its support to the organization through product donations and event

volunteers. The store includes five lanes that offer high flow diesel fuel and Diesel Exhaust Fluid (DEF) for semi-trucks, along with 10 fuel terminals for other vehicles. The store also features 25 free parking spaces, available for overnight parking to truckers. This new location, which was Sheetz's 39th store

to offer truck diesel fuel lanes, can be easily accessed by truck drivers from I-295 Exit 38. On Thursday, November 30, Sheetz opened another new store located at 155 Oak Grove Church Rd. Mount Airy, NC 27030. The store includes six lanes that offer high flow diesel fuel and Diesel

Exhaust Fluid (DEF) for semi-trucks, along with 12 fuel terminals for other vehicles. The store also features 50 free parking spaces, available for overnight parking to truckers. This new location, which is Sheetz's 40th store to offer truck diesel fuel lanes, can be easily accessed by truck drivers from I-77 Exit 100.

In honor of this grand opening, Sheetz donated \$2,500 to the Second Harvest Food Bank of Northwest North Carolina, a nonprofit dedicated to increasing food security and creating pathways to build a stronger Northwest North Carolina.

A second donation of \$2,500 was also presented to the Special Olympics of North Carolina. A proud supporter of the Special Olympics for over 30 years, Sheetz also extends its support to the organization through product donations and event volunteers.

Included in the 2023 "Companies that Care" list by Great Place to Work and PEOPLE Magazine, Sheetz is committed to supporting the local communities it serves. For the third time in four years, Sheetz was the only convenience store chain

included on the list which highlights the top companies in the U.S. that have succeeded in business while also demonstrating outstanding respect and care for their employees and communities. Sheetz was also ranked third in the 2023 Best Workplaces in Retail list by Fortune, trailing only Wegmans Food Markets and Target for the second straight year.

Named a Best Regional Fast Food Chain by USA TODAY's 10Best Readers' Choice travel awards, Sheetz will offer its award-winning Made-to-Order (MTO®) menu at this location where customers can order any of Sheetz's customized specialty drinks or food items around the clock.

Sheetz operates 700+ store locations across Pennsylvania, North Carolina, Virginia, West Virginia, Ohio and Maryland, with all locations open 24/7, 365 days a year. Customers can check if other Sheetz locations sell high flow diesel fuel and Diesel Exhaust Fluid (DEF) through the Sheetz mobile app or website, by filtering "truck diesel" and/or "Bulk DEF."



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OFF THE BEATEN PATH

BY PAM POLLOCK

Swan Lake...

Sometimes a girl, or in my case, a little old Grandma keeps secrets from her parents – and well, pretty much the rest of the world. And for some unknown compelling reason, I feel the need this morning to spill my guts and share this tale with all of you. If my Mom were still alive, she would be shocked, horrified and worried about what her “Pammy Sue” had done and she would cluck her tongue and scold me and then we’d hug it out...

My adventure began this past March, early in the month. We had a seasonably warm winter thus far but this morning it was in the 20s and there was some snow on the ground. Early March is a prime time for the Tundra Swans to pass through our area on their Spring Migration path. Most of you know that I am a Birder. I am totally obsessed with birds and love taking photos of them. A couple of years ago I struck the Swan bonanza and found hundreds of Tundra Swans cruising on Lake Arthur at Porters Cove in nearby Moraine State Park. On this particular Sunday morning, I thought I would venture down to the Park and see if my “lucky birding feeling” would be accurate.

I told my husband where I was going and put on my new Columbia winter boots that I had received for Christmas. They cost over \$100; this little tidbit will be important later on. I grabbed my gloves and of course my expensive camera with the super-duper telephoto lens and headed out on my adventure. Porters Cove is kind of an off the beaten path (see what I did there?) area of the park. It's situated across from the lake that has the majority of trails and launches and swimming areas.

My SUV and I bounced down the narrow, dirt road and sure enough, there were some Swans back in the cove. Way back in the cove. Not hundreds but enough to make this birder happy. I love to watch these graceful creatures glide along the lake, their long necks curved and poised. The problem was that where I was standing, at the edge of the lake, I could not get a good close-up photo of the Swans, even with my super-duper telephoto lens. So, I decided to get back in my SUV and bounce back the road for about a mile and park in the mud and trek along what I am guessing is an old gas well trail for almost a mile and come on the backside of the cove. I actually patted myself on the back for this brilliant plan.

I would like to say that the walk back the trail was a piece of cake for me, but I'm middle-aged, chunky, have 2 bad knees and I was toting a very heavy camera. I was huffing and puffing when I made it to my final destination. (And let's just say that it almost was my fi-

nal destination...). I jumped off the gas well path and jogged down through the woods. Score! I found the Swans, and some ducks, and even some Ring-billed Gulls! I was happily snapping photos but I wasn't quite content with my shots. I wanted close-up photos of these magnificent Swans. I decided I would just “pop” down the little bank I was standing on in the woods and skirt the edge of the cove. It sounds good on paper, eh? It wasn't...

I managed to take several steps down and away from the bank when disaster struck. I wasn't on the edge of the cove – I was IN the cove. And mud grabbed ahold of me and sucked me in without warning. One moment I am cheekily chortling to myself that I was sooo smart and the next second, I am entrenched in mud up to my knees. I was stuck. I didn't panic at first. I checked to make sure that my keys and cellphone were safely zipped in my coat pocket. I didn't want to lose those items when I began to move to get myself out of the miry mud. I made sure that the camera strap was nice and tight because I definitely didn't want my camera falling in. Water was filling my boots and no matter how hard I tried, I could not lift my legs and get out of that mud. I called, “Help”, which was very silly, because there was no one around save the Swans, the ducks, and the gulls and they didn't give a fiddle-fart about my predicament. In layman's terms, I was screwed.

I started wailing and thrashing and somehow, I managed to briefly free one boot, and I triumphantly raised my leg only to have it plummet back down into the mud. I thought about calling my husband and casually saying, “Hey, honey. How's it going? Are you busy? Can you jump in your pick-up truck and drive for 20 minutes and then walk back and somehow get me out of the mud that I am stuck in?”

I didn't think my sanity or my cold body could wait that long. So I thrashed around some more and then I began yelling, “Dear Lord! Help me, Mom! Help me, Jack! Help me, Strick!” And my Mom, brother and

father-in-law and the good Lord must have been listening because my one foot slipped out of the boot and I was able to plant it on the mud without being sucked in. And here was my dilemma, would I be able to retrieve the boot and free my other leg? I was not; however, I did get the other foot released from its boot. I spied a root hanging from the bank and stretched my short little body as far as I could, while firmly grasping my camera with one arm, I got ahold of that root and somehow got myself up that bank. I glanced back to check out my \$100 Columbia boots but could not see them. I was bordering on hysteria from my ordeal. I was cold and wet up to my kneecaps. I was tired. So, what did I do, in my wet, stocking feet, I went through the woods, a little further down that old trail to take some more photos of the Swans. Finally it dawned on me that this probably wasn't the time to be focused on photography, so I began the almost 1 mile walk down the trail in wet socks. I felt every twig, rock and yes, the snow as I trudged back to my car. Once inside my auto, I stripped off my socks and tossed them in the back. I rolled my pant legs up and turned the heater on to its highest setting.

I gave thanks for being set free and I started the drive home, in my cold, wet bare feet.... And then I realized that I was a little hungry after my ordeal and I made a swing through the McDonald's drive-thru at the Pilot Truck Stop.

And so that, folks is my tale of being On and IN Swan Lake. And Dad, now you know my secret that I made my family promise to never tell you.



“Swan Lake” and the photo that was the beginning of my woeful tale.

PGT Trucking Lights Up The Night



PGT Professional Truck Driver Frank Nathanson

Frank Nathanson is a Professional Truck Driver for PGT Trucking and is also a photographer. He took this fabulous photo of his truck during the fireworks display at the 2023 Walcott Truckers Jamboree.

