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

## 4<sup>th</sup> Annual DMF Cancer Benefit Truck Show and Truck Pull



Best of Show in the Combo Class was Dave Cunningham and his 2024 Pete 389. Turn to pages 12 & 13 for story and more photos. - Photo by Pam Pollock -

### 50 Years In The Rear View Mirror



**By Steve Pollock,  
Publisher**

SLIPPERY ROCK, PA... Wow! 50 years and 600 editions of Movin' Out! Think of all of the changes that we have seen together!

Back in 1975 there was no internet and very few computers. (We didn't have any!) The only people who had fax machines were law enforcement and the government and

if you wanted to make a phone call when you were not home, you had to find a pay phone. Bottled water hadn't been invented yet as well.

Over the years we saw the truck length laws rescinded, creating the demise of the cabover. Deregulation changed the face of the trucking industry. Power steering and air conditioning became standard in trucks. The integral

sleeper, the introduction of ELDs, DEF, and SCR to commercial vehicles and the CDL license.

I think I can also say that the printing industry, driven by technology, advanced more in the past 50 years than in the previous 200 years.

Movin' Out's print longevity has been made possible by our many loyal advertising customers who continued on page 20

### Driven To Be The Best, Driven By The Best



**By Steve Pollock**

SUN PRAIRIE, WI... Becoming one of the nation's premier specialized haulers only comes by earning the respect of your customers and drivers. JK Hackl has done both for many years. After 33 years, the company is still family owned and operated.

Jerry K. Hackl began his career as an owner-op-

erator in 1975 and founded JK Hackl in 1991. His business philosophy was to "give customers the respect they deserve and drivers quality employment."

3-axle drivers are given mileage pay at JK Hackl, earning an average of over \$93K per year. They also drive the best equipment; spec'd like Jerry himself was going to drive one of the trucks - late model Pe-

terbilt 579s equipped with APU units and refrigerators.

JK Hackl offers their drivers a great benefit package that includes free dental and vision. The company has a pet and rider policy, but more importantly - flexible home time. Since JK Hackl is a family owned and operated on page 15

## U.S. Department Of Defense Office Honors Bendix Employee With Patriot Award



From left, Keith McComsey, Kinjal Mistry, and Marc Sotak. Photo Credit: Bendix Commercial Vehicle Systems LLC

AVON, OH... To hear Kinjal Mistry and Keith McComsey tell it, they're both just doing their jobs: McComsey is director of air disc brake systems and products at Bendix Commercial Vehicle Systems LLC (Bendix) in Avon, Ohio, and Mistry is a product owner in McComsey's department – as well as a chief petty officer in the United States Coast Guard Reserve. And through Mistry's efforts, the U.S. Department of Defense's Employer Support of the Guard and Reserve (ESGR) office recently recognized McComsey with its Patriot Award.

"I wanted to take a step to express my sincere gratitude to Keith and Bendix for unwavering support of

my military duties," Mistry said. "A true leader is not just one who guides in the workplace but also one who supports the call of duty, understanding that service to country is just as important as service to company. Knowing that I have the backing of such a supportive employer has made balancing my responsibilities much easier. Bendix's commitment to the well-being of employees who serve in the military is truly commendable, and it makes a significant difference in the lives of those who serve."

The ESGR office was established in 1972 to promote cooperation and understanding between Reserve component service members and their civilian

employers and to assist in the resolution of conflicts arising from an employee's military commitment. The Patriot Award – given to individual supervisors, and not to an entire staff or organization – reflects the efforts made to support citizen warriors through a wide range of measures, including flexible schedules; time off prior to and after deployment; caring for families; and granting leaves of absence, if needed.

"Supporting Kinjal's service in the reserves was an easy choice because I have the utmost respect for those who serve and sacrifice like she does," McComsey said. "I wanted to clear the way so she could do that without feeling uncomfortable, and without any thought that this might be viewed as a burden in the workplace. It's an honor to accept this recognition, and while our co-workers and I appreciate all that Kinjal does here at Bendix, the thanks for her service to our country comes from all of us and our families as well."

Meet the Bendix Patriots  
Bendix IT Manager Marc Sotak leads the Bendix Patriots, an employee resource group that aims to support service members and veterans within the company, within an employee's family, and in the larger community. Participation in the group is open to all employees. Keith McComsey, who himself is not a military veteran or reservist, is an enthusiastic Bendix

Patriots member. Activities have included organizing an annual Veterans Day recognition breakfast for employees; volunteering on National Wreaths Across America Day; and hosting guest speakers, such as an author and former combat physician.

"I served eight years, but when I joined Bendix 20 years back, there wasn't a lot of awareness in the organization about what it would mean if I continued my active duty in the reserves and could potentially be deployed and have to step away from the workplace," Sotak said. "Things are thankfully a little different now, and when Kinjal made me aware of the Patriot Award program, I saw a great opportunity to help our group build bridges between veterans and their families and the community. It's about helping contribute to understanding, and educating, and making a difference."

Pulling Together  
Mistry, who is also a wife and mother, has served in the Coast Guard since 2014. She joined Bendix in 2016, and McComsey has been her supervisor since 2020. Since joining Bendix, in addition to the expected reserve periods, she has also experienced an extended deployment of several months.

"I was deployed in 2017 to support Hurricane Harvey and multiple times after that. The support I received from Bendix during my extended deployments

has been invaluable," Mistry explained. "Their understanding, flexibility, and unwavering commitment to my well-being allowed me to focus on my duties without the added stress of workplace concerns. It's rare to find an employer who genuinely supports both the professional and personal challenges that come with military service, and for that, I am truly grateful."

McComsey said there was never a question that the Bendix team would have Mistry's back.

"Collectively, we knew we'd be supporting her," he recalled. "Not all of us have served – I haven't myself – but we all wanted to do our part to help Kinjal so she could focus fully on her role in the military and helping to protect all of us."

## Peterbilt Recognized as Top Company for Women to Work for in Transportation



Denton, TX... Peterbilt is proud to announce its recognition as a 2024 Top Company for Women to Work for in Transportation by the Women In Trucking (WIT) Association, marking another consecutive year of receiving this esteemed honor.

"Peterbilt values its diverse workforce. Being recognized as a Top Company for Women to Work for in Transportation reflects our

continued commitment to fostering career advancement opportunities that empower women and creating a workplace culture that values and celebrates the contributions of all employees," said Jason Skoog, Peterbilt general manager and PACCAR vice president.

Information on career opportunities, visit <https://www.peterbilt.com/careers>.



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# OFF THE BEATEN PATH



BY PAM POLLOCK

## The Most Wonderful Time Of The Year?

It's exactly fourteen days until Christmas 2024 as I write this column. To be honest, for the past two weeks, I've been feeling a little Grinchy with a side of Ellen Griswold thrown in for good measure. In fact, I've been uttering "You serious, Clark" many times to my spouse.

I'm behind the eight-ball, as usual in my holiday preparations. I know, I know - I do this every single year. And every single year, I loudly proclaim that "next year will be different!" Spoiler alert - it's \*never\* different.

In my visits and text with my cousin Lisa, I have been lamenting, "I'm a hot mess!" Lisa just chuckles as I dramatically flail onto her living room couch and gaze upon her festive tree and decorations. She also scores bonus points for her house being immaculate. She even politely laughs after I explain to her that her birthday presents are somewhere in my mounds and mounds of Christmas presents that need to be unboxed and wrapped.

My husband and I spent our 42<sup>nd</sup> wedding anniversary earlier this week putting up our living room tree together - and we are still married, which is quite a remarkable feat. He even hung up the fireplace mantle lights and assembled my many outdoor decorations.

I looked online at the Letters To Santa from kids wanting presents. There were many, many letters from ADULTS in their 20s, 30s, 40s, 50s and even 60s imploring "Santa" to stuff their stockings and put presents under their tree. A few even asked for the tree. Some of the lists were pretty much demands - 1 year olds wanted iPads and iPhones! "YOU SERIOUS, CLARK" was shouted by Moi several times. PlayStation 5 systems, Oculus headsets, Versace

bathrobes (must be pink!), dirt bikes, go-karts, designer clothes, purses, luggage and perfume, professional sports jerseys, the list went on and on. Adults asked for vacations to Italy, 60" smart TVs, new cars (one lady asked for a Honda, Kia or Mustang), new furniture for their homes and in a



couple of instances - they flat out requested a new house!

Reading all of this made me feel very stabby and I was afraid to gaze into the mirror because I was certain that I was turning green like the Grinch! I mean, come on man - my own grandkids only asked Santa for 1 gift each in their Letters to Santa and the items were less than \$50!

I chose to purchase a lot of items for Operation Christmas Child and to also buy hats, gloves, scarves and treats for local Veterans. We also continued our tradition of buying wreaths for the Wreaths Across America campaign to be placed on Veterans graves.

I headed out to Clintonville, Pennsylvania this afternoon to meet up with Professional Truck Driver Chuck Andrews who

was bringing wreaths that we will place on Veterans graves in three days. It started to snow as I was sitting in the parking lot and soon, I felt as though I was inside a snow globe as huge, white snowflakes danced all around me. It was cold - and I would like to say that I embrace Elsa's mantra of "the cold never bothered me anyway," but alas, this mini snow squall took me by surprise and I was only in a lightweight jacket with no hat or gloves. Chuck and the WWA Clintonville Volunteers were smiling and laughing and working without complaint to unload the hundreds of wreaths.

On my drive home, I stopped several times on the back roads to capture the beauty and serenity of the landscape and trees adorned with a fresh blanket of snow. In that moment, Ellen Griswold left

my body and a sense of hope and wonder filled my senses. The Grinch was still invading my thoughts as I contemplated his sage ponderings, "Maybe Christmas, doesn't come from a store. Maybe Christmas, perhaps, means a little bit more."

And then I arrived back to my office with a deadline to meet and a house waiting for the rest of the decorations to be placed and the presents to be wrapped. But as I walked through the door of our Homestead, I realized that for all the hustle and bustle of the holidays, it truly is the most wonderful time of the year!

Wishing all of you a healthy, happy and prosperous New Year. And Lisa, I hope to find your birthday presents in the next couple of days. What can I say, "I'm a hot mess!"

## Sheetz Grand Opening in North Dinwiddie, VA

NORTH DINWIDDIE, VA... Sheetz, a major Mid-Atlantic restaurant and convenience chain, officially opened its new store located at 6101 Beck Chappell Drive, North Dinwiddie, VA 23803 in December.

In honor of this grand opening, Sheetz donated \$2,500 to the Feed More which collects, prepares and distributes food to bring hunger relief to neighbors in need throughout Central Virginia. Sheetz also made a second donation of \$2,500 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. This new location can be easily accessed by truck drivers from I-85.

Sheetz operates 750+ store locations across Pennsylvania, North Carolina, Michigan, Virginia, West Virginia, Ohio and Maryland, with all locations open 24/7, 365 days a year.

For more information, visit [www.sheetz.com](http://www.sheetz.com) or follow us on Twitter (@sheetz), Facebook ([www.facebook.com/sheetz](http://www.facebook.com/sheetz)) and Instagram ([www.instagram.com/sheetz](http://www.instagram.com/sheetz)).

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- 1. How long have you been with Sheetz?**  
I dove into Sheetz in 2023, and it has been an exciting ride. Just eighteen months in, but I'm already hooked – This is my forever home.
- 2. What's your favorite off-menu item?**  
Give me our bakery's original glazed donut any day. Automatic choice, no thinking required. Maola chocolate milk to wash it down, and I am set for the day.
- 3. How does Sheetz make a trucker's life easier?**  
Convenience is our superpower. We are serving real food, fast, with amazing diesel prices to boot. Our options are simply unbeatable.
- 4. What other amenities do truckerz love?**  
The truckers love our Hot cart items. They have come to expect this service to be readily available, so this has become a number one priority for us at store 838.
- 5. What do truckerz order the most?**  
Truckers are crushing on our burgers! Bone-in chicken wings are their runner-up obsession. It has been a wild ride trying to figure out the pattern!

## STORE 838 – ANTHONY B.'S ANSWERS

# High Performance Diesels with Bruce Mallinson

## Driving Into the Future: Technological Advancements in the Semi-Truck Industry

The semi-truck industry is undergoing a transformative period fueled by cutting-edge technological advancements. From automation to sustainable energy solutions, these innovations are not only revolutionizing how goods are transported but also redefining what it means to drive a truck. However, as with any significant change, these advancements bring both oppor-

tunities and challenges. Here, we explore the latest technologies shaping the semi-truck industry and the pros and cons of their implementation.

Automation and Autonomous Driving

One of the most talked-about advancements in the trucking industry is automation. Semi-autonomous and fully autonomous trucks are being developed by companies

such as Tesla, Daimler, and Waymo. These vehicles use artificial intelligence (AI), cameras, and sensors to navigate roads with minimal or no human intervention.

Pros:

\* **Improved Safety:** Autonomous systems are designed to reduce human error, which is a leading cause of accidents. Features such as automatic emergency braking and lane-keeping assistance enhance safety.

\* **Increased Efficiency:** Automated trucks can operate continuously without

needing rest breaks, potentially speeding up delivery times and reducing costs.

\* **Labor Shortage Solution:** With the trucking industry facing a persistent driver shortage, autonomous vehicles could fill the gap.

Cons:

\* **Job Displacement:** The rise of self-driving trucks raises concerns about the future of truck driving jobs, which millions depend on for their livelihoods.

\* **Technological Challenges:** Autonomous systems still struggle with complex driving scenarios, such as navigating through bad weather or dealing with unpredictable human drivers.

\* **High Costs:** Developing and implementing autonomous technology requires substantial investment, which may take years to recoup.

Electric and Hydrogen-Powered Trucks

Sustainability is a top priority, and the trucking industry is no exception. Electric and hydrogen-powered semi-trucks are emerging as greener alternatives to traditional diesel-powered vehicles. Tesla's Semi and Nikola's hydrogen fuel cell trucks are leading the charge in this domain.

Pros:

\* **Environmental Benefits:** These trucks produce zero tailpipe emissions, significantly reducing the industry's carbon footprint.

\* **Lower Operating Costs:** Electric trucks, in particular, have fewer moving parts than diesel engines, reducing maintenance costs over time.

\* **Regulatory Compliance:** As governments worldwide tighten emissions regulations, adopting cleaner technologies ensures compliance and avoids penalties.

Cons:

\* **Infrastructure Limitations:** The lack of widespread charging or refueling infrastructure for electric and hydrogen trucks poses a significant hurdle.

\* **Range and Payload Constraints:** Current battery technology limits the range and payload capacity

of electric trucks, making them less viable for long-haul routes.

\* **High Initial Costs:** While operating costs are lower, the upfront investment for electric and hydrogen-powered trucks remains steep.

Connectivity and Telematics

The integration of telematics and connectivity solutions is enhancing operational efficiency across the industry. These systems collect and analyze data in real time, providing insights into vehicle performance, route optimization, and driver behavior.

Pros:

\* **Enhanced Efficiency:** Real-time data enables better route planning and reduces fuel consumption.

\* **Predictive Maintenance:** Telematics systems can identify maintenance issues before they become critical, minimizing downtime.

\* **Improved Compliance:** Automated tracking of driving hours and vehicle inspections helps meet regulatory requirements more efficiently.

Cons:

\* **Privacy Concerns:** Continuous data monitoring raises questions about the privacy of drivers.

\* **Implementation Costs:** Installing and maintaining telematics systems can be expensive for smaller trucking companies.

\* **Data Vulnerability:** Increased connectivity can expose trucks to cybersecurity risks, such as hacking or data breaches.

The Road Ahead

The semi-truck industry's technological evolution is a double-edged sword. While these advancements promise to improve efficiency, safety, and sustainability, they also present challenges that must be addressed. Collaboration among manufacturers, regulators, and stakeholders will be crucial in navigating this transition.

Ultimately, the goal is to strike a balance between leveraging technology for progress and addressing its socioeconomic impacts. With thoughtful implementation and innovation, the

trucking industry is poised to drive into a cleaner, safer, and more efficient future.

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## 12 Months of Stunning Rigs: The 2025 Shell Rotella® SuperRigs® Calendar

Roll into 2025 with the ultimate gift for truck enthusiasts! The 2025 Shell Rotella® SuperRigs® Calendar features 12 stunning rigs and the inspiring drivers behind them, captured at the 42nd Annual Shell Rotella® SuperRigs® event in Fort Worth, Texas.

Each month showcases a dazzling truck and the hardworking owner-operators who keep the world moving. Perfect for anyone who appreciates the beauty and grit of the trucking community, this calendar is more than a gift—it's a celebration. The calendar is available for purchase now at [srcalendars.com](http://srcalendars.com).

Here's a sneak peek of the inspiring stories you'll find inside:

MAY:

\* Kevin Benson from Maywood, MO, proudly showcases his 2023 Peterbilt 389. Building trucks with calendar-worthy appeal is Kevin's passion. For him, being featured is the "pinnacle of all trucking calendars."

JULY:

\* Kaleb Hammett from Dodd City, TX, won "Best of Show" with his stunning 2019 Peterbilt 389. Both trucks in his fleet honor his late grandfather, whose legacy inspired Kaleb's trucking journey. He called the photo shoot "an unforgettable experience."

NOVEMBER:

\* Alex Schleuger from Britt, IA, beams with pride as his 2005 Kenworth W900L takes center stage. A trucking family since 1936, Alex credits his cousin's years of attending SuperRigs as his inspiration to compete.