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Motor Truck Equipment Company Approaches A Century Of Service



L to R: Motor Truck Equipment Company President Tim Mitchell and Frank Miller, Executive Vice President, during the company's 90th celebration.



Kenworth T680



Kenworth W900L

continued from page 1

company offers Kenworth Parts and Service in Pittsburgh, York, Lancaster, and Muncy.

Two milestones in the Motor Truck Equipment Company's history are receiving the Kenworth franchise 55 years ago in 1968 and becoming a Thermo King dealer for 17 Central Pennsylvania counties in 1943.

A lot has changed since 1933, and Motor Truck Equipment Company has changed with it. They have added additional branches over the years to be more

accessible to their customers parts and service needs, offering them fully staffed and knowledgeable parts and service departments with factory trained technicians.

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parts support is available as well as all Kenworth loyalty programs. The full line-up of Kenworth trucks are in stock, including the popular W900L, T680, and even the new Electric T680E, K270E, and 370E models. An extensive inventory of quality used trucks are in stock as well. If you don't drive a Kenworth, Kenworth of Pennsylvania offers parts and service for all makes of trucks and are authorized warranty and service centers for CAT, Cummins, PACCAR, with most locations located on

continued on page 9

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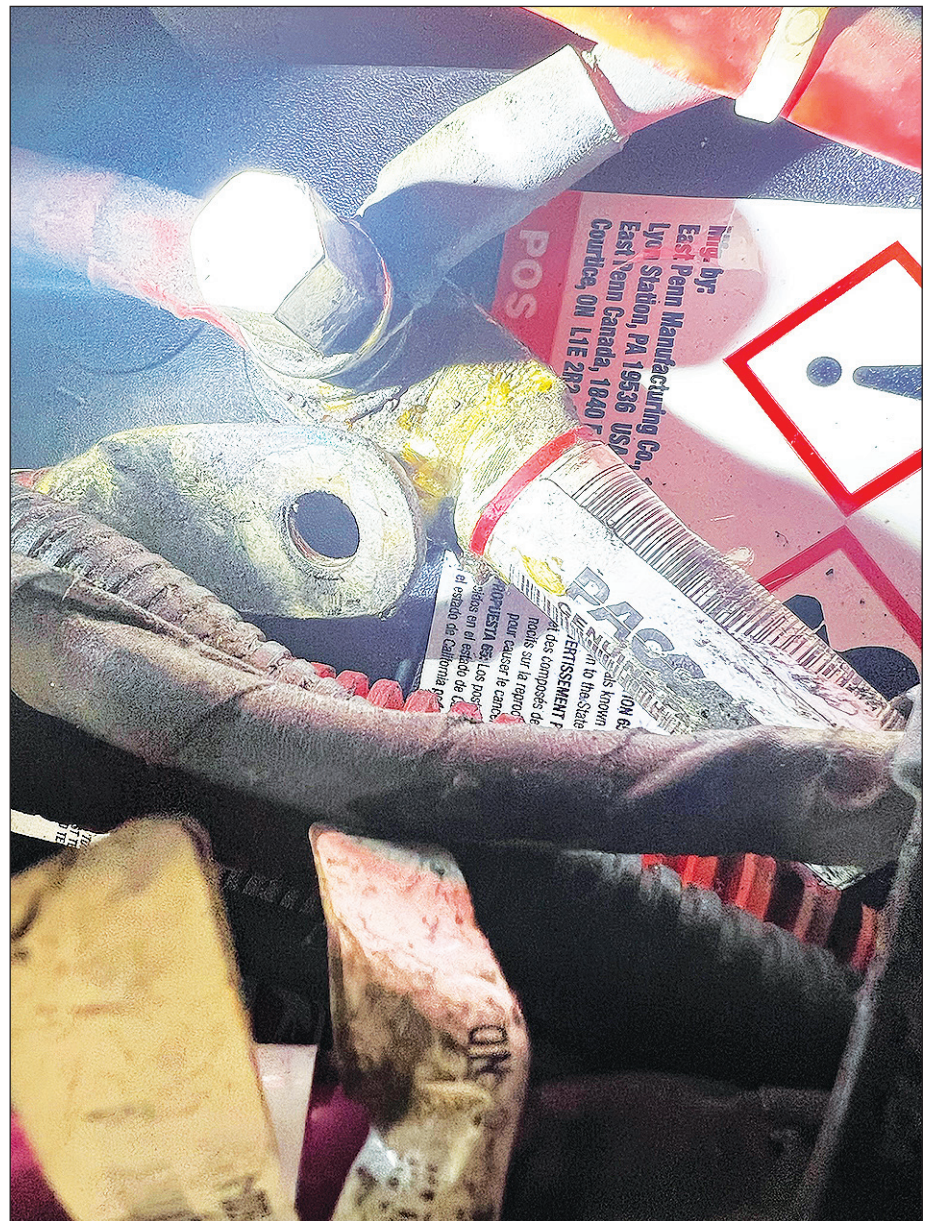


High Performance Diesels with Bruce Mallinson

Did I hear someone say a Volvo with a Volvo engine never breaks down? Well, guess what? We have a Volvo powered by Volvo in our shop for vibration issues. Our team of electrical engineers installed our vibration-analyzing equipment on the truck while it was running on the dyno and found severe vibrations coming from the front of the truck. Upon inspection, they found the four front engine mount bolts

were gone. Nothing was holding down the front of this engine; I'm surprised the engine is still in the chassis. If this had been a mechanical engine with throttle linkage, the driver would have known something was wrong because as the engine torqued up, the linkage would have been pulled, and the engine would have accelerated on its own. However when it's drive by wire, there is no throttle linkage

to pull. From underneath the truck, the rear engine mounts appear to be in good shape; however, the bolts have to be stretched, so we are going to replace the mounts and bolts. This Volvo only has 438,000 miles, so what caused the front engine mount bolts to fall out? If you listen to our radio shows and read these articles, you should know this answer. Torsional twisting, caused by the injectors firing and forcing



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the piston to the bottom of the stroke, is the cause, and the TORSIONAL DAMPER absorbs the torsional twisting. When the damper is worn out, something has to absorb the vibrations. It's my belief that this Volvo needs a new torsional damper. Many people call it a harmonic balancer; however, the correct name is torsional damper. The torsional damper is a shock absorber for the engine and should be replaced at around 500,000 miles. A worn-out damper WILL break engine parts.

TROUBLE WITH VOLTAGE

To err is human. We all make mistakes, and that is how we learn. However, making mistakes on our trucks in the garage can

be costly. We recently had a 2019 Peterbilt 389 in our shop with several intermittent electrical issues. The issues started off sporadic and became more frequent. The main issue was a no-start, no-crank issue. The other issues included erratic headlight issues, check engine lights, and aftertreatment issues. The owner had replaced the batteries and starter, and the starter interrupted the relay without success. Whenever we hear of a truck with this many electrical issues, we start by inspecting ground and power connections.

Most of the connections in the battery box were new since they recently replaced the batteries. With a few tests, we quickly found

that the fuse box under the hood only had 6 volts going to it. This fuse box powered several things like the engine ECM, the headlights, trailer lights, the aftertreatment, and several other circuits. We knew we definitely found an issue here. We traced the wiring back from the fuse panel to the battery box, where we discovered that the fuse box connection to the battery was fine. Still, this battery was not connected to the other batteries in the box. Ah ha! We measured 12 volts on two of the batteries and 6 volts on the third battery. This box only had three batteries. After digging through the loom and zip ties mess,

continued on page 7

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High Performance Diesels



continued from page 6

we found the battery was disconnected. After connecting the battery and charging the whole bank, we were ready to start the engine and call this job complete. However, it still didn't start. One of the mechanics noticed that the lift pump on the engine wasn't coming on when we turned the key on. This must mean the ECM is either dead or not getting power. We checked the fuses, and they were fine. We tried the ECM on the bench, and again, it was fine. So, what we found was that the top ECM connector was broken and wasn't fully seated in place. The connector was broken from a previous repair where some-

one tried to either take the connector off or put it back on. These connectors are brittle and break easily. We repaired the latch, and the truck fired up without issues once the connection was fully seated.