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By **Evan Shelley,**  
Co-founder & CEO

Chattanooga, TN... I am very excited to announce that Truck Parking Club has added our 1000th Property Member location. We now have truck parking locations in 46 states with 24,000 spaces!

When I started this company two years ago, I had no idea the amount of work it would take to

get to this point. It took months to add our first few locations, and to earn the trust of a handful of drivers to the point where they would book with us. Because of the hard work of our tremendous team, half of which are former drivers, we're able to celebrate this milestone on the way to helping solve the truck parking shortage.

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## From The Chaplain's Desk



By Ron Fraser,  
TFC Global President

### We Are Here For You

For decades, we've expected men to appear strong. In advertising and popular media, the alpha male or "man's man" is strong, silent, self-reliant, doesn't express emotions, mocks those who do, and only receives comfort in a woman's arms or at the bottom of several drinks. While it's exciting to watch the adventures of these men on screen, the problem comes when men are pressured to emulate it. It affects what is socially acceptable and how people teach their children. By discouraging men from talking about their emotions we are encouraging men to not talk about mental health issues.

Faced with the proposition of improving workplace wellbeing, many employers understandably ask whether it's their position to influence employee wellbeing in the first place.

Simply put: Creating thriving lives is the right thing to do, and it makes good business sense too.

Isaiah 43:18-19 "But forget all that, it is nothing compared to what I am going to do. For I am about to do a brand-new thing. See, I have already begun! Do you not see it? I will make a pathway through the wilderness for my people to come home. I will create rivers for them in the desert!"

"If we can't find a way to turn pew warmers into soul winners then what we're left with is an army that specializes in war cries .... and not war .... commanders satisfied with the accolades of the troops and not the exhilaration of victory."

TFC Global has developed a chaplaincy program that includes caring for the physical, psychological, and spiritual needs of your professional drivers and their families. Truck driving is characterized as a profession that puts drivers at considerable risk for poor health outcomes due to their work environments that can be seen by chronic stress, disruptive sleep patterns, erratic schedules and excessive time away from support systems. Although many companies have prioritized the health of their

employees and drivers, the workload demands trucking weigh heavily on the development of marital issues, addictions, anxiety, suicide and even poor eating habits.

Wilfred Grenfell said once, "If you are going to commend your gospel to men who do not particularly want to hear it, you must do something for them that they will be certain to understand" He built hospitals for Eskimos.

TFC Global has long recognized the need to come alongside companies and drivers to deliver a ministry of presence that goes beyond what most chaplaincy programs provide. In addition to the spiritual care for this community, we are also able to offer the following services. These services give recipients point-of-contact resources, local referral capabilities and a trained professional chaplain.

\* Crisis Care from a trained chaplain. Available 24/7

\* Pornography addic-

tion assistance through a three-day retreat held twice each year that will utilize our professional counselor network.

\* Human Trafficking Awareness training through our Youth at Risk presentations under our Gateway to Freedom Initiative.

\* Trained counselors to provide needed assistance to the drivers and their families.

\* A casualty and loss program for drivers who have been injured or killed on the highway.

\* TruckersLife Care Centers provide safe parking areas for the drivers as well as helping to meet their physical, psychological, and spiritual needs.

In the coming year won't you help us Care for your Professional Driver and his family by securing a TFC Global Corporate Chaplain for your trucking company or organization or by helping us fund one of our new TruckersLife Care Centers. Check us out at TFCGlobal.org

## Go Iowa Fund Grants Awarded to Two Trucking Industry Non-Profits

WALCOTT, IA... The Iowa 80 Truckstop and CAT Scale Company are proud to announce the grantees of the December 2024 grant cycle of the Go Iowa Fund Grant Program. The Go Iowa Fund was established to provide a structure for Iowa 80 Group employees and other individuals to request money to support good causes, organizations or philanthropies that they are involved in. Any Iowa based charity, or organization that serves Iowa residents or students can apply. Grants are awarded twice a year.

Trucker Buddy International and the Iowa 80 Trucking Museum both have been awarded funds this month. Trucker Buddy International is an Alabama-based non-profit organization that partners professional truck drivers with classrooms all over the United States as pen-pals. This program helps strengthen positive

opinions about truck drivers. The Iowa 80 Trucking Museum is a 100,000 square foot museum in Walcott, Iowa, dedicated to preserving trucking history. The museum features over 130 trucks between the years of 1903 to 1997, vintage signs, toy trucks, and other Petrolina. The Iowa 80 Trucking Museum is free and seeks to promote trucking and celebrate it's history.

Other non-industry organizations that will receive funding include Walcott K-8 School, Walcott Hearts and Hands, Lutheran Services of Iowa, Junior Achievement, and Davenport Central High School.

For more information on or to apply for the Go Iowa Fund Grant Program, visit [iowa80group.com/our-company/go-iowa-fund-program/](http://iowa80group.com/our-company/go-iowa-fund-program/). Applications for the next grant cycle will be accepted until June 1, 2025.

## ATA Truck Tonnage Index Rose 1.2% in October

Washington, DC... Trucking activity in the United States rose modestly in October, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index, the third increase since July.

Image

"The slow, and choppy, climb off of the bottom continued in October," said ATA Chief Economist Bob Costello. "Since hitting a low in January of this year, tonnage is up a total of 3%, plus the index is up sequentially in three of the last four months. No doubt the freight market has improved – albeit slowly – over the course of the year."

In October, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 114.6 compared with 113.3 in September. The index, which is based on 2015 as 100, equaled the reading from the same month last year.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled equaled 121.3 in October, 8.6% above September.

The seasonally adjusted increase follows a decline in September, which was revised up slightly from the October 22 press release.

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.

Both indices are dominated by contract freight, as opposed to traditional spot market freight. The tonnage index is calculated on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

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# January is Human Trafficking Awareness Month

## By The Pennsylvania Turnpike Commission

January is National Human Trafficking Prevention Month, an annual observance aimed at educating the public on this form of modern-day slavery. An \$150 billion enterprise, it occurs in every region of the world, including Pennsylvania.

According to the United Nations, human trafficking is when people are forced, tricked, or deceived into being moved, transferred, or hidden in order to be exploited for profit.

The Pennsylvania Turnpike Commission's goal is to operate a roadway that gets customers safely to their destinations. With more than 550,000 daily travelers moving across our 565+ mile system, our role in interstate transportation means we not only have a responsibility to act, but the ability to make a significant impact through education. Commercial drivers are a critical part of that connection.

Since 2019, commercial traffic on the PA Turnpike has grown 15%. More drivers mean additional opportunities to help stop this reprehensible crime in its tracks. Truckers Against Trafficking, one of our intra-agency and statewide partners, provides training and shares vital information in the industry. According to its 2022 Impact Survey, 992 of 13,600 professional truck drivers surveyed said they've seen at least 3,044 incidents of sex trafficking within the last three years.

One of the biggest myths surrounding human trafficking is that it happens to poorly educated people living in other countries.

The Pennsylvania Alliance Against Trafficking in Humans, Route 15 (PAATH 15), another intra-agency partner, noted 85% of trafficking survivors are U.S. citizens, with 25% under 18.

Men, women and children of all ages, from all backgrounds, can be exploited for sexual activity, forced labor or situations involving multiple forms of abuse.

So, what should drivers watch for as they travel the PA Turnpike, and other roads?

Signs can include:

- \* An individual accompanied by someone who appears unrelated yet controlling. Interactions may not appear consensual or use force (shoving, pulling, pinching.)

- \* Limited eye contact or deferring to another person to speak for them.

- \* Visible injuries, bald patches or bruises.

- \* Appearing disoriented, ill, or with poor hygiene (physical, dental, etc.)

- \* Looking younger than their stated age; they may be tattooed or branded, particularly on the neck, arms and hands.

- \* Dressing inappropriately for the weather (no coat in snowy weather, baggy, long-sleeved clothes on hot days.)

- \* Giving evasive answers when asked where they are going or where they are from.

It's important to note some victims don't display these signs. If something seems "off" about the interactions between an individual and those with them, don't ignore those feelings. Report suspected trafficking and abuse by dialing 911, \*11 on the PA Turnpike, or the National Human Trafficking Hotline at 1-888-373-7888.

Our employees, leaders, maintenance, and Traffic Operations Center (TOC) staff receive Pennsylvania State Police-led training to recognize and appropriately respond to human trafficking reports. Quarterly information sessions from organizations directly involved with victim rescue –

including the YWCA Greater Harrisburg and PAATH 15 – are available to our more than 1,400 employees statewide.

Beyond making the call, PA Turnpike travelers can also pay attention to educational resources along the system. Each PA Turnpike service plaza has rack cards in English and Spanish offering resources and tips, including the universal hand signal trafficking victims can use to signal for help (see box.) In service plaza bathrooms, stickers on each mirror provide information that can make reporting suspected trafficking easier.