HAPPY HOLIDAYS!

As the holiday season unfolds, we want to extend our warmest wishes to you and your loved ones. May this festive season be filled with joy, laughter, and the warmth of shared moments. We hope you find time to relax, reflect, and rejuvenate, surrounded by the love of family and friends.

Looking ahead to the coming year, we are excited about the possibilities and challenges it will bring. We are committed

to continuing our pursuit of excellence and providing you with the highest level of service. Together, let's make the upcoming year even more prosperous.

Once again, thank you for making 2023 an amazing year for Pittsburgh Power. We are truly grateful for the trust you have placed in us. We wish you a joyous holiday season and a Happy New Year filled with good health, prosperity, and continued success.

Written by:

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Latest Trucking Industry News

Freight Advocacy Coalition Applauds Appointment of Allison Dane Camden to Lead USDOT Freight Office

WASHINGTON, DC... The Coalition for America's Gateways and Trade Corridors (CAGTC) congratulates Allison Dane Camden on her appointment to lead the U.S. Department of Transportation's (USDOT) Office of Multimodal Freight Infrastructure and Policy (Freight Office) as the first Deputy Assistant Secretary for Multimodal Freight. She most recently served as the Deputy Assistant Secretary of Multimodal Development and Delivery for the Washington State Department of Transportation (WSDOT) – a member of the Coalition for America's Gateways and Trade Corridors. CAGTC Executive Director Elaine Nettle offered the following statement:

"Allison Dane Camden is a proven leader with extensive experience working in the transportation and goods movement industry. From her time supporting Congressman DeFazio and the House Committee on Transportation and Infrastructure in advancing various freight policy initiatives, to leading government relations at WSDOT for one of the most trade dependent states in the country, Deputy Assistant Secretary Camden is ideally suited to take on this important leadership role at USDOT. Over the years, CAGTC has had the pleasure of working with Ms. Camden in her various roles. Her comprehensive policy expertise and strong understanding of our nation's complex and multifaceted freight infrastructure needs will prove valuable to the Administration and freight community alike.

In advancing the Bipartisan Infrastructure Law, Congress recognized the complex nature of national freight policy and investment decisions by calling for the establishment of a dedicated freight office within USDOT, which has been a longstanding priority for CAGTC. The Freight Office will serve as an essential resource in facilitating improved modal alignment and

coordination among federal agencies, overseeing the administration of multimodal funding programs, and guiding national freight planning and policy development. Throughout her impressive career, Deputy Assistant Secretary Camden has demonstrated the leadership and specialized multimodal freight industry knowledge needed to carry out the Freight Office's mission and begin establishing its legacy for decades to come. CAGTC looks forward to supporting her and the Freight Office on this important work."

ATA Truck Tonnage Index Increased 1.1% in October

American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 1.1% in October after declining 1.1% in September. In October, the index equaled 115.2 (2015=100) compared with 113.9 in September.

"After hitting a floor in April, tonnage has slowly and inconsistently improved, but remains 3% below its recent peak in September 2022," said ATA Chief Economist Bob Costello. "Despite the monthly gain, truck freight remains soft as it continues to contract on a year-over-year basis. It is important to remember that our for-hire truck freight index, which includes both truckload and LTL freight, is dominated by contract freight with minimal amounts of spot market loads. The traditional spot market remains much weaker than contract tonnage."

September's decline was unchanged from our October 24 press release.

Compared with October 2022, the SA index fell 2.1%, which was the eighth straight year-over-year decrease. In September, the index was down 4.1% from a year earlier.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 119.7 in October, 6.3% above the September level (112.5). 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 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue earned by all transport modes.

COP 28: Achieving a Pragmatic Energy Transition with Advanced Engines and Renewable Biofuels

WASHINGTON, DC... The assessment of progress toward meeting international climate change goals, the value of commitments, and near-term reductions in carbon are at the forefront of deliberations at the 28th meeting of the United Nations Council of the Parties (COP28) underway in Dubai.

Increasingly the size and scope of the climate challenges are becoming clearer, with all signs pointing toward the need for a diverse set of solutions—in both policy and technology.

As H.E. Dr. Sultan Ahmed Al Jaber, the President-Designate for COP28 UAE said, "Together, we will prioritize efforts to accelerate emissions reductions through a pragmatic energy transition, reform land use, and transform food systems."

The Engine Technology Forum's Executive Director Allen Schaeffer says, "A pragmatic energy transition begins with the understand-

ing that we must continue to utilize and optimize our existing energy systems, even as we accelerate efforts to develop new fuels and technology options for a reduced carbon future that relies less on fossil fuels.

"The possibility for a new energy economy built on renewable electric power and new fuels like hydrogen holds equally great potential and uncertainty of success. There is an increasing, and shared, recognition that such a shift to a new energy economy will be uneven both in duration and effect.

"Until then, the global economy must continue to function by enabling mobility, providing power, and working the land to serve the growing global population.

"Internal combustion engines function at the intersection of our two energy worlds; utilizing abundant energy from fossil fuels and cleaner energy from renewable fuels. They are uniquely suited to leverage the best of both worlds; the role that they are playing today. One out of every two economic sectors depend on internal combustion engines and fossil fuels. Trucks, trains, buses, marine workboats, as well as agricultural, forestry, mining, and construction equipment rely almost exclusively on diesel technology.

"Even as new fuels and technologies emerge, internal combustion engines will be best suited and continue to serve many of these key sectors for decades to come. This makes continued advancements in internal combustion engines and fuels essential to the kind of progress needed, both near term and long term, in meeting global climate goals.

"We must value carbon reductions in whatever form they come and recognize all opportunities for investment. There is an undisputed time value to carbon removal in the near term. Substituting an increasing percentage of low-carbon renewable biodiesel fuels for fossil fuels across the population of millions of existing diesel engines, vehicles, and equipment is proven to yield valuable and immediate reductions in greenhouse gases as well as other emissions. These benefits are achievable in a relatively short timeframe at lower cost compared to that required to introduce new technologies and their supporting fuel infrastructures.

"We cannot deny developed or developing countries the opportunity for progress. Tackling the multiple challenges of reducing greenhouse gas emissions, as well as implementing adaptation and mitigation measures, ultimately requires many technologies and solutions. It only makes sense that we leverage the best of what we have available from internal combustion engines using advanced renewable biofuels as new fuel and energy technologies emerge."

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Motor Truck Equipment Company Approaches A Century Of Service



Kenworth T380

continued from page 5

or near major highways. The company even offers maintenance services for your trailer as well. In addition, Carlisle and Shartlesville offer complete Thermo King sales, parts, and service. Most locations offer extended service hours from 7 am – midnight Monday-Friday and Saturdays 7 am – 3 pm.

The Motor Truck Equipment Company also has ca-

reer opportunities available throughout the branches – positions for outside parts reps, parts counter associates, parts warehouse lead associate, and service technicians. The company offers competitive wages, a full benefit package and sign-on bonus for service technicians, see their website for details.

The only consistent thing in this world, it seems,

is change and the Motor Truck Equipment Company will be continually evolving, embracing new technologies, and finding additional ways to better serve their customers. Call one of their 10 locations or go to www.kwofpa.com if the Motor Truck Equipment Company can be of service to you.



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Peterbilt Recognized as a Top Company for Women to Work for in Transportation by Women In Trucking



Peterbilt is proud to be recognized as a 2023 Top Company for Women to Work for in Transportation by the Women In Trucking (WIT) Association. This recognition program was developed in 2018 to support WIT's mission to promote the accomplishments of companies that are focused on the employment of women in the transportation industry.