A series of 85 road signs in emergency pull-off areas and service plaza entrances urge motorists to "call \*11 to report human trafficking."

The hotline, staffed around the clock by our duty officers, can help in a variety of emergencies, including immediately relaying suspected trafficking reports to state police.

As a result, change is taking root. Pennsylvania courts recently announced a 41% decrease in human trafficking offenses statewide from 2021 to 2022, with 809 offenses charged statewide over the last five years.

The Pennsylvania Turnpike Commission is committed to raising awareness, enhancing statewide partnerships and providing information that helps survivors find a way home. By acting together, we can offer help – and hope – to those still in trafficking's grasp.

## In Memory of Samuel Boyd Brittell 1952 -2024



Professional Truck Driver Samuel (Sam) Brittell went to his Heavenly home on November 25, 2024, at Lake District Hospital in Lakeview, Oregon after a serious illness.

In 1953, when Sam was a young boy, the Brittell family traveled to Zambia, Africa as missionaries. Sam loved to go with his dad out to the villages and

enjoyed driving the tractor on the mission when he got a little older and his dad put blocks on the pedals. His Brittell Grandparents were missionaries as well. His grandmother ran the orphanage. The family returned to the States in 1966 when Sam was 14.

Sam married Michele Ann Christian in January of 1973. He had Michele go and buy two identical CB radios. Sam kept one intact and took the other completely apart (diodes and all) down to the board and put it back together with modifications that more than doubled the number of channels. He sold the rights to Uniden (I told him he should have asked for a royalty) titled "Secret CB" ([https://www.worldradiohistory.com/Archive-CB-Radio/Secret-CB/secret\\_cb\\_vol\\_26.pdf](https://www.worldradiohistory.com/Archive-CB-Radio/Secret-CB/secret_cb_vol_26.pdf)). Besides CBs Sam was a Ham radio and scanner nut.

In March of 1977 he had his only semi-truck accident on highway 101 on black ice just above Eureka, California. He was hauling live crab at the time. Sam was in a coma for two months and in a wheelchair for two years after the accident. He was told he would never be able to walk again. Sam did learn to walk again and went back to driving long-haul and drove up until about three years ago. Sam drove a total of four million miles and always said, "You can't make money sitting in the coffee shop." Despite his heavy foot on the throttle, he never received any tickets. He did, however, get the officer's right pointer finger shaken at him. He drove in 49 states but couldn't find the bridge to Hawaii.

Sam is survived by his wife Jeannie Brittell, three children, a stepson, grandchildren and siblings.

He was preceded in death by his first wife Michele.

Memorial contributions can be made in memory of Sam to Donations to the St Christophers Truckers Relief Fund <https://truckersfund.org/> - St. Jude, or a donation to your favorite charity.

**ARE YOU IN TROUBLE?**

If you are the victim of human trafficking, learn to signal for help.

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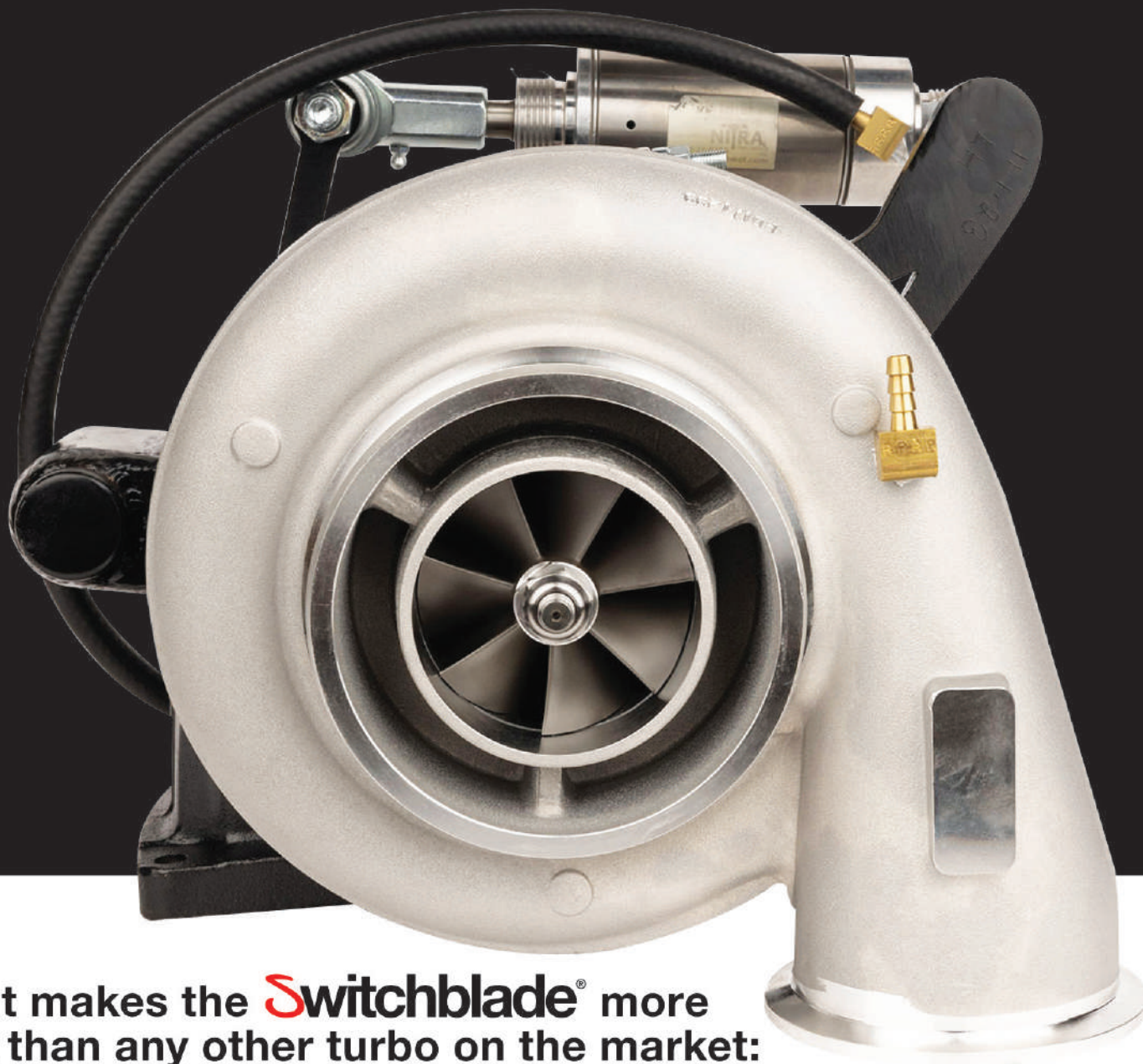
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-Jim Blaylock, Founder

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"I tried about every other turbo on the market, but the results we've seen with the Switchblade regarding fuel efficiency are incredible. Switchblade Turbochargers took our Cummins ISX15 from 5 MPG to 7.1 MPG. In our industry, those gains are huge. Great customer service. I'm only buying Switchblade from now on."

-Jon Haller, M+D Repair, Ohio

"The Switchblade Turbo extended our oil change intervals from 109 hours to >200 hours—no questions asked. The black smoke on all of my rigs has reduced immensely, and the improved fuel mileage is the cherry on top. The Switchblade pulls everything I have down the road."

-Jeff Anderson, Anderson Construction, Blackfoot, ID - "JPayDirt" on YouTube

"I purchased a Switchblade Turbo for my B Model CAT and it performs every bit as good as Jim described. Overall better engine response & performance, 150-200 cooler EGT's, and fuel mileage increase from 5.3 MPG to 6.4 MPG pulling an average gross weight of 120,000lbs."

"I would recommend the Switchblade to anyone looking for better engine performance and improved fuel efficiency."

-Ian Manger, White Sulphur Springs, MT



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# 4<sup>th</sup> Annual DMF Cancer Benefit Truck Show and Truck Pull



3<sup>rd</sup> place - Combo Class: Richie Foster, 2022 Pete 389

**By Pam Pollock**

RANDOLPH, OH... The Denise Marie Flaherty Memorial Foundation (DMF) is a 501c3 organization that honors the memory of Denise Flaherty and supports individuals affected by cancer, including those undergoing treatment, survivors, and their families. 5 annual events are held in the states of Ohio, New Jersey, Illinois, North Carolina, and Texas.

On Saturday, Septem-

ber 21, 2024, the Portage County Fairgrounds in Randolph, Ohio hosted the 4<sup>th</sup> Annual DMF Cancer Benefit Truck Show and Truck Pull. The first day of Autumn, the weather was more like Summer with blue skies and hot temperatures. Also heating up the fairgrounds were the spectacular 147 registered Big Rigs on display. The truck show began at 11:00 am and the late afternoon/evening was the truck pull

by CS Pulling Promotions. Over \$37,000 was raised for local families fighting cancer.