"Peterbilt values its diverse workforce. Recognition as a Top Company for Women to Work for in Transportation for the sixth consecutive year reflects

our ongoing commitment to providing career advancement opportunities that empower women in their careers and create a workplace culture that values and celebrates the contributions of all employees," said Jason Skoog, Peterbilt general manager and PAC-CAR vice president.

Peterbilt has several initiatives to support diversity and inclusion in the workplace that include the Peterbilt Diversity Council which is committed to recruiting, developing and promoting a diverse workforce and equal ca-

reer opportunities for all employees and Employee Resource Groups like Peterbilt Women's Initiative (PBWIN) that advocates for inspiring, professionally developing and championing the empowerment of women.

Peterbilt is committed to employing a highly qualified workforce that drives innovation through a collaboration of diverse perspectives. Visit <https://www.peterbilt.com/careers> for more information and to see career opportunities.

Something to Think About - Take Me Out to the Ball Game

by: Mike McGough

The growingly divisive nature of politics was off-putting to him. He saw friendships dissolve, family members disgruntled with each other, and an ongoing rush to judgment, that in way too many cases was based on what one network offered as opposed to another. Increasingly, fact was giving way to fanciful imagination that if screamed loud enough and repeated often enough was being accepted as though it were the absolute truth.

Politics and far too much of life in general was becoming binary; it was an either-or proposition. Middle-of-the-roads were a vanishing breed. It used to be a pretty sound rule of life not to engage in too deep a discussion of either religion or politics. More and more, religion was becoming way too political, and the old warning against discussing politics too deeply was now a warning not to mention it at all. That was unless you either knew exactly who you were talking to and their political posture or you were ready to have your views questioned and potentially attacked.

Political discourse, a two-way exchange of mutually respected views, was virtually a thing of the past. In its place was coarse banter, unseemly accusations, and a generally bothersome assault that often escalated. It often became a contest to seeing who could talk louder and longer, couching personal opinions with, "I read" or "I heard" without ever offering a source. Being open to someone else's opinions was a sign of weakness, and

doing so meant you were disloyal to whatever it was you believed. As much as he could, he stayed out of it. His contention was, that when individuals voted, they often set their public posturing aside, and did what they thought was right. At least that's what he hoped most people did.

He had an offer to go to a baseball game. He took it in an instant. It was a long drive, but the company was great, there were good meals on the way, and the game was at one of those classic stadiums he'd always wanted to visit.

It was a beautiful fall Saturday afternoon, so it was a sell-out crowd. There was a palpable excitement in the stadium. It was a shared enthusiasm. When the National Anthem was played, everybody stood, took their hats off, and many sang along. They were neither fans of the home team or the visitors; they were all citizens of the same country. They shared a common respect and showed mutual deference.

Looking around the stadium, the dominate color was red, that worn by the home team. There were numerous pockets of teal dominate color sported by the visiting team as well. In this setting, they all sat together demonstrating and enjoying a casual yet very real respect for each other.

Early in the game, a batter took a shot from a foul tip to the shin. Dang, that had to hurt, and down he went. You could have heard a pin drop. Trainers rushed onto the field, helped him up, and supported him as he walked it off. When he

did and walked back to the plate. Everyone cheered. He wasn't just a player. He was a person who was down, he was back up, and that wasn't lost on these true fans. Besides being fans they too were people who may have been down a time or two, so they knew how good it feels to get back on your feet.

During the game, the crowd sang "Take Me Out To The Ball Game." In one collective voice, 35,000 individuals belted out the familiar tune. In the 7th inning, as a group, they stood and stretched. It was a tradition, a custom, and part of the voluntary decorum that had become part of the rituals of the game more than a century earlier. It was one of those free-will things that baseball fans have long enjoyed, valued, and were respectful of those who didn't.

When the game was over, there was a winner and loser. Some fans were happy and others were a bit disappointed, but they respected each other, for on another day the fortunes of the game would turn. In fact, they did the next day!

For a little over two and a half hours, these folks shared a journey back in time and left some of the clutter and frustrations of daily life out on the street. To be sure they picked it back up on their way to whatever came next in their day. But for a time, a precious time, they had a little respite.

Never pass up a chance to take in a baseball game. It's well worth the time and can pleasantly soften your perspective on life!

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Fremont Private Holdings And Management Acquire Hunter Truck



IMPORTANT ANNOUNCEMENT

**ELEVATING EXCELLENCE:
HUNTER TRUCK'S NEW PARTNERSHIP WITH FREMONT PRIVATE HOLDINGS**

BUTLER, PA,... Hunter Truck ("Hunter" or the "Company"), a commercial truck dealership group with 19 locations, has been acquired by Fremont Private Holdings ("FPH") and current CEO, Jeff Hunter, from various Hunter

family members. Hunter was founded in 1938 when Homer Hunter opened a small service station in the rural town of Eau Claire, PA. In 1950, Hunter Truck began operating several commercial truck dealerships. Pe-

terbilt took notice of Hunter's progress and in 1983 awarded Hunter a Peterbilt franchise. Today, the Company has grown to become one of the largest heavy truck dealership groups in the country with operations in four states (Pennsyl-

vania, New York, West Virginia, and New Jersey). Since inception, Hunter has been run as a family business with an emphasis on quality products and customer service.

Hunter will continue to be led by CEO Jeff Hunter, who commented, "We spent a lot of time looking for the right partner to help us grow the Hunter business. We feel fortunate to have found FPH. The FPH team shares our values and has a long history of working closely with management teams to build businesses."

According to Scott Earthy, Managing Partner of FPH, "It has been a pleasure working with the Hunter family through this transaction. We wish them well in their next endeavors. We are excited to start our partnership with Jeff Hunter and the management team as the Company continues to serve all its stakeholders – employees, customers, suppliers, and our OEM partner, Peterbilt."

Andrew Bronzo, Principal of FPH, add-

ed, "Hunter Truck is an exceptional business with a strong culture and an industry leading team. We look forward to growing the business organically and through acquisitions over the long term."

Raymond James served as exclusive financial advisor and Evans Petree served as legal counsel to Hunter Truck on the transaction. Goodwin Procter served as legal counsel to Fremont Private Holdings on the transaction.

For more information on Hunter Truck, please visit www.huntertruck.com.

Fremont Private Holdings is the direct private investment arm of Fremont Group®, the family investment office for the Bechtel family. Bechtel Corporation, the family's engineering and construction business, was founded in 1898 and has grown to become one of the largest family-owned businesses in the United States. FPH strategically partners with founder and family-owned middle market businesses with a long-term investment horizon. For more information, please visit www.fremontprivateholdings.com.

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2023 Trivista Truck Show - Old, New, And Everything In Between



By Pam Pollock
 YOUNGSTOWN, OHIO... TriVista Companies Youngstown, located at 5751 Cerni Place in Youngstown, Ohio, hosted their annual truck show on August 19, 2023. It was a beautiful summer day with some equally beautiful Big Rigs and Pick-up Trucks on display. As this story title states, there truly were old, new, and everything in between at the show!

Attendance for both trucks and spectators was great. Additionally there were vendors, food, raffles, and even a donut truck!

\$2,500 was raised during the show and donated to St. Vincent DePaul to benefit families in need.

The People's Choice Award was presented to Bryan Retych and his gorgeous 2014 Peterbilt 389 Glider.

Look in future issues of Movin' Out for information on the 2024 TriVista Truck Show.

The People's Choice Award was presented to Bryan Retych and his gorgeous 2014 Peterbilt 389 Glider, which is owned by DSI Transport and Bulk.

- All Photos by Steve Pollock and Pam Pollock -



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Pam Pollock**

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Wreaths Across America 2023 – “Serve And Succeed”



Kenworth of Pennsylvania Clintonville General Manager Wade Calderwood greets Chuck Andrews, an O/O and member of the WAA's Honor Fleet. 228 wreaths were unloaded at KW of PA's Clintonville location.