If you missed the 2024 show, make plans now to attend the 5th Annual DMF Cancer Benefit Truck Show and Truck Pull, which is slated. For September 20, 2025, at the Portage County Fairgrounds.

Winners from the 2024 DMF Cancer Benefit Truck Show were:

COMBO CLASS: Best of

Show: Dave Cunningham, 2024 Pete 389

1<sup>st</sup>: Nick Neupauer, 2000 KW 10900; 2<sup>nd</sup>: Wyatt Wright, 2024 Pete 389; 3<sup>rd</sup>: Richie Foster, 2022 Pete 389

BOBTAIL CLASS: Best of Show: Kyle Weaver, 1981 KW W900A

1<sup>st</sup>: Bryan Retych, 2014 Pete 389; 2<sup>nd</sup>: Chance 2 Transport, 1999 Freightliner FLD; 3<sup>rd</sup>: Campbell Transport, 1997 Pete 379

ANTIQUUE CLASS: Best of Show: Terry Green, 1956 Mack B42

1<sup>st</sup>: Russ & Regina Puzausky, 1969 Mack R685;

2<sup>nd</sup>: Joseph Olz, 1987 Pete EXO; 3<sup>rd</sup>: Barry Brack, 1977 International 4200

CABOVER CLASS: Best of Show: Lee Gangle, 1980 International TranStar 2

1<sup>st</sup>: Troy Lentz, 1978 Freightliner FLT; 2<sup>nd</sup>: Tom George, 1973 Pete COE; 3<sup>rd</sup>: Jeff Riggi, 1983 Mack Cruiselinor

PICKUP CLASS: Best of Show: Bob Baker, 1980 Ford F-250

1<sup>st</sup>: Julie Kevin Lamb, 1972 Chevy C-10; 2<sup>nd</sup>: Scott Lilly, 1986 Chevy K-20; 3<sup>rd</sup>: Clint Sherbondy, 1974 Ford F-250 Ranger

- Photos by Pam Pollock -



BOBTAIL CLASS: Best of Show: Kyle Weaver, 1981 KW W900A

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OPTION 2

# 4th Annual DMF Cancer Benefit Truck Show and Truck Pull

See complete photo coverage of the show in our online photo gallery at [www.movinout.com](http://www.movinout.com)

*All Photos by Steve & Pam Pollock*



## Sheetz Holds Grand Opening in Marmet, West Virginia



Altoona, PA... On Thursday, December 12, Sheetz, a major Mid-Atlantic restaurant and convenience chain, officially opened its new store located at 10401 MacCorkle Ave. in Marmet, WV 25315.

The grand opening festivities included multiple prizes awarded, including a grand prize giveaway of free Sheetz for a Year.\*

In honor of this grand opening, Sheetz donated \$2,500 to the Mountaineer Food Bank. Annually, the Mountaineer Food Bank distributes over 17 million meals to food insecure individuals in 48 of the 55 counties within West Virginia. Customers attending the grand opening were encouraged to donate a non-perishable food item to the nonprofit.

Sheetz also made a second donation of \$2,500 to the Special Olympics of West 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. This new location can be easily accessed by truck drivers from I-64.

Ranking second in the latest Best Workplaces in Retail list by Fortune, this location will employ approximately 30 individuals. 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 750+ store locations across Pennsylvania, North Carolina, Michigan, Virginia, West Virginia, Ohio and Maryland, with all locations open 24/7, 365 days a year.

## Everblades Heated Wiper Blades



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 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](http://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.

For more information, visit [www.everblades.com](http://www.everblades.com) or call 906-483-0174 or 800-746-0428.

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# Driven To Be The Best, Driven By The Best



Derek Hackl and Jesse Westby



continued from page 1

ated company, getting you home when you need to be is a priority.

President Derek Hackl said, "Everyone at JK Hackl is like family – our employees and drivers; you are a name here, not a number. My Dad left some very big shoes to fill. We plan to keep on, keeping on – carrying my Dad's legacy forward the way he would want us to. In a world that is constantly changing, our values here at JK Hackl will remain the same. We will continue to offer our employees a stable work environment, being driver and family friendly. We want to keep the bonds we have made with the many fine people that work here; we are still very personal with all of them."

JK Hackl is predomi-

nately a specialized carrier hauling high dollar, weather-sensitive freight. The company is hiring drivers all across the USA. To qualify to do flatbed, step-deck, or double drop work at JK Hackl, you must have a minimum of 3 years of experience in the last 5 years. The company plans steady, controlled growth in the future for their fleet of 74 power units. Even though Jerry is gone, his legacy continues through the guidance of his son, Derek Hackl, who is now President, and Jerry's son-in-law, Jesse Westby, who is Vice President, and the many loyal drivers and employees working at the company. As Jerry liked to say, "Our mission is to provide quality employment to the driver, along with the pride that comes with working for a respected carrier. You

are part of a team at JK Hackl with a common goal of success."

Here is what customers and drivers say about JK Hackl:

From Customer ServiceLink Transport, Inc.; "The main reason why I use J.K. Hackl is their reliability. They strive to go above and beyond what other transportation companies do, and whenever I have asked for the impossible, J.K. Hackl makes it happen! I shipped over 100 machines with them in 2008, whether they were LTL, full truckload or specialized transport shipments, all orders arrived on time, when promised and without damage."

J.K. Hackl's courteous and friendly staff is second to none in professionalism and performance. They extend these qualities not

only towards me but also to my customers. I feel the friendships that I have created with the people at J.K. Hackl will last a lifetime."

From Customer Jimmy at ATS: "Working with JK Hackl has been a relief to be honest. I never have to worry about my freight, I always get accurate updates and great communication. Hackl is very fair on rates and I definitely get what I pay for! I've done over 100 loads with them over the last few years and look forward to working with them further."

JK Hackl Driver Tony Good: "Out of the 29 years I've been in the business, JK Hackl is by far the best company I've worked with! They follow through with what they say they're going to do. We have nice equipment, and the drivers are treated with respect."

JK Hackl Driver Randy Stewart: "JK Hackl gives me the freedom to run how I want as a professional truck driver. If you want to drive without being micro-managed, this is the place for you, too!"

JK Hackl Driver Torry Tobolt: "JK Hackl is a great company to work. For if you're willing to put in the work. My loyalty remains with them because nobody else pays as well, plus they don't micromanage me."

JK Hackl Driver Pat Ball: "When I first started driving, I always said that I wanted to get into hauling over-dimensional; the whole works. JK Hackl afforded me the opportunity to do it! They treat us drivers with respect, and I got the chance to do what I've always dreamed of doing – moving the big stuff."

JK Hackl Driver Jeremy

Craig: "This is my testimonial about my experience here at JK Hackl. I started working for Hackl in 2015 and I've been more than happy with the way this company operates. They keep you busy at all times and the equipment is well maintained. There's no micromanaging, which is a great thing. They go far and beyond to take care of their drivers and customers, as well, and out of the 17 yrs that I've been a truck driver, I am grateful of being an employee for a superior company."

If you are interested in a career at JK Hackl, a small family owned company that is big on family values, give them a call at 800-669-2625 or log onto [www.jkhackl.com](http://www.jkhackl.com) for details.

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# Pacifico Reflections - Squirrels and Goldfish

by: Mike McGough

She was an incredibly hard worker. Her focus was as sharp, keen, and consistent as a fine camera. When she got onto a task, she was on it. As much as possible, she did one or a limited number of things

at a time, and she did them well. When she committed to something, she was all in.

For sixteen years she served as a supervisor in McCambridge Township. For the last six years, she served as the board presi-

dent as well. McCambridge Township is rural, and the local economy centers around the lumber business. Tragg Lumber and Forestry is the biggest employer in the region.

She was both effective and efficient in her leadership of the township. She garnered a great deal of support, and in the last three municipal elections she ran unopposed. That wasn't because there was no interest in the position but was instead a result of the reputation she has developed. She served the position well, and the position served her well. There was a nice fit.

Several years ago the local political party contacted her to run for county commissioner. She considered it, but felt she was better as a supervisor. At the end of the last election cycle, she was again approached. This time the message was a we-really-need-you con-

versation rather than the previous are-you-interested question. After some thoughtful deliberation she confirmed that she was indeed interested.

She won the fall election handily, and on January 2nd she was sworn in as the newest county commissioner. She was excited and at the same time a bit anxious about making her way in this new position. She knew and was comfortable with how she had built a sound fit in her previous position, so she set right to work trying to establish the same relationship with her new role as a commissioner.

During the second week of January, the state sponsored a three-day symposium for new commissioners. Newly elected commissioners had the opportunity to learn about current trends in county government, network with

other new commissioners, and hear from experienced commissioners about their service in county government. A seasoned veteran accompanied each new commissioner from his or her county. The commissioner who accompanied her was in his 12th four-year term. He was also the former president of Tragg Lumber and Forestry.

During one of the session they both attended, a young commissioner from the southern part of the state spoke with great passion about the ability to multi-task. The presenter claimed that without this skill a leader can be quickly lost, rendering her or himself out of touch and ineffective. The speaker's message was not lost on this new commissioner. Later that day at dinner, she shared with Commissioner Tragg that multi-tasking sounded interesting, and that it would be something she would have to work on. He just nodded and smiled. The she said, "I don't want to be the commissioner who can't walk and chew gum at the same time."

Over the next several months, she experimented then dove deeply into multi-tasking. She bought a book and scheduled a phone conference with the speaker from the symposium. She really tried the process. Some days she felt like it was working, but other days she found herself in what her Grandmother called the dithers. She was unfocused, unorganized, and both pro-

fessionally and personally confused. It hadn't yet turned to chaos, but there were days when she was most definitely headed in that direction.

Taking the older commissioner who had accompanied her to the symposium into her confidence, she shared that multi-tasking wasn't working for her. In a very matter-of-fact tone he complimented her for figuring that out, and then encouraged her to make some necessary adjustments. He said, the person who spoke at the conference had shared her experience and offered the group some insights into what works for her.

He went on to say that in his line of work, he had always been in tune with nature. He spoke of nature in terms of ecosystems and about how various elements of a system must work together. He told her that some roles are shared, while others are unique to individual elements. "Think of it this way," he concluded, "If a squirrel tried to advise a fish on how best to move through the ecosystem, the fish could easily be lost. Yes, making their way is important for both of them, but they each have to do so in a manner that provides personal and organizational fit."

The next Monday morning she went into her office and there sitting on her desk was a goldfish in a bowl. On a small note by the bowl was a note that read, Do what works for you!

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## OOIDA Statement on US-DOT Nominee

Owner-Operator Independent Drivers Association (OOIDA) President Todd Spencer issued the following statement regarding the nomination of former Representative Sean Duffy (R-WI) to be U.S. Secretary of Transportation.

"OOIDA and the 150,000 small business truckers we represent congratulate Representative Sean Duffy on his nomination as Secretary of Transportation. We look forward to working with him in advancing the priorities of small business truckers across America, including expanding truck parking, fighting freight fraud, and rolling back unnecessary regulations. We encourage a swift confirmation in the Senate and look forward to working with the new administration." - OOIDA President Todd Spencer

NOTE: When in Congress, Representative Duffy supported an effort by OOIDA to allow small business truckers with a strong safety record an exemption from the onerous Electronic Logging Device mandate issued by the US-DOT.

More Resources

\* OOIDA on truck

parking <https://usw2.nyl.as/t1/36/1f3r2312yx-sm-e4lapxn1xqjo9/1/aebf8c42935042f212bffb1cbebe1e80e5e58b1809d-679f855491cbc57dc105c8>

\* OOIDA on freight fraud <<https://usw2.nyl.as/t1/36/1f3r2312yxsm-e4lapxn1xqjo9/2/92b2ff96c703ff23962a4896414517212d1d3c236d078bf93624fca2456612>>

\*OOIDA on unnecessary regulations <<https://usw2.nyl.as/t1/36/1f3r2312yxsm-e4lapxn1xqjo9/3/549061692f79ff544fd7e0a992edbec27e8bf62b8b50550f722b7d7fd8b44115>>

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 150,000 members nationwide in all fifty states that collectively own and operate more than 240,000 individual heavy-duty trucks. OOIDA's mission is to promote and protect the interests of its members on any issues that might impact their economic well-being, working conditions, and the safe operation of commercial motor vehicles on our nation's highways. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area

## Introducing Truckstop's Risk Factors

In recognition of International Fraud Awareness Week (Nov. 17-23), Truckstop introduced Risk Factors Advanced, the ideal carrier vetting solution that serves as the first line of defense for a growing enterprise business that requires more automation and sophistication.

Previously announced Risk Factors Essentials, combines Truckstop's vast proprietary, licensed, and public data to equip brokers with information to help combat fraud and mitigate risk—right into their workflow.

In addition to the benefits of Risk Factors Essentials, Risk Factors Advanced is designed to help brokers:

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# “Live With Purpose” - Remembering And Honoring Our Nation’s Veterans



Left to right: Professional Truck Driver Chuck Andrews and Kenworth of Pennsylvania Clintonville General Manager Wade Calderwood.

By Pam Pollock

CLINTONVILLE, PA... Professional Truck Driver Chuck Andrews, Owner-Operator of Harry Ball Trucking of Cleveland, Ohio and his “co-driver” dog, Lucy, aka Fluffy rolled into the parking lot of Kenworth of Pennsylvania Clintonville during a mini snow

squall on December 11, 2024. Wreaths Across America is a program that honors service members and their families by bringing together volunteers and patriots. The program involves placing wreaths at cemeteries, memorials, and historic sites, and saying the name

of each service member out loud. The 2024 theme for Wreaths Across America is “Live with Purpose”. The theme is inspired by the stories of volunteers who have used adversity to live with purpose and make their communities better. Andrews is a very proud member of the Wreaths



Chuck Andrews (left) And WAA Clintonville Volunteer Tom Palla (right) work to unload wreaths. - All photos by Pam Pollock -

Across America's Honor Fleet. He's been a part of the WAA Campaign for over 11 years, loading up his truck's trailer with thousands of wreaths in Maine and then delivering them to several states where volunteers will place the wreaths on graves of Veterans. Chuck Andrews donates

his time, truck, fuel and all out-of-pocket expenses as part of WAA's Honor Fleet. Members and Volunteers from the Wreaths Across America Clintonville Charter quickly unloaded the wreaths from the back of Andrews' trailer. The wreaths were placed on Veterans graves at the Clintonville Methodist Cemetery on December 14<sup>th</sup>.

Chuck Andrews wanted to give a special thanks to Kenworth of Pennsylvania Clintonville General Manager Wade Calderwood for letting him bring his truck to their facility to transfer the wreaths to the WAA Clintonville Chapter.

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## A Likely Story – New Year Resolution

By Roger Clark

Most New Year resolutions be like, losing weight or quit smoking. Others might be giving up sins like drinking or drugs or selling the children on eBay. Still others may decide to start something new, like trade internet classes, robbing banks, or basket weaving.

Well, okay, maybe not something extreme as basket weaving, but we all want to start the new year with new hope, new ideas, or at least new drugs for a change. Let's face it, the same old medical Mary Jane can be a drag, after some years, right?

I have several resolutions this year, mostly age-related, and it starts with my next birthday. The number is classified of course but guess what. Next time we fly, I won't have to take my shoes off.

I'll still have to pick up things I drop all the time, like pocket change and boarding passes, but won't have to tie any more shoelaces. Prior to watching the two most famous physical therapists on YouTube, I couldn't bend over for a fifty-cent piece. Now after watching those two for six months, I can't pick up a silver dollar.

I plan to get more exercise but I no longer have the Harley, so I bought a stationary bike for the home office. I look good on it, according to my wife, but she insists on replacing the Pringles can with a bottle of water. But to avoid unnecessary thirst, I don't pedal.

She thinks that's counter-productive. Seems to me

the machine would last longer between service calls. After all, the Harley did.

Getting fit could leave me having a fit. First, I need running shoes. Then I gotta have a jogging suit, and then I want a headband, even though I'll be struck by lightning before I ever work up a sweat. And that, in a nutshell, is why that silver dollar is still on the ground.

I also resolve to be a nicer person in 2025, and that starts with being a better driver. But wait, you ask, haven't I been driving over sixty years already? Well yes, I have, and as I get older, my reflexes get slower. It now takes an extra half-second just to give

someone the finger, so imagine how slow I am to get off the gas.

Being a nicer driver means I can be assertive without being aggressive. My Yukon XL weighs over 6000 pounds so I can hold my own in zipper traffic, but not if I'm picking a fight with a lift-kit pickup running bigger tires than I have. Sometimes ya just gotta know when to hold 'em, and when to fold 'em.

One of my favorite trucking executives once shared a fascinating observation. Whenever you turn your head to the right, he said, your vehicle turns to the right as well. He was right, and that little bit of wisdom has stayed with me since 1997. Now when I converse with passengers, I keep my eyes on the road, and guess what? I can no

longer make right turns.

He also told me, during that trip into the interior of Mexico, to increase the AC. I didn't refuse, exactly, but explained how it would

overload the filters, He didn't respond but allowed me to focus on driving. Later in the evening, he took me to task about it, but also made arrangements for

service help when we got back to Laredo well after midnight. Well, my primary resolution for this year is to practice that kind of leadership. Wish me luck!