Chuck Andrews, Owner-Operator of Harry Ball Trucking and his dog Lucy, aka Fluffy made 10 stops to deliver 5,100 wreaths to be laid on Veterans graves.

By Pam Pollock, Editor
CLINTONVILLE, PA... December 13th was a blustery, cold day as I stood in the parking lot of Kenworth of Pennsylvania in Clintonville, Pennsylvania. I was awaiting the arrival of Professional Truck Driver Chuck Andrews, Owner-Operator of Harry Ball Trucking of Cleveland, Ohio. Andrews, a Profes-

sional Truck Driver for 38 years, and his adorable dog Lucy, aka Fluffy departed Harrington, Maine on December 10th as part of Wreaths Across America's Honor Fleet. 700 trucks were hauling 3 million wreaths to be placed on Veterans graves. A modern day Santa, if you will, instead of a sleigh and eight reindeer, An-

draws and Lucy were on a mission to deliver 5,100 wreaths to ten different locations in Pennsylvania and West Virginia in their 2018 Kenworth W900 Glider, "Honorary Icon" and 2012 Utility Trailer. Waiting to greet Chuck Andrews and Lucy at Kenworth of Pennsylvania was General Manager Wade Calderwood

and Committee Members from the Wreaths Across America - Clintonville Methodist Cemetery Chapter: Ash Drake, Location Coordinator; Ashley Rayl, Co-Location Coordinator; Penny Graham; Mayor of Clintonville Megan Weber; and helpers Jake Rayl, and Larry McKinley. Andrews took time from his busy schedule (he had

one final stop of the day to deliver more wreaths) to talk about his love of being part of the WAA Honor Fleet. He explained that he had been involved with WAA for 10 years. He considers it a "true honor" to deliver the wreaths to adorn the graves of Veterans at his own personal cost - his time, truck, fuel

and all expenses are paid out of his own pocket. 2023 marks the 1st year that the Clintonville Methodist Cemetery participated in Wreaths Across America and the dedication and hard work of Committee Members Ash Drake, Ashley Rayl, Penny Gra-

continued on page 15



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Wreaths Across America 2023 – “Serve And Succeed”



30 volunteers placed over 200 wreaths at the Clintonville Methodist Cemetery on December 16th.



Movin' Out Editor Pam Pollock places a wreath on the grave of her Great-Uncle Floyd Whitehouse, who served in the U.S. Marine Corp. during World War, and fought in the Battle of Iwo Jima and was present when they raised the flag.
- Photo by Jack Roddy, all others by Pam Pollock -



Penny Graham, Ashley Rayl, O/O Chuck Andrews, Ash Drake and Megan Weber, Mayor of Clintonville. Andrews had the Wreaths Across America banner custom made for his truck. He had people he met while making his wreath deliveries sign the banner.



Penny Graham places a wreath on the grave of James Vogus, an immigrant from Germany who fought in the American Revolutionary War.

act, in the cemetery having a wreath. This is an incredible accomplishment due to the fact that they only had 3.5 months to fundraise and spread the word to get the wreaths donated. To quote the Wreaths Across America's website: "These wreaths symbolize a commitment to Remember and Honor our nation's veterans through the laying of wreaths on the graves of our country's fallen heroes and the act of saying the name of each veteran aloud."

continued from page 14

ham, Megan Weber, Wanda along with the generous donations from the community and area businesses resulted in the remarkable feat of having EVERY Veterans grave, 228 to be ex-

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A Likely Story - "Tour De Farce"

By Roger Clark

One of the most memorable segments of my trucking career was doing marketing tours. I didn't know what 'Event Marketing' was, before actually doing it, but the learning curve was easy. All I had to do was show up on time and was immediately everyone's best friend. The best part was working with the same people every week, while the worst part was working with the same people every week.

I was just a freight hauler, back then, but I had two things going for me. First, I was good-looking, of course, but I also had a great-looking truck. Little did I know that charm and appearance ran a distant second place to timely performance. I struggled my whole life with mechanics, arithmetic, wimmen, and computers, but I was a

quick learner, and it paid off repeatedly.

Tours lasted anywhere from three to six months, and from sea to shining sea, which was enough to keep my ex off the scent, and creditors off my back. It's better to live on borrowed time, I learned, than to live on cash advances, so the marketing teams thought I was independently wealthy. Which you could say I was, in a way.

In truth I was a customer of Wells Fargo and never bounced a check, but after 14 years I had a credit limit in the hundreds. Instead of a Visa card lined in platinum, they gave me a debit card covered in coal dust. It didn't get me in trouble till I'd been on tour a whole two weeks.

Checking into a four-star hotel in Sacramento, the desk clerk asked me for a credit card. "Why?" I said,

too embarrassed to admit I didn't have one. "Well," he responded, "we just need it for incidentals." "What the h— are incidentals?" I stammered. But before he could answer, the Tour Manager showed up and covered for me, telling the desk clerk to put all my expenses on the master bill.

"Incidentals" of course mean anything taken from the mini-bar, borrowed from the breakfast room, or stolen from the linen inventory. Marketing teams sometimes consider it a game to relieve the hotel of anything and everything. But me, I was afraid to keep even a used bar of soap. All I needed, after all, was some state trooper searching my cab for a three-ounce bottle of shampoo! "Never mind the drugs," I could hear him say, "and ignore the automatic weap-

ons. We're here for the important stuff!"

So nightmares of stolen hair conditioner aside, I adapted pretty quickly, becoming an extra hand for operations, construction, running errands, and being the designated driver when alcohol was part of the problem, er, event. You have no idea how big a 44-ounce Margarita is until you have squeezed the perp into a passenger seat!

In downtown New York City, Pittsburgh, and Atlanta, they wanted the truck parked directly in front of the hotels, which required special permits, issued by agencies I'd never even heard of. It also required reserving up to eight car parking spaces, which left the four-wheelers furious with only you-know-who.

We shared hotel spaces with the Pittsburgh Steelers, where I met head coach Bill Cowher, the Atlanta Braves, and the Oakland Raiders, where I learned right from John Madden what a Turducken is. I'll just tell ya now, it was weird!

There's a lot of night driving, whether you're driving for Upstaging, Clark Transfer, Stage Call, Game Creek Video, or NEP, but they pay well, stay safe, and appreciate good jokes. Well, okay, you might want to keep a lid on the humor, but the camaraderie is worth every punchline!



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Speed Limiters: 'Listen To The Truckers,' Lawmaker Says

By Mark Schremmer, Land Line Media

A proposal that would mandate speed limiters on heavy-duty trucks received considerable scrutiny during a House subcommittee hearing on Wednesday, Dec. 13.

With FMCSA Administrator Robin Hucheson among the witnesses at a hearing about how the 2021 Infrastructure Investment and Jobs Act is being implemented, several lawmakers used the opportunity to question speed limiters and point out many of truck drivers' concerns.

"Listen to the truckers," said Rep. Troy Nehls, R-Texas. "I think they would know better than bureaucrats and, specifically, Congress on this."

In 2022, the Federal Motor Carrier Safety Administration issued an advance notice of proposed rulemaking that considered requiring most commercial motor vehicles to be equipped with a speed-limiting device.

The advance notice didn't include a proposed top speed but still received heavy opposition from truck drivers. More than

15,000 comments were filed, with the majority coming from truck drivers who spoke out against a requirement that – in many cases – would force them to drive below the legal speed.

Rep. Mike Bost, R-Ill., voiced his concerns about the speed differentials a mandate would cause between cars and trucks on the highway.

"There's two problems," Bost said. "One, when I was a state legislator in Illinois, we had one speed limit for cars and one limit for trucks. And we discovered through our research that it caused more wrecks than if everyone just went with the flow of traffic. The other problem that you have is that if you have a skilled driver, you've just limited his ability to use speed to react to get away and protect while driving a vehicle."

Rep. Eric Burlison, R-Mo., also noted that the combination of forcing truck drivers to operate below highway speed limits and work under strict hours-of-service regulations could prompt speeding in slower zones.