# MOVIN' OUT Calendar of Events

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**March 27-29, 2025 - Mid-America Trucking Show**—Kentucky Fair and Expo Center, Louisville, KY. For more info visit [www.truckingshow.com](http://www.truckingshow.com)

**June 5-8, 2025 – 22nd Annual Wheel Jam Truck Show** – “Memories of Scot” – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit [www.wheel-jamtruckshow.com](http://www.wheel-jamtruckshow.com)

**June 5-7, 2025 – American Truck Historical Society National Convention and Truck Show** – Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, WI 53713. More details will be released in upcoming months. [www.ATHS.org](http://www.ATHS.org)

**July 10-12, 2025 – Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**August 1-3, 2025 - Carlisle Truck Nationals** - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

**September 25-27, 2025 - Guilty By Association Truck Show** – 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OOIDA, and Joplin 4 Petro. For more info visit [www.chromeshopmafia.com](http://www.chromeshopmafia.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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# 50 Years In The Rear View Mirror

continued from page 1

have supported us over the years – and of course our readers – YOU, the Professional Truck Driver!

I wish that my parents, Strickler Winton and Audrey Ann Pollock, who founded Movin' Out with little more than their hard work and determination were alive to see us celebrate 50 years of publishing, as well as witnessing how the newspaper has evolved. We have published a copy of the original issue of Movin' Out, Vol. 1 Number 1 on page 21 so our readers can see how things have changed in the past 50 years.

There are so many people who have helped us produce and distribute Movin' Out for so many years – and to everyone involved in our growth and longevity, my sincerest thanks and appreciation.

The most rewarding part of this journey for me has been the many, many wonderful people who have become friends and associates

over the years. From our customers to the Professional Truck Drivers that I am privileged to call my friends, you have made these years so very special for me. I thought about listing some of these individuals, but I would fill the pages of this newspaper and inevitably forget someone. So thanks to every single one of you! I am proud and grateful that you have allowed me to be a part of the trucking industry that delivers everything that all of us use every single day of our lives.

In an increasingly digital world, we are pleased to still be able to publish Movin' Out as a print format (a digital version of Movin' Out is available online if you prefer). I am an "old print guy," so I will make this statement with prejudice – when your article and photo appears or appeared in Movin' Out, you can cut it out and hang it on the wall for posterity. Try that with your digital content.



My parents, Audrey and Strick Pollock

I cannot begin to imagine what changes the years to come will have in store for all of us. I only hope we will have many more years to be involved in the trucking industry and continue to bring you Movin' Out every month.



Audrey Pollock (left) and Strick Pollock (right) had careers in not only the newspaper/publishing business, but also were Radio Talk Show hosts and also were performers and entertainers in the dance and music industry.



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Publisher Steve Pollock and his wife Pam Pollock, Editor of Movin' Out.

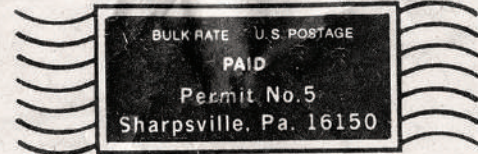
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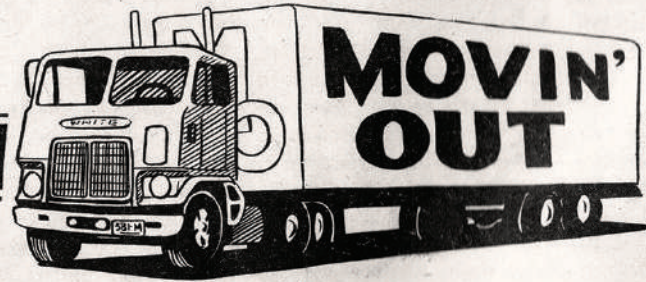
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VOL. 1 NO. 1

JANUARY 15, 1975

FOR NEWS ABOUT PENN-OHIO TRUCKERS TRUCKING JOBS TRUCKING SERVICES TRUCKING PEOPLE

# Forward Drive In '75

(AN EDITORIAL BY - CLAUDE WOLFE)

By most trucking standards, 1974, was a real bummer. It was the year of fuel shortages-unless you were willing to pay their price, of boycotts and long fuel lines, of double digit inflation and recession and of a congress, so preoccupied with the sport of head hunting Watergate style, that could give us only tea and sympathy.

## THE YEAR OF THE ZEALOT

The year was also one when the truck driver's image reached its lowest. This was because 1974 was also the year of the zealot, when men publically decided to take on the US Government and the American people over the 55 mph speed limit and their fuel problems.

I would be wrong to question the motives of the zealots. They certainly had legitimate gripes. They were being

squeezed to death economically. It's just that their timing was bad.

Everybody in Washington, who wasn't busy making hay over Watergate, was furiously trying to save their scalps over it. And the press, which had little time or space for anything else, did little to really make the public aware of the truckers' plight. However, stories of public complaints about "arrogant," speeding truck drivers increased. To give you an example of more bad press; the editor of the PITTSBURGH PRESS, in a front-page Sunday editorial titled, "What Speed Limit?" suggester that truck drivers flouted the speed limit because, as a "fringe" benefit at "union insistence," all long distance trucking companies paid their traffic fines. You and I know, in most cases, that is just not true.

Now, while rumors spread of more layoffs, shutdowns,



etc., FASH President, William Hill is asking you to commit financial and political suicide on January 31.

## ALREADY THINGS ARE LOOKING UP IN '75

During the final weeks of '74 the Congress shifted out of neutral to pass a mass transit

bill that would reverse the direction that trucking was heading, and on January 4 President Ford made it the law of the land.

The mass transit bill is only a first step, and it will mean very little unless the 33 states which now don't permit 40-ton limits pass legislation to do just that. Pennsylvania CONTINUED ON PAGE 2

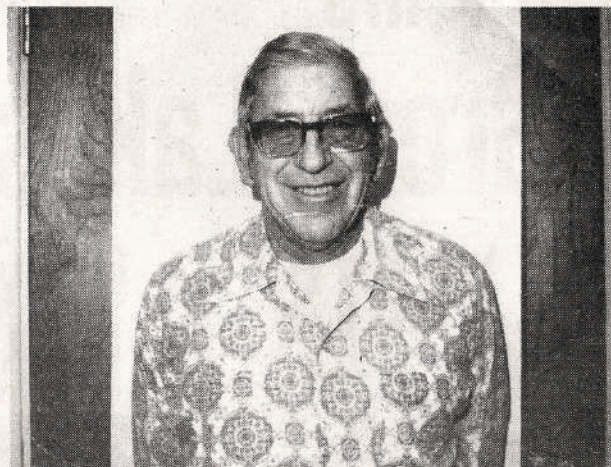
## Inside Movin' Out

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- Miller Transfer And Rigging- A Success Story.....page 3
- 55mph-The Law Of The Land.....page 2
- Taming Of The Tariff Sheets.....page 4

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## MOVIN' OUT

# MILLIONAIRE OF THE YEAR



**GEORGE L. GAHRIS** - In a lifetime the average person will drive about 450,000 miles and will have at least a half dozen good fenderbending accidents. Cooper-Jarrett's George Gahrts of 485 GrandviewAve., Hubbard has about five lifetimes of driving under his safety belt and with no accidents. That is why George is MOVIN' OUT'S MILLIONAIRE- OF-THE-YEAR for 1974.

# Meet Safety King, GEORGE GAHRIS

CONTINUED ON PAGE 8

Pictured above is the very first issue of Movin' Out, dated January 15, 1975. 50 years ago the distribution area was very limited, serving a small area of Western Pennsylvania and Eastern Ohio. Today, Movin' Out remains a FREE trucking industry newspaper, distributed at over 1,400 locations in ALL 50 States. Our sincere thanks and appreciation to all of our loyal readers and advertisers over the past 50 years. Thanks for taking Movin' Out along with you on your journeys!



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## Sen. Rosemary Brown introduces Near Zero Emission Truck Incentive Program

By **Rebecca Oylar, PMTA**

A practical solution to reduce emissions quickly, effectively, and practically

On Friday, November 15, Pennsylvania state Senator Rosemary Brown (R-40) introduced Senate Bill 1348, offering a practical and cost-effective strategy to reduce truck emissions without imposing costly mandates. Implementing a solution proposed by the Pennsylvania Motor Truck Association (PMTA), the bill provides a means to incentivize the replacement of older diesel trucks with

"near-zero emission" models manufactured after 2010.

The bill creates the Near Zero Emission Truck Incentive Program, providing state grants funded through federal pollution reduction allocations. These grants would help trucking companies offset the cost of purchasing new or newer diesel trucks.

Diesel trucks manufactured after 2010 qualify as "near zero" because they are significantly cleaner than their older counterparts. This is due to their compliance with EPA's

stringent diesel emissions standards and advanced emission-control technologies like diesel particulate filters and selective catalytic reduction systems. Compared to pre-2010 models, these trucks reduce nitrogen oxide (NOx) emissions by approximately 90% and particulate matter (PM) emissions by about 95%.

Grants would be available for 12% of the purchase price for new trucks and up to \$5,000 for used trucks.

**Key Highlights:**  
Immediate Emissions Reductions: By retiring pre-2010 trucks, the program

delivers tangible environmental benefits.

**Economic Feasibility:** The plan avoids unrealistic electric mandates, making upgrades attainable for businesses of all sizes.

**Broad Legislative Support:** Sponsored by Sen. Brown and backed by bipartisan co-sponsors, the bill prioritizes both environmental and economic sustainability.

**Industry-Driven Advocacy:** PMTA advocates for practical solutions that align environmental goals with the realities of Pennsylvania's trucking industry.

Alongside emissions reductions, the safety advantages of newer trucks are also a significant benefit of encouraging the replacement of older trucks. Trucks manufactured after 2010 are required to meet stricter federal safety regulations and often include enhanced safety systems and advanced designs, leading to immediate safety improvements.

Though the 2023-24 legislative session expires at the end of the year, SB 1348 is expected to be reintroduced in the new legislative session in the new year. It represents a win-win for emissions reduction and operational viability for Pennsylvania trucking companies, leveraging federal resources to modernize fleets and leads the way to lower emissions in the trucking industry in a way that's economical, effective, and practical.

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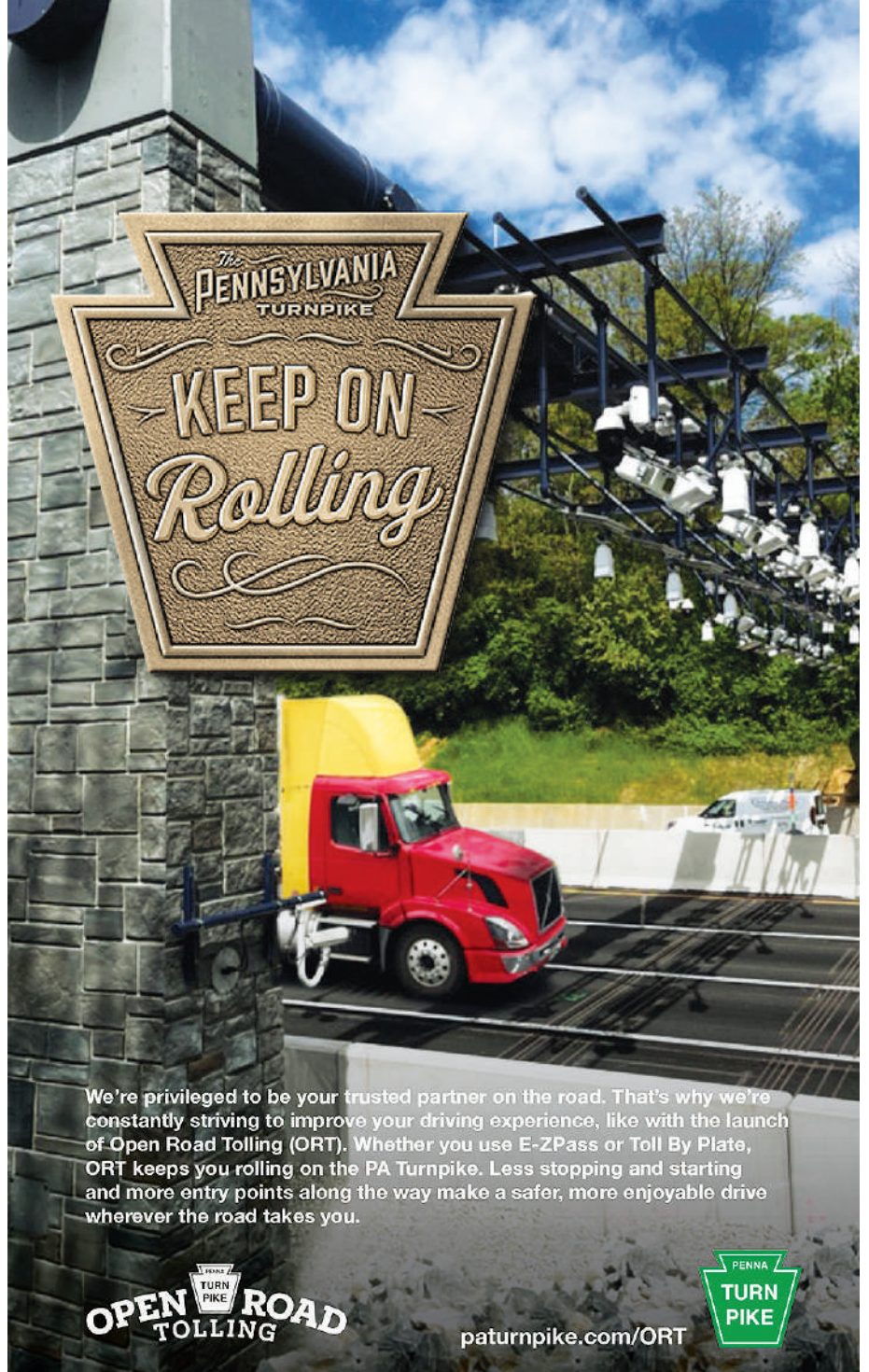
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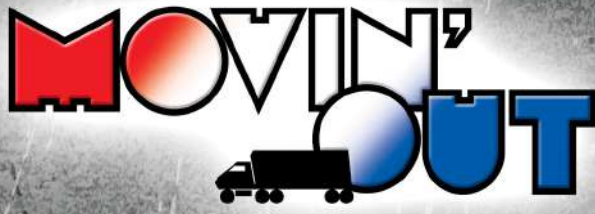
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**PENNA TURN PIKE**



# Working Show Truck Of The Month

## Travis Hayden



**By Robert Conrad**  
This '86 Freightliner Classic has been given a whole new life by owner Travis Hayden, not once but twice! He originally purchased it as a parts truck just before 2012 rolled around and ended up building it for a driver after using the original exhaust for parts.

After a little over a year, Travis had rebuilt & painted the truck and his driver

took the keys. Unfortunately, that driver ended up rolling it over after just 6 months! The driver was ok but the truck wasn't, as it was listed as totaled. Travis didn't have plans to scrap the truck, and over the next 2 years he took the whole thing apart and slowly rebuilt it. The end results are the working show truck you see in our photos!

Now Travis is the only one who drives this '86,

hauling wood around Maine when he works it, and bringing it to various truck shows on the weekends. Power comes from a 3406B CAT motor pushing out 425 HP that's paired up with a 15 speed Direct transmission and a set of 46,000 Eaton rears that Travis replaced. It also has a New Way air ride since the rebuild and Travis added a set of straight pipes, a custom headache rack, and

a classic Freightliner paint combination from the 80s! The interior is mainly original and under the hood, the engine is always kept looking new!

Travis Hayden has definitely put a lot of work into this sharp looking '86 Freightliner, and he starts 2025 off in style for Movin' Out, as our pick for our January Working Show Truck of the Month.



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**(10) 2025 REITNOUER CK-100 ALUM FLATS** 48"x102", Bubba Main Beams, 100,000 Lbs GVWR, Intraax 25K Susp, Coil Pkg, **\$51,500 Incl FET**



**\$38,950 FET Incl**

**QTY 8 - New Vanguard 53' MaxCube (Sheet and Post) Dry Vans - Air Ride, Swing Doors, Plastic Lined, Logistic Posts on 16" Centers. \$38,960 Incl FET**



**(12) NEW WABASH COMBO FLATS W/ REAR AXLE SLIDE, 53"x102", Alum Floor, Winch Track Both Sides, Hend Air Ride, Alum Outer Wheels \$42,950 Incl FET**



**(16) 2013 HEIL 9200 GALLON TROUGH BOTTOM PETRO TANKS** 3200/2300/1100/2600, One Double B/H 60" Box, EV0/OPS Box Air EV, **\$47,500**



**(3) 2021 REITNOUER BUBBA W/ MERLOT CONESTOGA** 48"x102"x 87.5" Inside HT, B/H w/Mandoor, Hend 30K Suspension, Winch Track, Coil Pkg **\$47,900**



**\$23,950**

**Qty 300 Reitnouer Maxmiser and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides.**



**2025 STARGATE 40' ALUMINUM FRAMELESS DUMP** 40"x102"x72", Polished Sides, Dual Tailgate, 38 Total Lights per side, 10'2" Spread Frt. Lift Axle, Disk Brakes **\$99,500**



**(3) 2025 EAGER BEAVER 35GSL PT PAVER LOWBOY** 48'6"x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, **\$72,250 Incl FET**



**(8) NEW WABASH COMBO 734 LOW PROFILE DROPS, 53"x102", 36' Rear Deck Ht. Sliding Rear Axle, Cal Legal Alum Outer Wheels, \$59,750 Incl FET**



**(10) 2025 FONTANE 55LCC,, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, \$108,750**



**(10) 2018 REITNOUER DROPMISER** 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, **\$41,900**