"Many of these truckers may end up in a situation

where they have to make up time," Burlison said. "And because they have the speed limiter, the only place to make up time is in city streets, suburbs and construction zones. Are you concerned about the motivation that you're creating that, I think, would reduce safety in these important areas?"

Hucheson declined to answer specific questions about the speed limiter rulemaking until a formal proposal is released. The notice of proposed rulemaking, which could be unveiled as early as this month, is expected to include a top speed at that time.

Nehls encouraged Hucheson to listen to truck drivers' concerns and cited articles in Land Line Magazine that point to some of the problems involving speed limiters.

"I hope you consider the 15,000 comments from truck drivers who have provided input on this rulemaking," Nehls said.

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2024 Shell Rotella® SuperRigs® Calendar is Available for Order



The 1984 Kenworth W900B owned by JR Schleuger is featured in July.

The 41st Shell Rotella® SuperRigs® rode into Gillette, Wyo. this year, carrying with it a theme of Big Rigs, Big Competition, Big Country.

Drivers competed for numerous awards and sought a coveted place in the 2024 Shell Rotella SuperRigs calendar. Twelve drivers were selected to have their trucks featured in the annual calendar that was photographed in the Gillette area.

The 2024 Shell Rotella SuperRigs calendar is now available to be ordered online here: sralendars.com. The calendar tells the hardworking stories of the drivers who traveled to Gillette to participate in the annual truck beauty contest. Some highlights of the Shell Rotella SuperRigs calendar include:

•APRIL – Cody Davis from Cokeville, Wyo. remembers always wanting to have a truck in the SuperRigs calendar as a kid. This past year was his first time at the competition where he showed off his hardworking 2022 Kenworth W900.

•JUNE – Truett and Crystal Novosad from Caldwell, Texas have been coming to SuperRigs for over 20 years and won their first Best of Show this past year with their 2007 Peterbilt 379 named Doc Holliday. Throughout Doc Holliday is the theme from the movie, Tombstone, including Doc sayings, an airbrushed silhouette on the firewall, pistols at the ends of the pinstripes, and top hats.

•JULY – JR Schleuger from Britt, Iowa likes old

trucks just like some people like old classic cars. When entering his 1984 Kenworth W900B, he noted, "Anybody can go out and buy a brand new truck and they just have a brand new truck. When you buy an old truck and turn it into a new truck, I feel like you really have something."

•DECEMBER – Mark and Payton Aragon from LaSalle, Colo. took three years to build their custom 2003 Peterbilt 379 which they entered at their first SuperRigs this year. When they were invited to be in this year's calendar, Mark noted it was all the great ideas his son put together that got them a spot.

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From The Chaplain's Desk



**by Ron Fraser,
Transport For Christ
President**

What It means to be a REAL Man of God?

Men, is your life characterized by courage, strength, and love?

We need to live out our callings as men, to be and do what God has called us to be and do. Paul says in 1 Corinthians 16:13 "Be alert, stand firm in the faith, act like a man, be strong. Your every action must be done with love. Despite accepted cultural norms, acting like men doesn't mean being macho, arrogant, overbearing, rude, or harsh. That's immaturity and sin. Men are to love and serve through controlled strength. The power of godly men is wrought through the redemptive work of Christ in our hearts and lives. To be a man in our world— a biblical man— will look different than much of what passes for manhood in the world and even in contemporary Christian cultural expressions.

Being men means build-

ing the lives of those we are responsible for on the bedrock that is Christ. But that can't happen unless our own lives are founded on Christ. So let me briefly explain some ways we must act like men regardless of our current life stage.

First, we must fight the good fight. Second Timothy 4:7 says, "I have fought the good fight, I have finished the race, I have kept the faith." The sign of a good end to the Christian life is a life well fought, a race well run, a faith well kept. That means we need to be well equipped for battle. We need to wear the armor of God, as explained in Ephesians 6.

Secondly, we must be men of integrity. We fight the good fight "of faith" according to 1 Timothy 6. It's faith in Jesus Christ, in the Gospel, and for the sake of the Gospel in the world. We aren't fighting to do good deeds that God might be pleased with us. We are

fighting because God was and is pleased with the work of Jesus on our behalf. That's the Gospel, and it creates men who act like men. Every day we face inestimable temptations that require the fight.

Third, we must pursue God. It has been said that the passive Christian life is no life at all. Too many Christian men see the fight as only about avoiding sin. That's crucial, but there's also a positive fight that we must embrace. We fight as a pursuit of God, that we may know Him better, more deeply. He is our greatest treasure. Knowing Jesus is our greatest joy. We have been bought with a price (1 Corinthians 7:23), we are His, and knowing Him better is our eternal pursuit and the source of our eternal blessing.

You can contact Ron Fraser, Transport for Christ President at 717-426-9977.

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Maine Trucking for Kids Convoy Raises Over \$39,000 for the Kids!



The Maine Professional Drivers Association raised \$39,000 for Camp Sunshine, of Casco, and Camp POSTCARD, of Poland. The funds were raised during their annual Maine Trucking for Kids Convoy, held at the Hannaford corporate headquarters on Pleasant Hill Road in Scarborough, Maine on Sunday, September 17. Camp Sunshine, which caters to critically ill kids and their families will divide the funds with Camp POSTCARD, which caters to disadvantaged kids.



The event's top fundraiser was Jack Rousel of PAF Transportation, who raised over \$10,000 of the funds. Many local companies and drivers participated in the event which included a 71-truck convoy through Scarborough and South Portland around the Maine Mall, Payne Road, and Route 1 areas.

During the event, a touch-a-truck activity took place along with a truck show and a driving competition for the big rigs. A lot of the funds were also raised from the auction, prize raffle, and the huge barbecue. Special thanks go out to Hannaford for the use of the facility and the parking area for staging the convoy and other activities.

The event was hosted by the Maine Professional Drivers Association and the South Portland Lions Club, both of whom have been involved with this annual event for nearly 25 years. More details will be posted on the Maine Professional Drivers Association website at www.mpsda.org/trucking4kids/



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MO 2024

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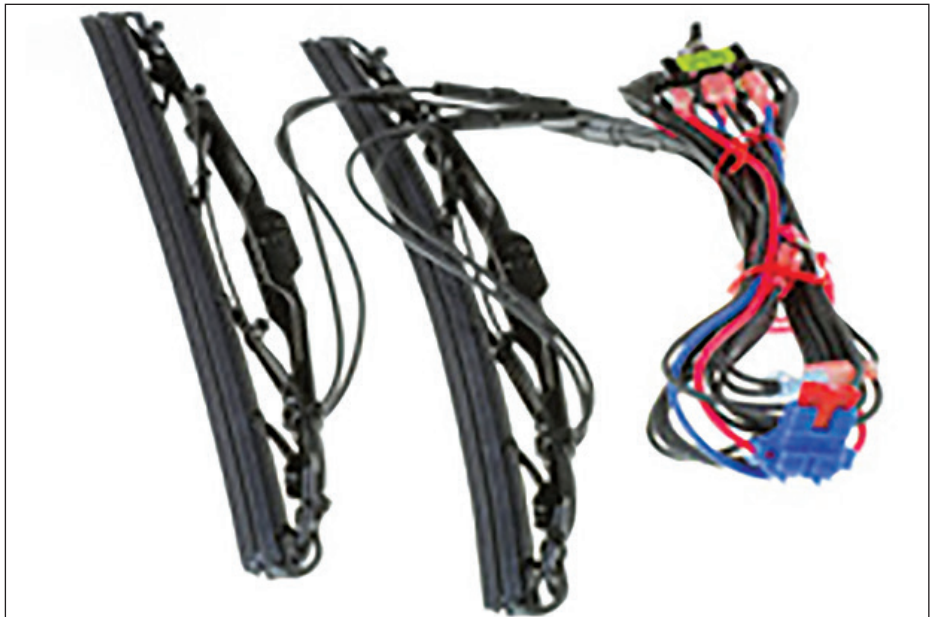
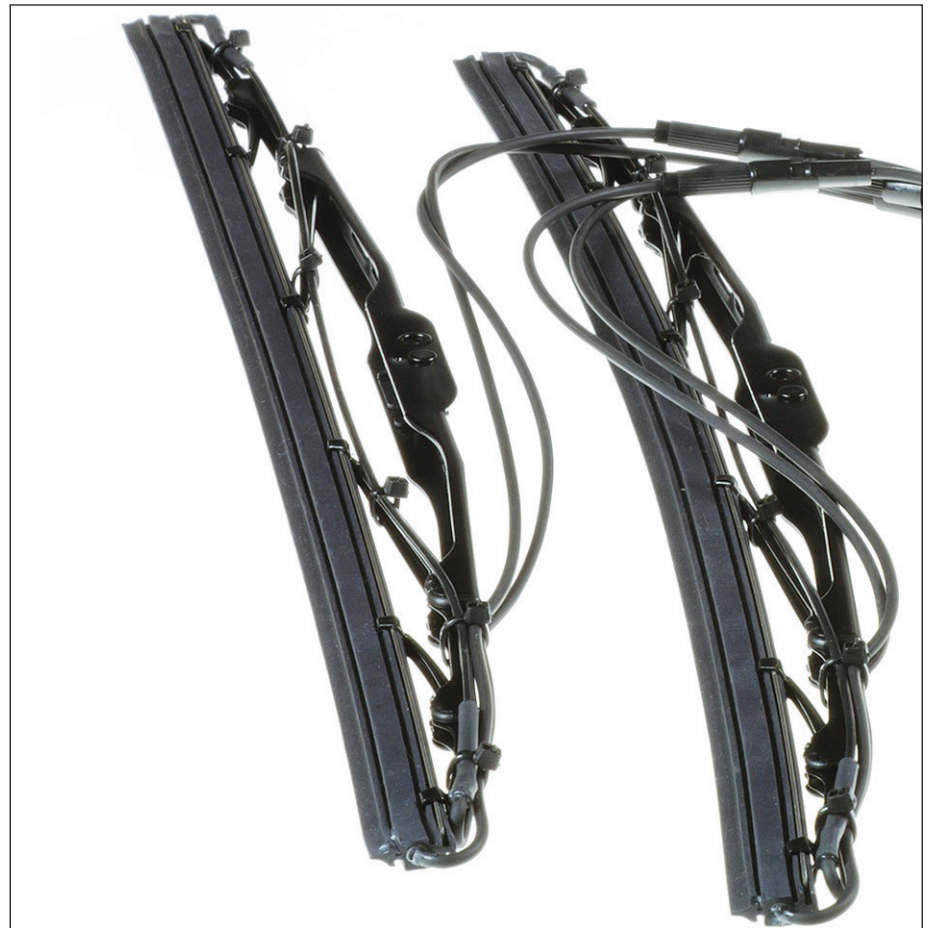
product

designed to endure the worst snowstorms the Northern U.S. can dish out. In fact, Everblades continue to work in temperatures as low as -40°F. The silicone blades are electrically heated evenly throughout the blade and a second heating element along the frame keeps the pivot points clean and working properly. Everblades reach temperatures of 240°F in minutes, eliminating snow and ice buildup.

Everblades are available for semis, trucks, cars, SUVs, buses, and municipal vehicles. They have been in use since 1986 by professional truck drivers, snowplow operators, municipalities, police departments, and virtually any driver who likes to see where they are going in the wintertime.

You can place an order for Everblades online at www.everblades.com or call 1-800-746-0428 and speak to a Michigan based representative. Your order will be filled and shipped the very same day. Your Everblades Heated Wiper Blade kit will include everything you need for installation, which takes about 30 minutes, plugging into the vehicle's existing electrical system.

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Calendar of Events

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February 2-3, 2024 – Mid-West Truck & Trailer Show – Peoria Civic Center, Peoria, IL. Call 217-525-0310 for more info or visit www.midwesttruckshow.com

March 21-23, 2024 – 51st Annual Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

May 3-4, 2024 – Midwest Pride In Your Ride Truck & Tractor Show – Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit www.midwestprideinyourride.org

May 25, 2024 – Semi-Crazy Cornfield Round Up – Waspy's Truck Stop, 2079 US Hwy 71, Audubon, Iowa. Free Truck Show, Midwest Plains Chapter American Truck Historical Society/-Multiple ATHS Chapter Event. For more info contact Russell Spawn, Jr. @ 402-680-6121 or Wade Beck @ 515-229-2147.

June 6-8, 2024 – ATHS National Convention and Truck Show – York, PA. More details will be released in upcoming months. www.ATHS.org

June 6-9, 2024 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 21-23, 2024 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing – 8233 Sidley Rd., Thompson, Ohio. For more info, go to www.kuhnlemotorsports.com

July 11-13, 2024 - Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 27, 2024 – Keystone Chapter ATCA Truck, Tractor, and Machinery Show – 139 Municipal St., East Freedom, PA. 8 am-5-m. Dash Plaques while supplies last. No Judging, No Registration Fee. For more info contact Ken clear at 814-224-2084 or visit www.keystonetruckers.org

August 2-4, 2024 - 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

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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The Pursuit of Excellence in the Industry



Peanut

continued from page 1
 experience mutual success. Discovering a company culture that fits with your goals for your career and future is a tricky and daunting task for any driver. More and more, drivers are researching a new carrier on-line and making decisions based on the reviews and videos they find. This research is critical in making a decision to change companies. For carriers, making sure that their drivers are posting reviews is important and responding to those reviews is a way to demonstrate the culture of the company. Truth and transparency in the industry is a challenge in some areas and

this has led to distrust from many drivers. Many times, a carrier's hiring package is perceived to be just a pitch that sounds too good to be true. Too many drivers have been burned by a carrier that has mis-represented their pay, home time, equipment, etc. and led to a level of wariness that is hard to overcome. This puts the new company at a disadvantage as well because they are viewed in a negative way based on the driver's previous experience. How can a carrier compete with a skewed perception held by a new driver? A perception that is colored by their mistreatment at a former carrier?

With consistent messaging from all departments throughout the whole process of applying, on-boarding, and post-orientation, carriers can start to show the professionalism and culture within the company. Through the delivery of continued interactions that stay true to the expectations of the driver for their new carrier; we can start to change the perception of the new associate and build the trust necessary for maintaining long-term relationships.

Unfortunately, in some cases there has been so much trauma experienced by the drivers that no matter what is done by the new carrier, that filter of past experiences cannot be overcome. Think about that, some drivers have been treated so badly by their other carriers that they cannot trust what is said even when they are being treat-

ed well. It is our responsibility to create a supportive environment for new drivers and to show them that what has happened to them previously should be abandoned to the past and forgotten forever.

That trust is built through subsequent positive interactions, through listening to drivers' needs and concerns, supporting them in their goals for home time and in their professional lives, and being there for them when they are having a really bad day on the road. Driving professionally can be a tough road (pun intended). Managing hours, dealing often with unsafe, untrained and unprofessional 4-wheelers, and the stress of being on the road all can contribute to a driver having a bad day and then needing to vent to someone that cares. As carriers, we can be that person that cares. The benefit that empathy for a driver can provide will have long lasting effects and fortify the relationship that the driver has with all members of your organization. What is the cost of taking the time to listen to a driver and not trying to brush them off or get them off of the phone? It costs the carrier and the individual nothing but could have an exponential effect on retention. Take the time to get to know drivers and what their goals are in life. We have the technology to keep track of these little bits of information for the individual driver that will lead to creating a bond that could last a lifetime.

This small act is worth

the investment for any carrier. Acts of kindness for a driver make them feel as if someone in the world cares when the rest of the world is seemingly against them. This empathy and consideration for the driver is what makes carriers stand out in their pursuit of excellence.

This pursuit of excellence can be shown in the way the driver is treated and the opinion the driver has for their own company. In our current digital age, those opinions are no holds barred and must be addressed on a case-by-case basis to identify when there are potential areas for improvement in the organization. When carriers strive for excellence, we challenge other carriers to change the way we work and can push the entire industry forward. This ultimately improves the living conditions for all drivers across the country.

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ATHS National Convention and Truck Show Goes Big in Reno, Nevada

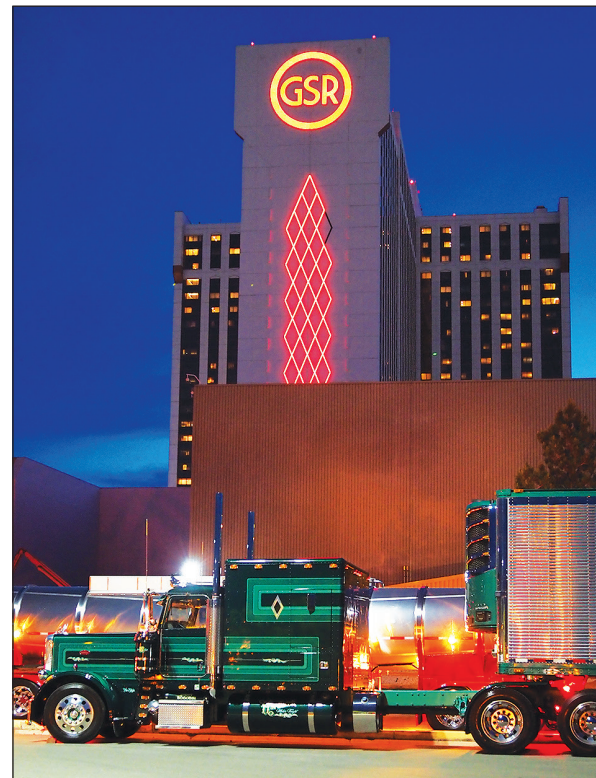
Mark Calendars for June 6-8, 2024, in York, Pennsylvania



The American Truck Historical Society (ATHS) hosted its annual National Convention and Truck Show in

Reno, Nevada, June 8-10, 2023. "There were 837 trucks displayed at the Grand Sierra Resort over the three-day event. And

ATHS welcomed around 7,000 spectators," reported ATHTS Convention Manager Lea Ann Reed. Reno, Nevada, is always



Tahoe were also offered. Executive Director Laurence Graton has always referred to the event as "a convention with a truck show," bringing attention to the learning portion of the event. This year, ATHTS hosted a record-breaking number of 15 Learning Sessions, which were well-received and attended. ATHTS volunteer Tony Martin organized the sessions, even being a speaker himself on a few topics. "ATHS volunteers are the backbone of the Society," Graton said. All speakers are ATHTS members with expertise and knowledge in various topics, from the history of manufacturers to "how to" popular sessions.

"ATHS thanks all its volunteers and sponsors for helping make the National Convention & Truck Show successful," said Graton. "There was a great selection of trucks and trailers to explore different sizes and models, restored and original. ATHTS was bursting at the seams with trucks at the GSR for the first time and had to request that no more combos be parked. It's a good problem to have! Another first was a Light Show, which was well-received by all truck enthusiasts. We now look ahead to being in the 'White Rose City' in York, Pennsylvania, next year. Mark your calendars for June 6-8, 2024."

Learn more and get involved at ATHTS.org.

**- Photos by
Aaron Marsh,
ATHS -**

a good show because of its location. There is a lot to do and see, but more importantly, everything from vendors, trucks, learning

sessions, and meals was in close proximity, making it easy for attendees to find. In addition, off-site tours of Virginia City and Lake

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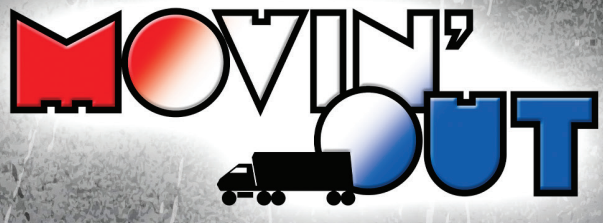
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Working Show Truck Of The Month

John LaRoche/J.A.
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features a 72" bunk along with a polished visor, a custom bumper, and a set of polished full fenders over the rear. The lime green base color is as bright as the mid-day sunshine, and it's complimented perfectly by the blue stripes that are trimmed in white.

John says he and his son primarily do flatbed & dump trailer work in the Northeast. He keeps his polished Peterbilt looking good all year round and it has plenty of power for those heavy loads, thanks to the Cummins X-15 engine that's paired up with a performance 18 speed. The truck is also equipped with Dana Super 40 rears with a 3:70 gear ratio, along with an air ride front axle.

when he was off from school in the summer, and the rest is history!

John started trucking himself when he began hauling freight in 1984, and he was able to become an owner-operator one year later, switching over to dump trailer work. His first truck was a classic 1978 International that he used to pull an older Fruehauf dump trailer with, before being able to purchase his own new Peterbilt.

John expanded to 2 trucks in 2018, with his son, John, joining him at J. A. LaRoche Trucking, LLC. John and his son both drive Peterbilts, and his current ride is this classy 2023 389 model! The truck

By Robert Conrad

We are kicking off 2024 in style with a hard working driver who keeps his truck looking "right" all year round in New England. John LaRoche was born into a "trucking family" with his father Jack becoming an owner-operator in the 1970's and trucking for decades until he just recently retired. John says he went trucking with his dad in his Peterbilt cabover



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Qty 7 - New 25XPL, 25-Ton (Qty 3 - with Hydraulic Ramps) Both Red and Black.



Qty 10 - 42' Wabash-Dry Vans, 42'x96"x125", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).



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Qty 2 - New Eager Beaver 35 GSL-BR, 35-Ton, 24' Deck, Beaver Tail.



NEW - Fruehauf Steel Flatbeds with Spring Sliding Tandems 53' and 48'.



Qty 9 - New Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bar on Curb Side.



Qty 50 - 2024 Vanguard VXP Plate Vans, 53'x102"x136", 110" Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.



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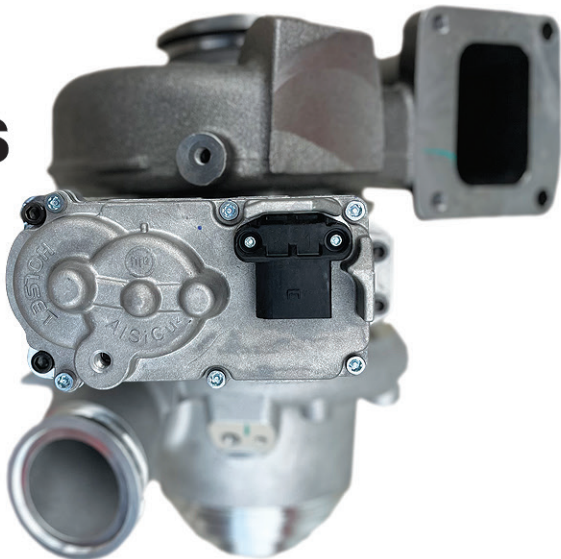
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- 3773562, 3773568, 3773569,
- 3792586, 28821100,
- 28821100, 2882004NX,
- 2882004NX 2882110NX,
- 28821100HX 2882111NX,
- 2882111RX, 3792586H,
- 3792586HX, 5350503,
- 5350506, 5502825,
- 5502825RX

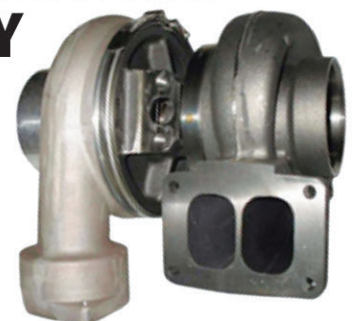
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